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Project Overview/ Background

Project History
The Bass Coast Strategic Coastal Planning Framework (Coastal Framework) has proceeded through a lengthy drafting, consultation and review process. As part of Amendment C93, the Coastal Framework was the subject of a formal public exhibition process between 30 July 2009 and 3 September 2009. An Independent Panel considered Amendment C93 (alongside Amendments C53 & C98) during a nine day Panel hearing, held between 2 December 2009 to 16 December, 2009.

Current Version
This version (June 2011) forms the current and up to date Coastal Framework, superseding all earlier versions. The Coastal Framework functions as a Bass Coast Shire strategic policy document, and will be listed within Clause 21.12 Reference Documents, of the Bass Coast Planning Scheme.

To ensure consistency between the Municipal Strategic Statement and Clause 21.10 Local Areas Policy, this current version of the Coastal Framework has been updated to reflect Council’s final adopted position on the Coastal Framework, the current planning policy position regarding managing coastal hazards and the coastal impacts of climate change, as well as relevant comments and recommendations made by the Independent Panel within the Panel Report for Amendments C53, C93 & C98 (dated April, 2010).

Due to the extent of time which has passed since the original drafting of the Coastal Framework, population figures and projections have also been updated, which are consistent with the assessment and commentary of the Independent Panel.

Project Consultants
In collaboration with Bass Coast Shire, the following consultants provided inputs into the drafting and overall development the Coastal Framework:
- GHD Pty Ltd
- ASPECT Melbourne P/L
- NRM Services Pty Ltd
- Wolter Consulting Group
Executive Summary

Background

1. Sustained population growth and development interest in the Bass Coast is placing increasing pressure for development on the coastal precincts of the Shire, leading to fragmented coastal planning, subdivision and development decisions.

2. A projected population, in the order of an additional 14,395 for the total Bass Coast Shire between 2006 and 2026. For the same period the Bass Coast Balance - Statistical Local Area, the projected population growth is 11,039 of which approximately 4,300 may be located in the settlements of the framework area.

3. This strategic framework provides Council and the community with strategic directions and advice for future development of coastal areas throughout the Bass Coast Shire.

Content

4. This framework has four parts:

   Introduction
   - An overview of existing development influences on the Bass Coast.
   - An outline of guiding principles and policy for coastal planning.
   - A summary of community attitude to coastal planning, development and management.
   - A recommended settlement land use structure.
   - Implementation recommendations.

   Activity Nodes
   - Approach to planning activity nodes.
   - Strategic framework plans and design guidelines for 10 activity nodes (settlements).

   Areas Between Activity Nodes
   - Allocating key land uses for areas between activity nodes.
   - Recommendations for significant features between activity nodes.
   - Recommendations for significant environmental values between activity nodes.
   - Recommendations for enhancing the coastal economy between activity nodes.

   Siting and Design Guidelines
   - Subdivision design guidelines.
   - Guidelines for siting and design of dwellings.
   - Additional siting and design guidelines for development located between activity nodes.
5. The document contains a range of observations, measures and recommendations in addition to Siting and Building Guidelines for various development scenarios.

**Activity Nodes**

6. The Victorian Coastal Strategy (2008) indicates that the planned growth of coastal towns will be managed through the establishment of township boundaries. Furthermore, appropriate areas for coastal development will be confined to activity and recreation nodes within existing settlements. Although the community has previously had input into the location of existing town boundaries in 1992, they now require review.

7. The Gippsland and Central Coastal Boards support the concept of ‘activity nodes’ and the need to avoid strip development along the coast, as identified in the Victorian Coastal Strategy (2008).

8. This framework includes a preferred approach to development that allows for planned variable growth in selected settlements. This option maximises benefits to the community, assists in achieving ecological sustainability, and minimises impacts on coastal, environmental and landscape features. The framework includes:

   - Existing activity nodes (settlements) to accommodate demand for additional development, with selected nodes accommodating more development than others, according to environmental, landscape and infrastructure opportunities and constraints.
   - Clear boundaries to growth being identified in strategic framework plans for each activity node.
   - No further low-density residential or rural living development in either isolated areas or adjacent to activity nodes (unless identified in this Framework for strategic reasons), to encourage existing activity nodes to maximise opportunities for additional consolidation and population capacity, including higher densities in the centre of activity nodes.
   - No further settlement or recreation development between activity nodes, with the exception of buildings associated with activities in the rural zones.

9. An additional population increase of 4,300 is projected between 2006 to 2026, with a demand for 5000 dwellings to accommodate total dwelling demand (both permanent and holiday dwellings). Dwelling capacity of 4,235 residential lots is provided for in development areas in selected activity nodes in the framework area in the short and intermediate term, with some capacity for long term growth.
**Areas between Activity Nodes**

10. The framework is consistent with existing State, regional and local policies. In relation to the allocation of land uses and preferred outcomes for the areas between activity nodes. The framework also indicates:

- Residential development and related urban land uses should be restricted to existing activity nodes.
- The coastal areas between activity nodes should remain as areas with views, scenic or rural values and should remain in private ownership and be used for rural purposes.
- Agriculture and extractive industry make significant contributions to the local economy, and areas of high suitability for these activities should be protected.
- The establishment of additional recreation nodes on the coast is not appropriate, unless these are located within or adjacent to existing activity nodes. Additionally these should only be established where foreshore management plans identify, through needs assessment, the requirement for public recreation facilities on public reserves. These nodes are to consist of freely available public recreation facilities and infrastructure that is coastal dependent and located within public land.
- The development of large scale residential, rural residential, tourism or recreation in areas with views, scenic or rural values is not considered appropriate. These developments, subject to local environmental and strategic assessment, are most appropriately located in conjunction with existing activity nodes identified for additional development.
- Small scale or low-key tourism facilities (eg. bed and breakfast accommodation and farm stays) in areas between activity nodes are appropriate, providing they are consistent with siting and design guidelines and are responsive to the surrounding natural and built form, surrounding land uses, transport and infrastructure requirements and demands.
- Further low density residential and rural living zones are not considered appropriate in the coastal areas of the Bass Coast Shire, unless identified for strategic reasons, such as limiting further residential development on the edge of selected existing activity nodes.
- Implementation of natural resource management and ecological sustainable development objectives should guide the planning and management of coastal lands.
Implementation

11. The implementation program for this Framework contains four areas of activity:

- Adoption of the Framework by the Bass Coast Shire Council as the preferred position on planning for coastal settlement in the Shire, and the introduction of appropriate policy and procedural mechanisms being established to ensure implementation.

- Amendments to the Bass Coast Planning Scheme to provide the necessary statutory arrangements to guide development through the planning approvals process.

- Establishment of an ongoing approach to coordination, integration and monitoring of coastal planning and management in the Bass Coast Shire.

- Additional initiatives identified by this Framework to address issues related to coastal planning and management.
1. Introduction

1.1 Background to the Framework

This strategic framework provides Council and the community with strategic directions and advice for future development of coastal areas throughout the Bass Coast Shire. The Framework is a joint initiative of the Bass Coast Shire and the Department of Sustainability and Environment. The framework area (refer Figure 1) applies to land along the coastal areas from the eastern extent of the municipality (adjacent to South Gippsland Shire) to the northern extent of the municipality (adjacent to the City of Cardinia). A nominal inland boundary of 5 km extends from the coast. The following activity nodes are included (settlements):

- Jam Jerrup
- Pioneer Bay and The Gurdies
- Grantville
- Tenby Point
- Corinella
- Coronet Bay
- Bass
- Kilcunda
- Harmers Haven
- Cape Paterson

The framework excludes Phillip Island, San Remo, Wonthaggi and Inverloch as these locations are subject to separate strategic planning initiatives and urban design frameworks.

In addition to addressing future development in the ten activity nodes, the framework also includes recommendations relating to the coastal areas between the Activity Nodes.

Planning considerations and issues outside the framework area with a direct link or relevant relationship to the nominal 5 km wide framework area have also been considered.

The intent of the strategic framework is to facilitate informed and appropriate planning guidance for future development and management of the coast, its settlements, natural and scenic values, cultural and landscape features, and tourism, urban and agricultural development.

Where the document makes generic references regarding coastal planning and management policy and initiatives, these apply to all areas, unless a more specific and detailed recommendation outlined in the strategic framework plans deliberately varies these policies or initiatives.
Figure 1
THE FRAMEWORK AREA
Bass Coast Strategic Coastal Planning Framework
June 2011

Source: VicMap
1.2 Reasons for the Framework

Sustained population growth and development interest in the Bass Coast is placing increasing pressure for development on the coastal precincts of the Shire, leading to fragmented coastal planning, subdivision and development decisions. Emerging issues for the framework area include:

1.2.1 Development Pressures

- Pressure for expansion of almost all activity nodes from owners of adjacent land holdings.
- Pressure for greenfield developments between activity nodes, usually involving recreation elements, such as boating facilities or golf courses.
- Pressure for development of tourist accommodation, both large and small on rural properties between activity nodes.
- Development of visually prominent dwellings on rural land between activity nodes that have an impact on the landscape and qualities and tourism values of the coast.
- Significant increases in coastal land values.

1.2.2 Population Changes

- The State Government projected population growth as outlined in Victoria In Future 2008 indicated in the order of an additional 14,395 for the total Bass Coast Shire by the year 2026, and 11,039 for the Bass Coast - Balance Statistical Local Area which encompasses the framework area. Approximately 4,300 may be located in the settlements of the framework area (refer to Appendix B for details).
- Expected increases in the number of commuters employed in the eastern regions of Melbourne, choosing to reside in the northern coastal districts of the Bass Coast Shire.
- Increases in the average age of coastal dwellers, resulting partly from retirees moving to coastal locations.
- Continued seasonal variation of population levels in coastal settlements, tempered by an increase in permanency, resulting from new residents seeking a coastal lifestyle.
- Increased visitor numbers by holidaymakers and tourists.
Development in Activity Nodes

- Community dissatisfaction in the physical changes occurring within existing activity nodes, from infill development and redevelopment of existing lots, where development is inconsistent with existing settlement character.
- Under-utilised activity node centres, where consolidation and development of land parcels, retro-fitting existing buildings and streetscape improvements would benefit the local economy and attract visitors.

1.2.3 Environmental and Coastal Management Issues

- In some locations, there are insufficient development setbacks and foreshore reserves to allow for adequate coastal protection and conservation.
- Localised issues, such as flooding from high tides in Western Port, and shoreline and cliff erosion affect several foreshore areas within activity nodes.
- Potential population increases will place increasing pressure on existing coastal reserves and recreation facilities, and create demand for additional facilities and access to coastal resources.
- Regional environmental changes, such as further loss of biodiversity, alteration of ecological processes, changes in shoreline and nearshore environments from climate change impacts and associated increases in sea levels, and quality of marine, estuarine and riverine waters, are likely to require management responses at the local level.

1.3 Strategic context

1.3.1 Planning policies and controls

State Planning Policy Framework

The State Planning Policy Framework outlines the State level policies that apply when making decisions under planning schemes and when amending planning schemes. Components of the framework that relate directly to coastal areas, settlements and related development on the Bass Coast include:

- Coordination of land use planning with the requirements of the Coastal Management Act, 1995, including sustainable use of the coast, protecting and maintaining areas of environmental significance and identifying areas suitable for improved facilities.
- Application of the Victorian Coastal Strategy (2008) hierarchy of principles for coastal planning and management, including: Principle 1: Provide for the protection of significant environmental and cultural values. Principle 2: Undertake integrated planning and provide clear direction for the future. Principle 3: Ensure the sustainable use of natural coastal resources. Principle 4: Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed.
Application of Clause 11.05-5 – Coastal Settlement, which requires planning for sustainable coastal development through the development of a diverse network of existing coastal settlements and directing residential and urban development within defined settlement boundaries.

Application of Clause 13.01-1 Coastal Inundation and Erosion which requires the management of potential coastal impacts of climate change, including coastal inundation and erosion, by planning for sea level rise of not less than 0.8 metres by 2100, with reference as relevant to *Future Coasts: Coastal climate change vulnerability mapping (Department of Sustainability and Environment)*.

Application of Clause 13.01-1 Coastal Inundation and Erosion which requires planning for the combined effects of tides, storm surges, coastal processes and local conditions such as topography and geology and applying the precautionary principle to planning and management decision-making when assessing risks and coastal impacts associated with climate change.

Application of Clause 13.01-1 Coastal Inundation and Erosion which seeks to ensure land subject to coastal hazards are identified and appropriately managed to ensure that future development is not at risk and avoid development in identified coastal hazard areas susceptible to inundation (both river and coastal), erosion, landslip/landslide, acid sulphate soils, wildfire and geotechnical risk.

Ensuring development is sensitively sited and designed and respects the character of coastal Settlements in line with the *Coastal Spaces Landscape Assessment Study (2006)*.

Facilitation of suitably located and designed coastal and marine tourism opportunities, which are of an appropriate scale, use and intensity relative to its location and minimises impacts on the surrounding natural visual, environmental and coastal character.

Facilitation of catchment, water quality, floodplain, salinity and wildfire management.

Conservation of flora and fauna based on net gain principles in *Victoria’s Native Vegetation Management – A Framework for Action (2002)*.

Providing for agriculture and extractive industry.

Providing for infrastructure such as high pressure pipelines, water supply, sewerage and drainage.

Directions for improved urban design and built form.
Melbourne 2030 provides the current strategic direction for Melbourne’s growth between now and 2030. A strategic update of Melbourne 2030 was undertaken in 2008 in the form of Melbourne 2030: A planning update Melbourne @ 5 million (2008). Although the strategy does not directly affect the framework area, there will be significant “flow-on” effects from strategic proposals that impact on development in the eastern hinterland of Melbourne. The Princes Highway corridor from Melbourne to Traralgon is identified as a “regional transport corridor and planning area”. The proximity of the Bass Coast to Melbourne, and to this corridor, is likely to further intensify the development pressures on the framework area. Figure 2 outlines the regional strategic context for the framework area.
Figure 2: Strategic Context

Bass Coast Strategic Coastal Planning Framework
June 2011

- Proposed Passenger Rail Service Restoration
- Melbourne Green Wedge
- Flood Prone Area
- Regional Connections
- Nominal Project Area
- Regional Transport Corridor and Planning Area

- URBAN GROWTH BOUNDARY
- Melbourne Green Wedge
- National State & Marine Parks
- RAMSAR Sites
- Proposed Passenger Rail Service Restoration
- Flood Prone Area
  - Constraints to development. Suggests development pressures will be transferred away from flood and green wedge areas into the Bass Coast.
- Regional Connections
  - Suggests increasing visitor and residential pressure on coastal resources.
- Regional Transport Corridor and Planning Area
- Nominal Project Area

Map Legend:
- Urban growth boundary
- Melbourne green wedge
- National state & marine parks
- Ramsar sites
- Proposed passenger rail service restoration
- Flood prone area
- Regional connections
- Regional transport corridor and planning area
- Nominal project area

Note: The map illustrates the strategic context for the Bass Coast Strategic Coastal Planning Framework, showing the proposed passenger rail service restoration, Melbourne Green Wedge, Flood Prone Area, and other regional connections and planning areas.
Local Planning Policy Framework
The Local Planning Policy Framework comprises a Municipal Strategic Statement and Local Planning Policies.

Municipal Strategic Statement
The Municipal Strategic Statement contained in Clause 21 furthers the objectives of land use planning and development in Victoria through application of those state policies contained in the State Planning Policy Framework as relevant to the issues of the local area. The Municipal Strategic Statement identifies the vision for the local community and relevant stakeholders, and provides the strategic basis for the zone and overlay requirements, and particular provisions contained in the planning scheme. The Municipal Strategic Statement therefore articulates the land use and development objectives, and identifies the strategies to achieve these objectives. The Municipal Strategic Statement is tied to the Corporate Plan.

The Bass Coast Shire Municipal Strategic Statement is structured into thirteen sections:

- Clause 21.01: The Municipal Strategic Statement, which provides an introduction and highlights the main five themes of Settlement (Clauses 21.05), Land use (Clause 21.06), Environment (Clause 21.07), Landscape and Built Form (Clause 21.08) & Infrastructure (Clause 21.09).
- Clause 21.02: Profile of Bass Coast Shire, which sets the regional context and provides an overview of the key characteristics of the Shire.
- Clause 21.03: Key Issues, identified as key drivers in the Shire’s future development.
- Clause 21.04: Vision, articulates the vision of the Municipal Strategic Statement, framed around key headings of Settlement, Housing, Economic Development, Environment, Landscape and Built Form and Infrastructure.
- Clause 21.05: Settlement, provides a settlement hierarchy of townships and villages, and provides specific guidance regarding future land use, including the Strategic Directions Framework Plan, which is a spatial representation of these directions.
- Clause 21.06: Land Use, sets objectives and strategies, framed around headings of: Housing, Commercial, Industry, Tourism, Agriculture, Forestry and Extractive Industry.
- Clause 21.07: Environment, sets objectives and strategies framed around headings of: Biodiversity Conservation and Habitat Protection, Catchment Management.
- Clause 21.08: Landscape and Built Form, was introduced into the Municipal Strategic Statement as part of the implementation of the Coastal Spaces Landscape Assessment Study (2006) via Amendment C98. It sets out objectives and strategies framed around headings of: Landscape, Design and Built Form, New Urban Subdivision, Landscape Architecture, Cultural Heritage and Advertising Signs.
Clause 21.09: Infrastructure, sets objectives and strategies framed around headings of: Transport, Community Facilities and Open Space and Recreation.

Clause 21.10: Local Areas, provides policy statements and directions for various specific Bass Coast townships and settlements.* (* the specific settlements considered within the Coastal Framework, will be incorporated into Clause 21.10).

Clause 21.11: Implementation, provides guidance regarding the appropriate use of zones and overlays for the Bass Coast Shire context.


Clause 21.13: Future Strategic Work, provides a detailed list of future strategic work, including prioritisation for such work.

Of most relevance to the development of this Framework are Clauses: 21.05 Settlement, 21.06 Land Uses, 21.07 Environment, 21.08 Landscape and Built Form and 21.09 Infrastructure. These Clauses identify the key areas relating to settlement, environment, housing, economic development and infrastructure which are detailed within other parts of the Municipal Strategic Statement and are significant in the structure of the Framework. Key objectives relevant to the Framework are detailed as follows Clause 21.05-1 Growth of Towns:

- Identify towns that are suitable for urban growth and to provide sufficient land in these towns for growth until 2030.
- Ensure that residential development and related urban uses are restricted to existing or identified settlements.
- Encourage sustainable development, minimise impacts on the natural systems, increase natural reserves and vegetation in urban areas and improve the quality of life for the community.
- Discourage urban development that encroaches or impacts on significant environmental features and in areas affected by future climate change impacts.
- Enhance the sense of identity for each community.

Clause 21.05-2 Rural Living and Low Density Residential Development

- Provide for rural living and low density residential development in identified areas.
- Minimise the impact of development on the landscape and the environment.
- Restructure old and inappropriate residential subdivisions into low density residential lots.
- Retain viable rural holdings located on productive agricultural land and restrict inappropriate development within agricultural areas.
Clause 21.05-3 Small Rural Lots

- Retain and protect viable rural holdings.
- Prevent land use conflicts in agricultural areas.
- Ensure small rural lots do not occur in environmentally sensitive areas.

Clause 21.06-1 Housing

- Increase housing densities and the consolidation of urban areas in appropriate locations and restrict increased housing densities and the consolidation of urban areas in inappropriate locations.
- Provide a diversity of housing types and lot sizes to meet the needs of all residents and visitors to the municipality.
- Provide more affordable housing options in the municipality.
- Ensure new residential development contributes to the new and upgraded infrastructure.

Clause 21.06-2 Commercial

- Support the development of new and existing business within the municipality.
- Have attractive, functional and viable business centres.

Clause 21.06-3 Industry

- Facilitate the establishment and further development of industry in the shire.
- Promote the development of certain industry in appropriate locations.

Clause 21.06-4 Tourism

- Encourage new tourist development in appropriate locations.
- Provide diversity in tourist accommodation.
- Provide diversity in tourist attractions and eating establishments.
- Encourage stainable year-round tourism.

Clause 21.06-6 Forestry and timber production

- Minimise the impact of timber plantations and forestry on the environment and significant landscapes.
- Minimise the impact of timber plantations and forestry on infrastructure.

Clause 21.06-7 Extractive Industry

- Ensure the long term protection of known and potential sand sources.
- Effectively manage extractive industry in response to surrounding land uses and the natural environment.
Clause 21.07-1 Biodiversity Conservation and Habitat Protection

- Effectively manage and conserve the Shire’s biologically diverse natural environment as an ecologically sustainable resource for present and future generations.
- Discourage development in locations, which impacts or conflicts with the quality and sensitivity of the natural environment.
- Minimise impacts on areas with high habitat value.
- Identify and protect good quality vegetation stands throughout the municipality.
- Control pest plants and animals throughout the municipality.
- Protect the Western Port Ramsar listed wetland, Anderson Inlet and the Marine National Parks.

21.07-2 Catchment Management

- Improve water quality and availability.
- Ensure new use or development does not cause water pollution, land degradation or pose a threat to the sustainable productive capacity of the Shire’s major economic base.
- Protect waterways, wetlands and floodplain areas of environmental significance; protect life, health, safety and community well being from flood hazard and to minimise the impact of flooding on the community.

21.07-3 Environmental Hazards

- Ensure new development is designed to lessen the risk of fire.
- Restrict and control development on land prone to wildfire.
- Restrict and control development on land prone to flooding and salinity.
- Restrict and control development on land prone to erosion and subsidence.
- Minimise the disturbance of Acid Sulphate Soils as a result of development.
- Ensure potentially contaminated sites are suitable for intended future use or development.

21.07-4 Climate Change

- Protect and conserve existing water reserves and prevent degradation of water catchment areas.
- Conserve water resources within townships.
- Discourage development in areas that may be affected by climate change.
21.08-1 Landscape
- Ensure that development is subordinate to the natural, visual and environmental landscape character and significance.
- Protect the undeveloped character of the coastal strip.
- Protect locally significant views and vistas that contributes to the character of the coastal and coastal hinterland region.
- Minimise the impact of infrastructure on the landscape and viewpoints.

21.08-2 Design and Built Form
- Achieve a high standard of architecture and urban design for built form and public spaces throughout the municipality.
- Maximise energy saving, water conservation, and the principles of Environmentally Sustainable Design.

21.08-3 New Urban Subdivision
- Encourage new residential subdivision estates to integrate with the existing community.
- Protect and enhance the environmental value of the site and surrounding area.

21.08-4 Landscape Architecture
- Increase vegetation across the municipality.
- Ensure that development creates and maintains a high quality landscape setting.

21.08-5 Cultural Heritage
- Protect Aboriginal and post European settlement cultural heritage sites.
- Improve knowledge of the heritage significant sites and why they are important.

21.09-1 Transport
- Have an efficient public and community transport system operating within, and to, the municipality.
- Have an effective and efficient road network throughout the municipality.
- Provide adequate car parking facilities in proximity to tourist attractions, recreation destinations, the coastline, and commercial activity centres.
- Create a shared path network between and within towns.
- Have an efficiently operated airfield based on tourism.

21.09-2 Community Facilities
- Provide a range of readily accessible educational, medical and community services and facilities for all sectors of the community.
21.09-3 Open Space and Recreation

- Provide a range of passive and active recreational facilities that caters for the needs of the local population, as well as tourist, seasonal holiday-makers and daytrippers.
- Provide a variety of tracks for pedestrians and cyclists that offers recreational opportunities as well as direct paths of travel.
- Maintain and enhance the most frequently used coastal facilities and reserves.
- Provide local open spaces that caters for a range or users and age groups.

Local Planning Policies

Clause 22 of the planning scheme includes local planning policies, which are derived from the strategic directions contained in the Municipal Strategic Statement, and are the ‘tools’ used to implement the Municipal Strategic Statement objectives and strategies. A Local Planning Policy is a ‘statement of intent or expectation’. The Planning Scheme currently contains four local planning policies, which include:

- Clause 22.01 – Stormwater Management Policy
- Clause 22.02 – Hilltop, Ridgeline and Prominent Coastal Landform Protection Policy
- Clause 22.03 – Cultural Heritage – Individual Heritage Places
- Clause 22.04 – Cultural Heritage – Heritage Precincts

These Local Planning Policies relate to the Framework in an overarching sense.

Managing Coastal Hazards

The potential for coastal hazards and the impacts of climate change has been raised as an important strategic planning issue as a result of Ministerial Direction No. 13 (issued on 18 December, 2008). Specifically Ministerial Direction 13: Managing coastal hazards and the coastal impacts of climate change (December 2008), sets out the general requirements for consideration of impacts of climate change. As such the Direction is to apply to any planning scheme amendment that provides for the rezoning non-urban land for urban use and development of all land:

- Abutting the coastline or a coastal reserve.
- Less than 5 metres Australian Height Datum (AHD) within one kilometre of the coastline including the Gippsland Lakes.

For identified land, the Direction identifies requirements which must be addressed within the explanatory report, including:

- *Is consistent with the policies, objectives and strategies for coastal Victoria as outlined in Clause 15.08* of the State Planning Policy Framework (* the content of Clause 15.08 is now located in Clause 13.01 Climate Change Impacts, following a reformat of the Victorian Planning provisions).*
Addresses the current and future risks and impacts associated with projected sea level rise and the individual and/or combined effects of storm surges, tides, river flooding and coastal erosion.

Is based on an evaluation of the potential risks and presents an outcome that seeks to avoid or minimise exposing future development to projected coastal hazards.

Ensures that new development will be located, designed and protected from potential coastal hazards to the extent practicable and how future management arrangements will ensure ongoing risk minimisation.

Considers the views of the relevant floodplain manager and the Department of Sustainability and Environment.

Ministerial Direction 13, Clause 13.01 Climate Change Impacts of the State Planning Policy Framework implements the above requirements, in addition to requiring a precautionary approach to decision making and to plan for not less than 0.8 metre sea level rise by 2100.

The General Practice Note, Managing Coastal Hazards and the Coastal Impact of Climate Change December 2008) provides further guidance on managing coastal hazards, coastal vulnerability assessments, the decision making process for assessing coastal hazard risk and planning for development in vulnerable coastal areas.

Coastal Strategies

With regard to general principles relating to coastal strategies, the Victorian Planning Provisions Practice Note, Implementing a Coastal Settlement Boundary (2006), is a relevant consideration. Specifically its purpose is to provide guidance about implementing a settlement boundary in planning schemes for settlements outside of Metropolitan Melbourne. This Practice Note was derived from the Victorian Coastal Strategy (2008) which is addressed in greater detail below.

The Victorian Coastal Strategy (2008) is established under the Coastal Management Act 1995, and is the third version, following previous versions published in 1997 and 2002. It identifies a long term, strategic vision for sustainability on the Victorian coast. It draws upon the global and national frameworks for integrated coastal zone management and provides a foundation for regional and local coastal planning.

The Strategy has been developed by the Victorian Coastal Council and implementation is coordinated in the Bass Coast Shire at the regional level by the Central Coastal Board and Gippsland Coastal Board.

The Strategy has four key principles:

1. Provide for the protection of significant environmental and cultural values.
2. Undertake integrated planning and provide clear direction for the future.
3. Ensure the sustainable use of natural coastal resources.
4. Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed.

These four key principles are reflected in the State Planning Policy Framework at Clause 12.02 Coastal Areas. Under these four principles the Strategy provides strategies and actions under the themes of: marine biodiversity and ecosystems; wetlands and estuaries; onshore biodiversity and ecosystems; catchment management and water quality; cultural heritage; planning for climate change; planning and managing use and development; information, research and monitoring, education, awareness and stewardship, recreation, fishing and aquaculture, tourism, urban coast, coastal settlements and communities, coastal crown land buildings and infrastructure; coastal dependant industry.

The following actions, from the Victorian Coastal Strategy (2008), are directly relevant to development of towns, settlements and activity nodes on the coast:

- Establish an appropriate mechanism and/or instrument to support policy and decision-making in relation to the risks and impacts of climate change.
- Develop a methodology to provide guidance to all planners and managers as to how to apply the policy of planning for sea level rise of not less than 0.8 metres by 2100, and allow for the combined effects of tides, storm surges, coastal processes and local conditions for decision making.
- Develop Green Wedge Management Plans to manage non-urban use and development in identified areas.
- Incorporate the findings of landscape and neighbourhood character assessments into planning schemes in urban coastal areas experiencing development pressures.
- Incorporate settlement boundaries into planning schemes by 2010.
- Investigate options to reduce economic, environmental and social impacts of old and inappropriate subdivisions along the coast which are environmentally vulnerable and pose fire and health risks.
- Identify mechanisms and strategies to strengthen community resilience and social cohesion and to preserve a sense of place, particularly within communities experiencing rapid change due to the sea change phenomenon.
- Encourage economic development research targeted to the specific needs of small- to medium sized communities situated within highly sensitive environmental contexts.
- Review the siting and design guidelines for structures on the Victorian coast (Victorian Coastal Council, 1998) to provide a product that promotes environmentally sensitive design, sympathetic to coastal locations.
The Integrated Coastal Planning for Gippsland - Coastal Action Plan was prepared by the Gippsland Coastal Board in 2002 and covers the whole of the Gippsland coast from the border with NSW to San Remo. This includes approximately half the framework area, and excludes the coastal areas adjacent to Western Port.

The Coastal Action Plan draws upon strategic directions in the Victorian Coastal Strategy (2008) and applies them to the Gippsland region with a particular focus on defining coastal townships and objectives for coastal protection. The Coastal Action Plan was formally adopted under the Coastal Management Act in 2003 by the Minister for the Environment. The Coastal Action Plan provides additional guidance in relation to measuring the environmental, physical and infrastructure capacities and impacts of development on the coast. It includes the following key statement:

_The Gippsland Coastal Board supports the concept of ‘activity nodes’ and the need to avoid strip development along the coast. The concept should be further refined and implemented through planning schemes on a regional basis by use of a development rating in conjunction with local structure planning processes._

### 1.3.2 Community Context

**Bass Coast Council Plan 2009 - 2013**

A Council Plan was prepared for the Bass Coast Shire in 2009, which includes a chapter on _Guiding Bass Coast Towards 2030_, using the ideas and involvement of Bass Coast communities. A community survey was used to gather the aspirations and concerns of community members which informed the preparation of the Council Plan. Key themes and aspirational statements are highlighted within the Council Plan, including:

_A food bowl for Victoria -_ Agriculture continues to be one of the primary drivers of Bass Coast’s economy as farming delivers high productivity and provides high levels of return on investment to owner-farmers. The community is aware of the impact of climate change on the environment, where there is active work to achieve a zero carbon footprint. The pressure to subdivide precious rural land in order to cater for population growth has been averted through sustainable land use policy and planning so that growth is accommodated within the identified boundaries of towns and coastal villages.

_A window on the history of Victoria -_ Bass Coast presents a window on the history of Victoria including: dinosaur fossils in Inverloch, the cultural heritage of the local indigenous community, early settlement at Corinella and Bass, the first black coal mine in Wonthaggi to the first site of European farming on Churchill Island. The built environment has been developed sensitively to acknowledge the significance of Bass Coast’s heritage.
**A celebration of natural assets** – Bass Coast’s natural assets are world-renowned, attracting Australian and international visitors. They are the showpieces of the tourism industry, celebrated and admired. The tourism industry thrives by protecting and maintaining natural assets as well as putting in place the support infrastructure and services. Employment in a range of year-round industries is achieved, creating a much more sustainable local economy.

**A village in a technology world** - Sustainable population growth is achieved through the attraction of a broad range of ages. The availability of technology all over Bass Coast supports the creation of a thriving centre of knowledge workers operating in a virtual world. Diverse service industries flourish in Bass Coast, further improving the local economy and retaining young people. Eco-friendly transport alternatives exist, reducing reliance on cars and increasing access to social activities, services and jobs. Safe walking and riding paths, community based transport and public transport including both buses and trains connect key destinations across and beyond the Shire.

**Community Consultation for this Framework**

Additional community consultation has been undertaken as part of preparing this framework. This included “Open House” sessions in community locations where the public was invited to view the initial information gathered from research and to discuss issues and ideas with the team preparing the Framework. Submissions were also received during this period. A Background Paper was prepared, outlining more detailed findings from research, including landscape character assessments and analysis of each coastal settlement/activity node. This was available to the public and further submissions relating to the paper were received.

Many of the submissions were substantial and raised multiple issues of interest and concern, that range from the broad and strategic to the local. Some focus on values in the area to be protected whilst others identify opportunity for commercial and community development. In some cases there is an identifiable agreement on various themes and issues, and in other cases community opinion may appear contradictory. This Framework aims to respond in a balanced way to these opinions and to incorporate, where possible and appropriate, the suggestions and ideas of the community.

The consultation has revealed two different emerging interests on the Bass Coast:

1. A range of greenfield property holders with interest in residential development mostly on the periphery of existing towns:

2. A common view within communities that the existing policies in relation to coastal development should be reinforced, particularly:
   - There should be either no isolated development and that existing nodes should be the focus of development that is sensitive to the environment and the needs of the community.
   - Development in activity nodes should reflect the existing neighbourhood character.
The following additional themes emerged from the consultation:

**Environment**
- The coast offers environmental, scenic and lifestyle values that should be protected and enhanced by future decisions related to coastal development.
- There are opportunities for local initiatives to improve particular aspects of the coastal environment or broad natural resource management initiatives that would improve the general environmental qualities of the coast.

**Social and Cultural**
- Although there are differences in the character and lifestyles of communities in the area, overall there is a peaceful, intimate and relaxed ambience that should be retained.
- The change in social characteristics of the communities can be recognised and although this may not be possible to prevent, it should be managed to ensure communities do not experience upheaval and appropriate services are provided to respond to new requirements.
- The rural character and historical elements of the Bass Coast Shire are also important to the coastal districts.

**Settlement Patterns**
- A range of opinions exist in relation to the extent to which settlements/activity nodes should be permitted to change or grow.
- Many owners of land on the periphery of settlements, or where there is opportunity for redevelopment, support change or growth for these settlements. In some cases, existing residents support additional development if it can protect more remote or natural areas of the coast.
- Some residents believe that there should be no further growth or change and others believe that growth should be restricted to existing settlements or where there are no sensitive environmental features.
- There is little evidence of community support for large-scale urban developments in areas not currently developed or where existing natural features are significant.
- There is a common belief that the existing low density “seaside” character of towns has been somewhat altered by examples of recent new “suburban” development and this is not appropriate.

**Infrastructure**
- Additional development in settlements/activity nodes should be accompanied by improved utility services as these are already poorly provided in some cases.
- There is a need to provide improved facilities on beaches, parks and reserves, including boating facilities.
- Public transport, health and youth services need to be improved.
Opportunities

- A range of sensitive low-key tourist projects may be appropriate in some coastal and rural locations that have the capacity to accommodate development.
- The future of the area should build on its existing strengths and characteristics, such as its low key, low density, holiday atmosphere, its historical and scenic qualities.
- Tourism, small business and cottage industries contribute to the prosperity of the area.

1.4 Proposed Strategic Framework for Coastal Towns

1.4.1 Optional Strategic Frameworks for Settlements/Activity Nodes
The framework includes recommendations and strategic framework plans for the 10 designated settlements/activity nodes in the framework area, and recommendations for land use and design guidelines for the areas between the nodes. A strategic approach to determining the extent of development for each settlement is required prior to outlining the development details within each node. To assist in this process, four optional scenarios for settlement development in the framework area were compared (refer Appendix C).

1.4.2 Preferred Settlement Framework
The assessment of optional settlement frameworks has assisted in the selection of a preferred structure: “planned variable growth in selected settlements”. This option maximises benefits to the community and minimises impacts on coastal, environmental and landscape features.

The settlement framework includes:

- Existing activity nodes (settlements) to accommodate demand for additional development, with selected nodes accommodating more development than others, according to environmental, landscape and infrastructure opportunities and constraints.
- Clear boundaries to growth being identified in strategic framework plans for each activity node.
- No further low-density residential or rural living development in either isolated areas or adjacent to activity nodes (unless there is a strategic reason for their location such as limiting further activity node growth), to encourage existing activity nodes to maximise opportunities for additional consolidation and population capacity, including higher densities in the centre of activity nodes.
- No further settlement or recreation development between activity nodes, with the exception of buildings associated with the undertaking of activities in the rural zones.
The preferred settlement framework has been converted into a more detailed arrangement of preferred development outcomes, and economic and community roles for each settlement. This includes an assessment of population outcomes based on assumptions relating to average household size, permanency rates and dwelling yields. This includes:

i. The potential future population
   - The sum of the following:
     - 2006 Census.
     - Population forecasts of Victoria in Futures 2008.
     - Population capacity of existing vacant residential lots.
     - Population capacity of future development areas.
     - Likely additional population from increasing permanent occupancy of existing dwellings.

ii. Total dwelling demand, including both permanent and absentee populations.

Appendix B contains further detail and information regarding population projections.

Figure 3 outlines these population outcomes for each activity node and totals for the framework area. It also identifies:

- Coastal and landscape constraints to development, identified by sieve mapping using spatial and environmental information.
- Wonthaggi as the municipal centre.
- Inverloch and San Remo as district and tourism centres.
- Grantville as a district centre, serving the communities in the north of the Bass Coast Shire, with emerging service centre relationships to surrounding settlements to be encouraged, and an existing relationship to nearby inland low density nodes.
- Corinella, Coronet Bay, Cape Paterson and Kilcunda as local coastal towns, each with varying but limited opportunities for additional residential development.
- Jam Jerrup, Tenby Point and Harmers Haven as local residential nodes, with no potential for additional development.
- Bass as a local residential and tourism node.

1.4.3 Population Outcomes

The settlement framework identifies the role of each activity node which is consistent with the coastal settlement framework. The settlement framework contains a general indication of the potential to accommodate additional residential development. The dwelling and population yield from this additional development has been calculated based on assumed dwelling per hectare yields, household size and permanent occupancy rates. Appendix B contains the detailed assumptions and calculations for population outcomes.
The population projections for the settlements covered by this framework indicate the total permanent population will increase by approximately 4,300 from 2006 to 2026. This however does not factor in the relationship between population projections and demand for new dwellings, as this projection is for resident population only, and does not integrate the high proportion of unoccupied dwellings (i.e. holiday homes).
Figure 3
FRAMEWORK AND SETTLEMENT STRUCTURE

Source: VicMap, Bass Coast Shire Council
The Framework also assumes that demand for additional development is likely to continue, despite existing capacities. This is likely to be driven by a higher than expected demand for new lots and the speculative nature of the real estate market in coastal locations. This pressure for additional development should be tempered by a likely increase in the number of permanently occupied dwellings. At present an average of 35% of dwellings are permanently occupied, but is reasonably expected to increase over time to 40% based on the Victoria in Future 2008 projections of average household size decreasing to 2.1 persons through to 2026. If this is applied to the estimate of 4,300 additional permanent population to 2026 for all settlements covered by this framework, a demand for approximately 2,050 new dwellings for permanent residents would be created. Noting that this represents 40% of all required dwellings, this would create a total of approximately 5,000 new dwellings would be required to cater for additional residents and non-residents.

The lot yield analysis indicates a capacity across all settlements is estimated as 4,235. Although this is below the 5,000 estimate for new dwellings, it is considered to have made adequate provision for short and intermediate growth, with some provision for long term growth. This is considered reasonable given the conjectural nature of long term projections.

The Framework does not include the potential for dual occupancy of lots in the Activity Nodes. Although this may be permitted in the Residential 1 zones in the Shire, it is not expected to be a major contribution to additional dwelling yields.

The strategic framework plans identify areas for additional development in selected settlements. If developed immediately, there would be a short term oversupply of land to accommodate projected population. The strategic framework plans, therefore, indicate a staged approach to land release.

### 1.5 Implementation

The implementation program for this Framework contains four areas of activity:

- Adoption of the Framework as the preferred position of the Bass Coast Shire Council on planning for coastal settlement in the Shire, and the appropriate policy and procedural mechanisms being established to ensure implementation.
- Amendments to the Bass Coast Planning Scheme to provide the necessary statutory arrangements to guide development through the planning approvals process.
- Establishment of an ongoing approach to coordination and integration of coastal planning and management in the Bass Coast Shire.
- Additional initiatives identified by this Framework to address issues related to coastal planning and management.
1.5.1 Adopting the Framework

Following Council acceptance of the Framework, it is recommended a review of internal procedures be undertaken to highlight policy and procedural inconsistencies or inadequacies that, if modified, would ensure decision making, programming, and ongoing management activities of Council are compatible with the Framework.

1.5.2 Bass Coast Planning Scheme

The framework will be supplemented by recommendations outlining the preferred statutory planning arrangements for implementation. These will not modify the structure of the existing planning framework for the Bass Coast Shire (refer Figure 4), but instead provide additional or modified components of this structure. An amendment to the planning scheme is required to bring these arrangements into effect. Supporting documents for the amendment should be accompanied by information that explains to the community the intention of the amendments in the context of this framework. A separate consultation and public relations initiative may be required to ensure the statutory proposals are adequately explained to the community.

1.5.3 Coastal Planning and Management

A range of ongoing local and regional planning and management initiatives have a relationship with Council’s interests in the coast. In particular the activities and initiatives of Committees of Management for coastal foreshore reserves have been a valuable contribution to improving the planning, development and management of the coastal resource. It is recognised that the Committees could be assisted by elevating and promoting the important contribution they make to the quality of the coast.

It is proposed that Council facilitate improved coordination and integration of these activities by hosting an ongoing Bass Coast Planning and Management Forum. The role of the forum will be to:

- Seek resources and support for implementing the Framework and undertaking local coastal planning and management initiatives that may emerge from ongoing discussion.
- Monitor the ongoing progress of improving coastal planning and management.
- Facilitate related natural resource, catchment and fire management initiatives to interface with coastal planning.
- Facilitate improved coordination, communication and integration between infrastructure agencies in planning for coastal development.
- Facilitate improved coordination, communication and integration of activities undertaken by managers of public coastal landholdings, including Council, Parks Victoria and Committees of Management.
- Seek improved guidance and funding arrangements for Committees of Management.
- Oversee the ongoing dissemination of information, public relations, signage, consultation and communication with the community in relation to coastal planning and management and the intent of this Framework.
Figure 4: EXISTING PLANNING FRAMEWORK

Not to be Modified by the Bass Coast Strategic Coastal Planning Framework

Incl udes Reference to Geographic Strategies
- Coastal Action Plan for Gippsland
- Victorian Coastal Strategy

SPPF

OTHER NON-REFERENCE STRATEGIES & POLICIES
- Urban Design Frameworks
- Stormwater Management Strategy
- Bicycle Strategy

LPPF

OTHER NON-REFERENCE STRATEGIES & POLICIES
- Stormwater Management Policy
- Hilltop, Ridgeline and Prominent Coastal Landform Protection Policy
- Cultural Heritage - Individual Heritage Places
- Cultural Heritage - Heritage Precincts

MSS (Overall Strategy)

LPP (Specific Policies)

Particular Framework

Settlement
- Profile
- Key Issues
- Vision
- Objectives, Strategies, Implementation (Including Overview and Issues)

Environment

Housing

Infrastructure

Economic Development

Particular Uses & Development

Statutory Framework

Zones

Overlays

Particular Provisions

General Provisions

Definitions

Incorporated Documents

Referenced Documents

Figure 4: EXISTING PLANNING FRAMEWORK

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1.5.4 Additional Initiatives

- Establish ongoing lines of communication with Aboriginal communities and related forums regarding the contents of the Framework, implementation initiatives and Aboriginal interests.

- Develop responses to existing Victorian Government policy for future wind farm proposals.

- Undertake a detailed demographic assessment to determine the likely characteristics of future coastal populations, and integrate this with programs for community service infrastructure and implementation of the strategic framework plans.

- Improve reference to wildfire and urban fire management in Council’s MSS and establish appropriate procedures and policy (including a wildfire management overlay in the planning scheme and requirements for fire fighting water supplies, reticulated water hydrant or static water supplies, and accessibility for fire fighting vehicles) to integrate fire management with planning decisions. CFA Requirements for Water Supplies and access for Subdivisions in Residential 1 and 2 and Township Zones outlines the requirements for urban areas.

- Undertake a recreation needs and demand assessment for coastal recreation and boating activity, locational preferences, environmental constraints and facilities programming.

- Reaffirm Councils commitment to cooperation and involvement in managing the coastal reserves and national parks on the Bass Coast.
2. Activity Nodes

2.1 Planning for Land Use, Development and Subdivision

The following process has been used to plan for Activity Nodes:

- Analysis of existing settlement character, including the existing role, physical patterns, urban and landscape character.
- Mapping of existing planning scheme zones and overlays.
- Identification of physical and environmental opportunities and constraints for development, including interrogation of available spatial datasets.
- Consideration of the capacity for natural features and landscapes to accommodate additional population, and whether additional management efforts are required to minimise such impacts.
- Identification of existing and locally specific design and development issues.
- Consideration of community opinion regarding preferred futures for activity nodes.
- Infrastructure capacity and availability.
- Relationship of development possibilities to the wider settlement structure considerations for the entire Bass Coast, including demand for additional residential development and availability of land in other activity nodes on the coast.
- Identification of growth areas, and growth management measures, including the designation of a proposed extent of growth boundary.
- Identification of a staged approach to ongoing development.
- Review and consolidation of existing siting and design guidelines and integration with appropriate additional guidelines.

2.2 Strategic Framework Plans

A strategic framework plan and set of design guidelines have been prepared for each activity node. These have considered:

- The existing planning scheme zones as the underlying base upon which recommendations are made.
- Additional areas for future residential and rural residential subdivision and development, including the staging for release of these areas.
- Local Planning Policy Precincts, where particular policies apply to defined areas within activity nodes.
- Urban Growth Boundaries, indicating the outer limit for activity node growth.
- Directions for possible long term direction of growth, to be subject to further strategic assessment of the importance of areas with views, scenic and rural values, the demand and supply for additional dwellings and community opinion regarding development in these areas.
Key topographic and cultural features.

Major view lines.

Recommendations for action and improvement.

The strategic framework plans indicate a staged approach to land release as follows:

- **Short Term:** Currently zoned for development, not yet developed.

- **Intermediate Term:** To be developed when the Stage 1 land is exhausted in each growth activity node, and only when demand can be demonstrated, and appropriate local environmental, planning and community assessments have demonstrated the appropriateness of development.

- **Long Term:** Possible development areas, subject to further local strategic assessment, community input and demonstrated demand.

Design guidelines inform each strategic framework plan through:

- Identification of the existing context for development, including the role of each activity node, physical patterns, urban and landscape patterns.

- Statements of preferred development outcomes, including desired urban character, character aims, desired urban scale, siting and design issues, and guidelines for subdivision and development specific to each activity node.

- Proposed land use arrangements, infrastructure and transport considerations and urban growth management measures.

- Actions and proposed timing for implementation.

Development in the activity nodes should not only be consistent with the strategic framework plans but also be subject to a range of supporting assessments for consideration prior to approval, including:

- The existing availability of land within the activity node and an assessment of likely demand for new residential development.

- Land capability, including coastal erosion, cliff instability and water inundation.

- Threats to natural values, such as significant flora and fauna, and ecological value classification areas.

- The requirement for coastal setbacks to ensure protection of coastal assets and protection of property from coastal processes.

- The physical features that determine the appropriate boundary of a foreshore reserve to be provided in addition to the Public Open Space contribution.
EXISTING CONDITIONS

Role
A discrete cliff top coastal settlement, providing for permanent residential population and holiday homes, with no community or commercial services.

Physical Patterns
Settlement is oriented along the entrance road and single coastal road that separates the settlement from the foreshore reserve. Single and second storey houses overlook the bay.

Settlement Character
The settlement has steep foreshore cliffs culminating at Red Bluff. The main streetscape is partially vegetated, with a mix of residential front fencing and maintained gardens. The adjacent foreshore reserve is weed infested; rubbish dumping has occurred over time, many informal tracks and drainage lines exist down the cliff faces. These have been damaging the condition of the reserve. The foreshore access area is informal and provides car parking spaces and basic facilities, eg. bins and signs.

Potential Climate Change Impacts
Although in close proximity to the coast, the elevation of the Jam Jerrup settlement is noted to be above 5 metres AHD, which would not formally trigger the requirements of Ministerial Direction 13. The settlement is also elevated above the measure contained within Clause 13.01, which nominates a strategy to plan for not less than 0.8 metre sea level rise.

STRATEGIC FRAMEWORK PLAN

Proposed Land Use Arrangements
- No further subdivision along the entrance road.

Infrastructure and Transport
- No change.

Urban Growth Management
- The proposed extent of growth reflects the existing areas zoned for residential development.
- The surrounding rural land has important views, scenic or rural values as a barrier to development further along the coast.

OBJECTIVES SITING GUIDELINES

Settlement Scale & Character
Local Coastal Residential Node
Small foreshore settlement with no proposed extension to the existing residential area.

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

Preferred Neighbourhood Character
Infill residential development should be responsive to the small and intimate scale of existing dwellings. This is characterised by generous setbacks with landscaping, to both the street and adjacent residences, predominantly weatherboard (wood) buildings, low-pitched roofs, front verandas and terraces facing Western Port. Development should create an overall “open, semi-natural” character.

Specific Siting and Design Guidelines for Dwellings (in addition to the overall activity node guidelines)
- Generous and landscaped setbacks should be encouraged between buildings to retain an “open” coastal character.
- Low pitched or gently sloping roofs are preferred, to reduce visibility, glare and impact on views from the foreshore and Western Port.
- Encourage wide front verandas that extend along the length of buildings and address the streetscape.
- Weatherboard (or similar), timber or other cladding materials are preferred.
- Use brick or natural stone only in combination with other preferred materials as feature elements.
- Use indigenous or native coastal vegetation within gardens, especially along streetscape frontages to extend and improve the coastal foreshore environment.
- Front fences should not exceed 1.5 metres in height to retain views to the foreshore and Western Port and provide an open and informal streetscape character.
- Drainage from properties should be directed away from the coastal reserve.

ACTIONS

Landscape and Environment
- Undertake management and protection of the RAMSAR site at Stockyard Point.
- Upgrade, but retain informal character of the foreshore car parking and access within the reserve. Upgrade walking trail signage and install bins and some casual tables and seats.
- Improve and extend the coastal walking track and signage to Pioneer Bay. Negotiate with private landholders regarding public access. In sensitive coastal locations this requires coastal erosion works prior to constructing the trail.
- Develop and implement a vegetation and weed management plan for the foreshore reserve.

Infrastructure and Transport
Consult with local residents and the CFA regarding the need for, and the feasibility of providing, alternative emergency exit for residents of the settlement of Jam Jerrup.
Ramsey Listed Site

Figure 5
Jam Jerrup Strategic Framework Plan

Bass Coast Strategic Coastal Planning Framework
June 2011
### The Gurdies

#### EXISTING CONDITIONS

**Role**
A recently developed small hillside settlement, 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. Although there are no commercial or community facilities, it has close connections to the services and facilities provided by Grantville. It should be retained as a small settlement with these connections recognised in the planning for Grantville.

**Physical Patterns**
The settlement has two areas; one long cul-de-sac of residential lots, the other a small estate of rural residential lots, developed within part of an old inappropriate subdivision. A further area at the junction with Bass Highway is zoned rural and has vacant commercial buildings. Both subdivisions afford some views of the Bay and the broader landscape.

**Settlement Character**
The subdivisions have limited mature tree cover and sit at the edge of the forested ridgeline. Houses are generally oriented east towards the views. There is minimal street tree coverage.

**Potential Climate Change Impacts**
Although in close proximity to the coast, the elevation of The Gurdies settlement is noted to be above 5 metres AHD, which would not formally trigger the requirements of Ministerial Direction 13. The settlement is also elevated above the measure contained within Clause 13.01, which nominates a strategy to plan for not less than 0.8 metre sea level rise.

### STRATEGIC FRAMEWORK PLAN

#### Proposed Land Use Arrangements
- Encourage small-scale tourism related commercial development on the lot directly south of the Gurdies Road/Bass Highway intersection through the rezoning of land from Farming Zone to Rural Activity Zone.
- Complete restructure of inappropriate subdivision through appropriate acquisition of lots for inclusion in a conservation reserve.
- Protection and enhancement of Hurdy Gurdy Creek through public and private management of the adjacent riparian environment.
- Protection of remnant vegetation on rural zoned land to the east of Island Views Estate through Local Planning Policy Precinct provisions.

#### Infrastructure and Transport
- All new local roads to connect to Gurdies Road, with no new connections to the Bass Highway.
- Additional utility service capacity for new development available, but requires upgrading.
- Underground electricity to be provided to new subdivisions to minimise impact on the Bass Highway Scenic Drive.

#### Urban Growth Management
- The proposed extent of growth to reflect existing development, and the small area to be rezoned to Rural Activity Zone. The Gurdies Nature Conservation Reserve, Hurdy Gurdy Creek and hillside remnant vegetation to continue as a significant natural backdrop to development.

### OBJECTIVES AND SITING GUIDELINES

#### Settlement Scale and Character

**Local Coastal Residential Node**
A small hillside settlement with no proposed extension to existing residential areas.

**Character Objectives**
- To protect the vegetated ridgeline and hilltops.
- To protect views to vegetated ridgelines from Western Port and the Bass Highway Scenic Drive.
- To retain the existing natural boundaries of the eastern vegetated ridgeline, northern creek line and southern nature reserve.
- To retain mature vegetation throughout the residential lots and streetscape.
- To retain views to and from Western Port.
- To focus on low-impact tourism, and enhancement of environmental qualities and community character.

**Preferred Neighbourhood Character**
Development should integrate built form with landscaping to create an overall character of dwellings under tree canopy.

**Specific Siting and Design Guidelines for Dwellings (in addition to the overall activity node guidelines)**
- Development should not impact detrimentally on the views to and from Western Port, the western coastal lowlands and the Bass Highway Scenic Drive, and to the eastern vegetated ridgeline.
- Low pitched or gently sloping roofs are preferred, to reduce visibility, glare and reflection.
- Take advantage of steep topography and reduce cut and fill to a minimum (eg. split level housing is preferred to minimise and, where required, balance cut and fill).
- Incorporate view-sharing principles in the siting and design of dwellings located on the hillside.
- Protect existing mature eucalyptus species and plant additional indigenous or native species, which at maturity allow views through the canopy, while reducing the visibility of built form from the Scenic Drive and Western Port.
- Include revegetated landscape setbacks from Hurdy Gurdy Creek, Bass Highway and the Gurdies Nature Conservation Reserve.
- Encourage verandas along the western sides of dwellings to enhance the enjoyment of vistas and provide protection from the western sun.
- Discourage front fences, especially on the downward side of the slope, to reduce the amount of built form impact on western views and the streetscape.
- Use only indigenous or native vegetation when landscaping areas adjacent to the settlement boundary.

### ACTIONS

#### Design and Development
- Plant appropriate additional indigenous or native street trees, in the Island View Estate, to complement surrounding bushland and the Hurdy Gurdy Creek.
- Construct pathway connections from the Gurdies estate to the Bass Highway pathway and coastal trail.
## OBJECTIVES AND DESIGN GUIDELINES

### Settlement Scale and Character

#### Local Coastal Residential Node
A small local established coastal settlement with no proposed extension to the existing residential areas.

#### Character Objectives:
- To protect the foreshore from adjacent inappropriate development.
- To improve amenity of the grid street pattern and provide a clear main street (Kallay Drive) with tree planting and improved pedestrian facilities.
- To improve the overall appearance of the town through greener streetscapes, public spaces and private gardens.
- To retain Kallay Drive and Beach Boulevard as unsealed roads or informal sealed roads with extensive street planting.
- To encourage responsive and sensitive built form with a relationship to the foreshore and the Bass Highway.
- To encourage residents to increase native vegetation and improve landscaping on private property.

### Preferred Neighbourhood Character
Residential development should contribute to reducing the exposed nature of the settlement, and increase the amount of vegetation in the urban landscape. Development should integrate the built form with landscaping to create an overall character of dwellings “within a semi-natural coastal environment”.

### Specific Siting and Design Guidelines for Dwellings (in addition to the overall activity node guidelines)
- Encourage a graduation between buildings and the landscape (eg. verandas, pergolas, screens and vegetation).
- Low pitched or gently sloping roofs are preferred, to reduce visibility from the Foreshore and Western Port.
- Weatherboard (or similar), timber or other cladding materials are preferred.
- Use brick or natural stone only in combination with other preferred materials as feature elements.
- Encourage verandas along the street side and western sides of dwellings to enhance vistas and provide protection from the western sun.
- Use only indigenous or native vegetation when landscaping areas adjacent to the settlement boundary, foreshore and the Bass Highway Scenic Drive.

## EXISTING CONDITIONS

### Role
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 area of Grantville.

### Physical Patterns
The settlement consists of one subdivision, laid in a grid fashion at right angles to the foreshore. Houses are predominantly fibro in construction and situated on average to small lots. Development is, in some locations, located close to the foreshore.

### Settlement Character
The settlement is relatively flat and slopes to the foreshore reserve. There are few established trees and minimal gardens. The foreshore and beach is narrow and there is little formal separation of the foreshore from residential lots.

### Potential Climate Change Impacts
Sections of coastal land within and surrounding Pioneer Bay settlement are noted to be both in close proximity to the coast and below 5 metres AHD, therefore the requirements of Ministerial Direction 13 would be triggered for any potential rezoning of such land. In addition to Ministerial Direction 13, Clause 13.01 Climate Change Impacts of the SPPF relates to use and development of land, requiring a precautionary approach to decision making and a requirement to plan for not less than 0.8 metre sea level rise by 2100.

## STRATEGIC FRAMEWORK PLAN

### Proposed Land Use Arrangements
- No change to the arrangements within the existing subdivision.
- Limit use of the foreshore to walking only, to minimise impact on the narrow foreshore and adjacent mangroves.

### Infrastructure and Transport
- Monitor the condition of the unsealed roads, maintain as required and seek community opinion on the desirability of sealing the roads, with a view to upgrading all subdivisions in the Grantville area to a sealed standard.
- Improve the stormwater drainage system to reduce impacts of stormwater runoff on the foreshore.

### Urban Growth Management
- Urban growth is not considered appropriate for Pioneer Bay as the settlement is already at risk of sea level rise due to the low elevation, noting that more frequent storm activity as a result of climate change would exacerbate the risk.
- The proposed extent of growth reflects the existing areas zoned for development.
- Urban growth is not considered appropriate north of Pioneer Bay as this land is highly exposed to the Bass Highway and provides views from the Highway across rural land to Western Port.
- Future development of land below 5 m AHD adjoining the coast or coastal reserve should be preceded by a Coastal Hazard Vulnerability Assessment.

### ACTIONS

#### Design and Development
- Improve streetscape quality, taking account of the proposed Bass Coast Shire Street Tree Strategy.

#### Landscape and Environment
- 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.
- Improve the internal public open space area.
- Install measures to protect the foreshore reserve from vehicles.
- Improve walking track and signage between Pioneer Bay and Grantville.
- 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.

#### Infrastructure and Transport
- 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.
**PROPOSALS**
- Extent of development envisaged by this strategy
- Area proposed for zoning change

**AREAS TO BE PROTECTED FROM ACTIVITY NODE GROWTH**
- Areas with views and scenic values
- Areas with rural values and required protection from continuous linear development

**LANDSCAPE AND ENVIRONMENT**
Features significant to the activity node
- Scenic Gateway
- Significant view corridors
- Bicycle route or shared pathway currently proposed by council
- Extension to existing overlay
- 5m Contour

**EXISTING PLANNING SCHEME**

Figure 6
The Gurdies & Pioneer Bay Strategic Framework Plan

**FORESHORE RESERVE**
Protect and enhance foreshore environs through comprehensive management plan with particular attention to significant vegetation and formalised drainage and vehicular infrastructures.

**VEGETATION BUFFER**
Retain and improve existing vegetative & drainage buffer to north of Pioneer Bay.

**PUBLIC PARK**
Upgrade park with increased vegetation and pedestrian paths.

**COASTAL HAZARD VULNERABILITY**
The proposed rezonings for urban use of land below 5 metres AHD abutting the coast or coastal reserves, are to be exhibited with a Development Plan Overlay, requiring the implementation of the required Coastal Hazard Vulnerability Assessment.

**GREEN WEDGE**
Landscape enforces the rural separation between Pioneer Bay and Grantville.

**INDICATIVE ACTIVITY NODE CROSS SECTION**

**PIONEER BAY RESERVE**

**BIKE ROUTE**
Currently proposed by council.
OBJECTIVES AND DESIGN GUIDELINES

Settlement Scale and Character

- Northern District Centre.
- Grantville is an established district centre with potential for consolidation and proposed growth to the south of the township centre (as identified in the strategic framework plan).

Character Objectives

- To protect and enhance the existing heritage and older built character of central Grantville.
- To protect and enhance the vegetated ridgeline and hilltops to the east, foreshore to the west and natural / rural landscapes to the north and further south at the settlement boundaries.
- To discourage the use of land adjacent to the foreshore from short-term tourism based accommodation.
- To ensure future subdivision is in keeping with the desired character of Grantville.
- To improve the amenity and functionality of the emerging commercial and service sector premises and encourage their integration with adjacent residential areas.
- To consolidate residential development through medium density residential infill development and where opportunities are presented through vacant lots.
- To develop the junction of the Bass Highway and Grantville Road/Pier Road as the town centre with outlying residential estates separated by indigenous vegetation buffers and natural features such as creeks and ridgelines.
- To encourage permanent residential character and district level commercial and community services.
- To enhance the local economy with additional appropriately located and well landscaped light industrial activities.

Preferred Neighbourhood Character

- Development should be responsive to the existing traditional structure of the town, with a core central commercial intersection, adjacent residential areas along the Bass Highway and small outlying developments in the eastern hills. The following two types of neighbourhood character apply:

Central Township Character

- Residential development within the centre of town should be more urban in character (eg. grid road patterns, more dense urban form and more formal landscaping).
- Development should contribute to an overall coastal, traditional village character.
- Development should not impact detrimentally on views to and from Western Port, the western coastal lowlands, the Bass Highway Scenic Drive, and to the eastern vegetated ridgeline.
- Low pitched or gently sloping roofs are preferred, to reduce visibility, glare and reflection.
- Take advantage of steep topography and reduce cut and fill to a minimum (eg. split level housing is preferred, minimise and, where required, balance cut and fill).
- Sufficient and well-positioned setbacks between dwellings should be encouraged, to accommodate increased landscaping and indigenous tree planting opportunities, to create a more "open and natural" character and reduce visual impact of dwellings on surrounding areas.
- Incorporate view-sharing principles in the siting and design of dwellings located on the hillside.
- Encourage verandas along the western sides of dwellings to enhance vistas and provide protection from the western sun.

Outlying Residential Character

- Residential development should be well vegetated and in keeping with the surrounding rural and natural character.
- Development should contribute to an overall open, natural character.
- Specific Siting and Design Guidelines (in addition to the overall activity node guidelines).

Subdivision

- Residential subdivision should be grid pattern in the coastal lowlands and semi-grid to linear pattern following topography in hillside areas.
- Residential subdivision should retain vegetation or include revegetation to integrate them into the surrounding hillside and foreshore landscapes.
- Industrial subdivision should include adequate setbacks from the Highway and not intrude on the scenic qualities of the area.
- Foreshore reserves adjacent to new subdivision should be wider to improve the buffer between the coast and development.
- Subdivision should have generous setbacks and vegetated buffers from the foreshore reserve, Bass Highway and Grantville Road.
- Use only indigenous vegetation when landscaping adjacent to the settlement boundary and foreshore.
**STRUCTURE PLAN**

**Proposed Land Use Arrangements**
- The Grantville Town Centre has significant opportunities, including the reworking of land uses and access/service roads, and infill of vacant land, to take advantage of its emerging role as a district service centre located on an important tourist route.
- Opportunities to consolidate the town into a more cohesive arrangement of land uses have been identified and, recognising the emerging northern district centre function of the town, significant expansion is recommended.
- Short term residential areas have been identified at various locations where existing land zoned Residential 1 has not yet been developed.
- Short term and intermediate term residential areas are located immediately adjacent to the existing developed areas of town, but not all areas zoned for development.
- Possible long-term areas are located beyond, and include possible rural residential areas to the south of the town centre.
- The existing industrial area should be replaced by a new industrial area to the southern edge of Grantville as a long term measure. Lot sizes and configuration should be flexible to meet changes in industrial needs. The area currently zoned for industry should be developed for low density residential in the intermediate term, subject to appropriate remediation of any potential land contamination. This measure will assist to create a consolidated commercial and residential town centre and divert industrial traffic away from the town centre. The western extent of the future industrial area should take into account the need for appropriate buffers to the foreshore.
- All subdivision adjacent to the Highway is recommended to include an appropriate highway buffer, except those areas close to the town centre, where appropriate mixed-use development should address the Highway frontage with appropriately scaled buildings and road access arrangements.
- Mixed-use commercial and residential development on the southeast corner of the Bass Highway and Grantville Road would contribute to consolidating the town centre.
- There is potential to rearrange commercial buildings and access roads as appropriate to consolidate Business 1 development on the northeastern corner of the intersection and to provide for access to rear properties for business and residential development.
- Opportunities also exist on the western side of the Bass Highway to rationalise commercial access arrangements and improve buildings. The area at the rear of the commercial zone has the potential to be rezoned for residential development.

**Infrastructure and Transport**
- Intermediate and possible long term development should be subject to local traffic analysis having been undertaken, and traffic management measures introduced to minimise impacts on the existing road network and surrounding areas, including appropriate upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.
- Vehicular movement at the intersection of the Bass Highway and Grantville Road requires further assessment as part of considering proposals for commercial development, including consideration of service road requirements, safety and efficiency of movement, pedestrian amenity and safety, and improving the visual appeal of the highway and its presence through the town.
- Minimal direct access onto the Bass Highway is permitted as part of additional development adjacent to the Highway and, where possible, sharing of access points and service roads will be required.
- Improved pedestrian and vehicular movements adjacent to and to the foreshore are suggested for Pier Road, to connect the centre to the Western Port foreshore. Properties fronting this street may be capable of consolidation to better address the street as a boulevard to the water.
- A review of the future use of the jetty should be undertaken, with a view to determining its value and possible future role as a recreation and tourism resource and the cost required to retain, improve and maintain the structure. Determine the appropriate extent and location of emergency service facilities in Grantville centre.

**Urban Growth Management**
- Grantville is constrained by physical features, scenic values and sand mining resources in the east and these considerations have determined the eastern extent of growth proposed by the strategic framework plan.
- The proposed extent of growth takes into account existing areas zoned for development and staged areas for additional development.
- Urban rezoning of land between Western Port Bay and the Bass Highway below 5m AHD must be exhibited with a DPO to implement the recommendations of the Coastal Hazard Vulnerability Assessment required by Ministerial Direction 13, including delineating the boundary of the developable areas and introduce required mitigation measures.
- Before any proposed rezoning of land bounded by Acacia Drive and Grantville- Glen Alvie Road, require a flora and fauna assessment be undertaken.
- The foreshore reserve, local nature reserves and sand extraction industry areas provide for views, scenic and rural values surrounding the town which, in various locations east of the Bass Highway, provide protection of the ridgeline behind the town from urban development.

**ACTIONS**

**Design and Development**
- Upgrade the streetscapes of the Main Street intersection and Bass Highway and Grantville Road.
- Upgrade the Pier Road streetscape including street tree planting.
- Ensure the planning and design of the Rural Transaction Centre protects and enhances public realm opportunities in the town centre and contributes to desired town character.

**Landscape and Environment**
- Enhance the existing coastal trail walking track, including signage, and improve pedestrian connections to residential areas.
- Continue upgrading and enhancing the coastal foreshore reserve.
- Upgrade the public recreation reserve north of Culbert Creek.
- Revegetate the mangrove communities to assist in the prevention of foreshore erosion.
- Revegetate and improve the Culbert Creek Reserve.
- Extend Bass Highway road side plantings along the entire length of the Grantville Township to reflect its scenic drive status.

**Infrastructure and Transport**
- Seal all unsealed roads to urban standard through a special charge scheme.
- Improve pedestrian and bicycle linkages between residential clusters and the town centre, taking into account the Bass Coast Bicycle Strategy.
- Improve traffic circulation in and around the commercial centre (especially in the north east sector).
LANDSCAPE AND ENVIRONMENT
Features significant to the activity node

PROPOSALS

AREAS TO BE PROTECTED FROM ACTIVITY NODE GROWTH
Areas with views and scenic values
Areas with rural values and required protection from continuous linear development

EXISTING PLANNING SCHEME

Figure 7
Grantville Strategic Framework Plan
Bass Coast Strategic Coastal Planning Framework
June 2011
NATURE RESERVE
Upgrade recreation reserve. Reinforce connections to foreshore reserve, Culbert Creek and township through pedestrian access, signage and vegetation.

CULBERT CREEK
Protect and revegetate creek environs.

PUBLIC FORESHORE
Beach access highly valued by the community. An upgrade of facilities is required with increased vegetation within the reserve north of Pier Road. Replace toilets with a new public toilet which is visible from Pier Road to increase safety and access. Resurface car park adjacent to pier and formalise edge treatment to reduce impact on reserve. Manage and promote as a visitor recreation node.

GRANTVILLE CROSS ROADS
The cross roads or intersection form the centre and major feature of the town. While this has facilitated development of the town its current landscape character is not conducive to encouraging high quality urban development and township identity. Support existing tree planting with additional plantings along Pier and Grantville Roads and Bass Highway north and improve pedestrian connections.

BOAT RAMP & JETTY
Review the function and role of the boat ramp and jetty and consider possibility of incorporating into constructed mangrove walk.

MAIN SHOPPING STRIP
East side shopping strip requires tree planting in car parking area and formalisation of car park services and landscape to rear of shops.

TRAFFIC ISSUES
Works required to improve pedestrian and vehicular traffic issues and general pedestrian amenity.

COASTAL HAZARD VULNERABILITY
Urban rezoning of land between Western Port and the Bass Highway below 5 metres AHD, must be exhibited with a DPO to implement the recommendations of the CHVA required by Ministerial Direction 13, including delineating the boundary of the developable areas and introduce required mitigation measures.

RECRUETION RESERVE
Upgrade recreation reserve. Reinforce connections to foreshore reserve, Culbert Creek and township through pedestrian access, signage and vegetation.

Figure 8
Grantville Centre Strategic Framework Plan

Preferred timeframe for development
Planning Scheme zone change

0m 100m 200m 300m

POTENTIAL TOURISM / COMMERCIAL SITE
REZONED TO R1Z & PCRZ (Amendment C72)

EXISTING DEVELOPMENT PROPOSAL

REZONED TO R1Z & PCRZ (Amendment C72)

INTERMEDIATE TERM CHANGE TO LDRZ

INTERMEDIATE TERM CHANGE TO LDRZ

INTERMEDIATE TERM CHANGE TO LDRZ

REZONED TO MUZ (Amendment C68)

REZONED TO MUZ (Amendment C68)

REZONED TO R1Z (Amendment C68)

PROPOSED RURAL TRANSACTION CENTRE
Opportunity to rezone building to contribute to the public street / landscape and desired urban character of Grantville.

INDICATIVE ACTIVITY NODE CROSS SECTION

PROPOSALS
Extent of development envisaged by this strategy
Area proposed for zoning change
Preferred timeframe for development
Planning Scheme zone change

AREAS TO BE PROTECTED FROM ACTIVITY NODE GROWTH
Areas with views and scenic values
Areas with rural values and required protection from continuous linear

LANDSCAPE AND ENVIRONMENT
Features significant to the activity node

Significant view corridors

Bicycle route and urban design features

EXISTING PLANNING SCHEME

Residential 1- R1Z
Low Density Residential -LDRZ
Township-TZ
Industrial 1- IN1Z
Business 1-B1Z
Public Conservation and Recreation
Public Park and Recreation

HILLSIDE

ROAD- Category 1

Road- Category 2

Rural Living-RLZ

Rural

Special Use

Public Use

RESIDUALS & FOREST

Figure 8
Grantville Centre Strategic Framework Plan

Bass Coast Strategic Coastal Planning Framework
June 2011
EXISTING CONDITIONS

Role
Tenby Point is a small established and isolated subdivision, sitting on a rocky outcrop and ridgeline overlooking Western Port. The settlement is a mixture of holiday homes and permanent residences. There are no commercial or community facilities. Tenby Point residents access local services at Grantville and Corinella.

Physical Patterns
The settlement comprises one single unsealed road perpendicular to the foreshore, with high foreshore cliffs, located at the end of the road. Good views of the Bass Valley area are afforded by houses on the eastern side of the road, while houses opposite the foreshore reserve have filtered views of the Bay.

Settlement Character
The single road has a significant number of mature trees, which create a unified character. Consistent residential setbacks and good vegetation coverage in residential areas also re-enforce this character. There is a strong sense of permanency to the settlement. The foreshore reserve at the end of the road with cliffs, indigenous vegetation and a small beach is a significant part of the settlement’s character.

Potential Climate Change Impacts
Although in close proximity to the coast, the elevation of Tenby Point settlement is noted to be predominantly above 5 metres AHD, which would not formally trigger the requirements of Ministerial Direction 13. The settlement is also elevated above the measure contained within Clause 13.01, which nominates a strategy to plan for not less than 0.8 metre sea level rise.

STRATEGIC FRAMEWORK PLAN

Proposed Land Use Arrangements
- No change to existing arrangements.

Infrastructure and Transport
- No change to existing arrangements.
- Monitor the condition of the unsealed road, maintain as required and seek community opinion on the desirability of sealing the road, through a special charge scheme.

Urban Growth Management
- The proposed extent of growth reflects the existing zoned and developed residential lots.
- Surrounding land has important rural values to be retained between Corinella and Grantville.

OBJECTIVES AND DESIGN GUIDELINES

Settlement Scale and Character
Local Coastal Residential Node
A small, established and well defined coastal settlement with no proposed extension to existing residential areas.

Character Objectives
- To retain the “bush” residential character with housing nestled among mature indigenous vegetation along an informal streetscape.
- To protect and maintain existing indigenous vegetation.
- To protect and enhance the significant tree lined streetscapes and mature vegetation within private properties.
- To protect significant views to and from the adjacent rural landscape and Western Port.
- To enhance the existing qualities of the well-vegetated foreshore reserve.

Preferred Neighbourhood Character
Unobtrusive dwellings nestled amongst predominately indigenous vegetation with generous street setbacks, landscaping to reduce, but not obscure, visibility of dwellings from the road. Development should create an overall “natural-coastal” character.

Specific Siting and Design Guidelines for Dwellings (In addition to the overall activity node guidelines)
- Retain and encourage dense indigenous coastal vegetation within private properties and along the streetscape.
- Low pitched or gently sloping roofs and front verandas are preferred.
- Weatherboard, (or similar), timber or other cladding materials are preferred.
- Use brick or natural stone only in combination with other preferred materials as feature elements.
- Indigenous vegetation is preferred.

ACTIONS

Design and Development
- Undertake a street tree planting program to complement existing mature street trees with additional same or similar indigenous trees, using where appropriate indigenous drought tolerant or wetland species.
- Repair and upgrade facilities at the foreshore reserve.
- Prepare an integrated foreshore management plan for the Tenby Point Foreshore Reserve.

Infrastructure and Transport
- Sensitive design of road upgrade if required, taking into account the rural character of Tenby Point, community opinion and including the resolution of drainage problems in the road reserve.
- Consult with local residents and the CFA regarding the need for, and the feasibility of providing, alternative emergency exit for residents of the settlement of Tenby Point.
**FORESHORE RESERVE**
Small reserve with important scenic, conservation and recreation values. Infrastructure upgrades, repair of path and picnic tables required and continued revegetation.

**COASTAL TRAIL**
Extend coastal trail to link to Grantville and Corinella. Potential for negotiations with private land owners where necessary.

**STREETScape**
Upgrade to standard urban infrastructure not appropriate. Existing informal character to be retained. Retain current residential building setbacks from road.

**SIGNIFICANT VEGETATION**
Significant indigenous trees are located in the roadside reserve and within residential lots and should be protected and retained. Any road upgrades should ensure longevity of trees.

**VIEWSHED / GREENWEDGE**
Open landscape enhances the rural separation between Tenby Point and Corinella township.

**WETLAND / LOW LYING AREA**

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**PROPOSALS**
Extent of development envisaged by this strategy

**AREAS TO BE PROTECTED FROM ACTIVITY NODE GROWTH**
Areas with views and scenic values
Areas with rural values and required protection from continuous linear

**LANDSCAPE AND ENVIRONMENT**
Features significant to the activity node

**EXISTING PLANNING SCHEME**
- Residential 1- R1Z
- Standard Dwelling Density
- Low Density Residential -LDRZ
- Township-TZ
- Business 1-B1Z
- Industrial 1- IN1Z
- Public Conservation and Recreation
- Public Park and Recreation

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**Figure 9**
Tenby Point Strategic Framework Plan

Bass Coast Strategic Coastal Planning Framework
June 2011
OBJECTIVES AND DESIGN GUIDELINES

Settlement Scale and Character

Local Coastal Town
A historic and well-established town with potential for further residential and tourism growth within the existing township boundary through consolidation and infill development. Corinella has a well-established character based on a mixture of historic development, legible street layouts, surrounding foreshore reserves and predominantly early to mid 20th century building stock.

Character Objectives

- To protect and enhance the existing heritage and built character of Corinella.
- To protect the existing foreshore environs and vegetation, which is essential to maintaining the environmental and visual amenity of the town.
- To consolidate the existing residential fabric through infill development provided it responds to the traditional residential character of the settlement.
- To integrate street tree planting to create new precincts of indigenous or native species while retaining existing plantings.
- To encourage development that complements heritage, tourism and low-key community outcomes.

Preferred Neighbourhood Character
Integrate development into the historical street pattern and traditional built form of the township. New dwellings should interpret the traditional scale and form of dwellings. The following two types of neighbourhood character apply:

Central Township Character
- Residential development within the centre of town should be more urban in character (e.g., grid road patterns, more dense urban form and more formal landscaping).
- Development should contribute to an overall “coastal, traditional village” character.

Outlying Residential Character
- Residential development should be well vegetated and in keeping with the surrounding rural and natural character.
- Development should contribute to an overall open, natural character.

Specific Siting and Design Guidelines (in addition to the overall activity node guidelines)

Subdivision
- Encourage traditional road and building patterns, not suburban road patterns.
- New street patterns should be predominantly grid or semi-grid pattern.
- New subdivision should reflect the existing street pattern, neighbourhood character, and urban structure and lot sizes west of Balcombe Street.
- Foreshore reserves adjacent to new subdivision should be wider to improve the buffer between the coast and residential development.
- Use vegetation buffers or larger lots along township boundaries to develop a vegetated edge to the town.

Dwellings
- Building design should be in keeping with either the two preferred character types, depending on location.
- Dwellings of a suburban character (e.g., full brick, minimal or no eaves, steep pitched and tiled roofs) are not encouraged.
- Dwellings should be designed and landscaped to minimise their full visibility from the foreshore and Western Port.
- Low pitched or gently sloping roofs are preferred, to reduce visibility, glare and reflection.
- Incorporate view-sharing principles in the siting and design of dwellings located on the hillside.

EXISTING CONDITIONS

Role
Corinella is situated on a rocky outcrop offering views over the surrounding landscape and Western Port. The town was one of the first formal settlements in Victoria and is over 150 years old. It is predominantly residential and is serviced by one commercial outlet and well-established community facilities. Corinella has significant cultural heritage, and combined with its traditional town form, offers significant potential for enhancement.

Physical Patterns
Established on a higher area than the surrounding Bass Valley the township layout affords good connections to the surrounding landscape, including Western Port. It has two distinct urban areas: the well-established wide grid streets of the east, and the residential area around Settlement Point in the west. Some recent subdivisions are not consistent with the existing street pattern.

Settlement Character
The historic town is established on the rocky outcrop of Settlement Point, bounded by a steep actively eroding cliff system on the south side and rocky foreshore to the north. The foreshore is a significant landscape feature for the town. The streetscape is wide and well vegetated with trees. There are two identifiable community/commercial focal points: the park, caravan park and pier at the Point, and the commercial, community centre and park in the centre of town.

Potential Climate Change Impacts
Although the settlement of Corinella is noted to be above 5 metres AHD (which would not formally trigger the requirements of Ministerial Direction 13 or the strategies of Clause 13.01), rapid rates of cliff erosion have been noted around Settlement Point. This is an important matter for investigation for any potential urban rezoning, in order to be able to define the developable area.
### STRATEGIC FRAMEWORK PLAN

#### Proposed Land Use Arrangements
- Continued infill development of short-term residential areas adjacent to Smythe, Balcombe and Anderson Streets, encouraging development to be consistent with existing town character.
- 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.
- Additional short term residential expansion to the south of town, facilitated by the rezoning of existing Low Density Residential Zone land to the Residential 1 Zone. A Development Plan Overlay would be required to coordinate development of residential lots and to address coastal erosion risk.
- Potential intermediate residential extension to the south, facilitated by the rezoning of existing Farming Zone land to the Low Density Residential Zone, subject to further assessment of the preferred extent of the area with views and scenic values. A Development Plan Overlay would be required to coordinate development of residential lots and to address coastal erosion risk.
- Continuation of 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.

#### Infrastructure and Transport
- Additional utility service capacity for new development available but requires upgrading.
- Jamieson Street to continue as the main entry to town.
- Additional residential development to proceed, provided local traffic analysis have been undertaken, and traffic management measures are introduced to minimise impacts on the existing road network and surrounding areas, including appropriate upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.

#### Urban Growth Management
- The proposed extent of growth to restrict further development to the east, and to limit development in the south to the extent which is defined by the settlement boundary and land proposed for the Low Density Residential Zone.
- 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.
- Future rezoning adjoining the coast or coastal reserve must be preceded by a Coastal Hazard Vulnerability Assessment which considers coastal erosion risk as a means of defining 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.
- A mandatory coastal setback may be counted towards the public open space contribution for subdivision, provided it is suitable to be and is made accessible to the public.

### ACTIONS

#### Design and Development
- Upgrade and enhance car parking and adjacent pedestrian and road traffic treatments at the main commercial area.
- Improve and enhance the Settlement Point reserve, maximising its scenic, heritage, environmental and tourism opportunities.

#### Landscape and Environment
- Construct a pedestrian and cycle path along the street frontage at the community reserve to improve access between the community and commercial facilities.
- Continue and extend the foreshore revegetation program, in conjunction with improved management and rehabilitation measures for foreshore and cliff side reserves.
- Formalise beach access along the northern foreshore reserve to reduce impact on coastal features.
- Create recreation facilities for semi-rural activities, such as equestrian and BMX, in areas near to Corinella, to ensure these activities have a more appropriate and formalised alternative to the fragile foreshore areas.
- Improve and enhance the entire foreshore reserve, maximising its scenic, heritage, environmental and tourism opportunities.
- Construct a shared pathway from the existing proposed pathway strategy through the centre of town and along Smythe Street to the Pier.
- Improve and extend the coastal trail and signage between Coronet Bay and Tenby Point.
- Improve heritage interpretation of the area, through signage and other promotional measures.
- Investigate the requirements for an increased width of foreshore reserve south of Corinella.
Township development needs to respond appropriately to active foreshore condition and heritage, ecological and conservation values.

**Public Park**

Park is well placed adjacent to pier and shoreline. To increase value and use of park, increase tree planting, create pedestrian paths and develop playground facilities. Playground is best suited adjacent to existing BBQ facilities on the foreshore reserve to remove conflict with vehicles.

**Foreshore Reserve**

Protect and enhance foreshore environs through comprehensive management plan.

**Vacant Land**

Determine ecological and landscape values of undeveloped land and determine suitable development outcomes and vegetation protection arrangements.

**Active Foreshore**

Township development needs to respond appropriately to active foreshore condition and heritage, ecological and conservation values.

**Foreshore Protection**

Ensure 200 metre minimum setback from the shore line for new development along foreshore refer to siting and design guidelines.

**Community Hub Improvements**

The existing central community and commercial facilities are a great asset to the township and should be reinforced through improved streetscape connections and continued centralised development.

**Foreshore Reserve Width**

Increase width of foreshore reserve as part of long term southern residential expansion.

**Coastal Trail**

Retain and manage existing foreshore link to Coronet Bay.

**Coastal Hazard Vulnerability**

Future rezoning adjoining the coast or coastal reserve must be preceded by a coastal hazard vulnerability assessment which considers coastal erosion risk as a means of defining the boundary of the development areas. 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. A mandatory coastal setback may be counted towards the public open space contribution for subdivision, provided it is suitable to be and is accessible to the public.

**Proposals**

- Extent of development envisaged by this strategy
- Area proposed for zoning change
- Preferred timeframe for development
- Planning Scheme zone change
- Significant view corridors
- Bicycle route or shared pathway
- Landscape and urban design features
- 5m Contour

**Areas to be protected from activity node growth**

- Areas with views and scenic values
- Areas with rural values and required protection from continuous linear development

**Landscape and Environment**

Features significant to the activity node

- Significant view corridors
- Bicycle route or shared pathway currently proposed by council
- Landscape and urban design features
- 5m Contour

**Existing Planning Scheme**

- Residential 1- R1Z
- Standard Dwelling Density - LDRZ
- Low Density Residential - LDRZ
- Township-TZ
- Business 1-B1Z
- Rural Living-RLZ
- Industrial 1- IN1Z
- Public Conservation and Recreation
- Public Park and Recreation

**Figure 10**

Corinella Strategic Framework Plan
Bass Coast Strategic Coastal Planning Framework
June 2011

**Indicative Activity Node Cross Section**
OBJECTIVES AND DESIGN GUIDELINES

Settlement Scale and Character

Local Coastal Town

A medium sized settlement, with potential for further residential and commercial growth through consolidation and infill development and limited tourism and recreational based growth.

Character Objectives

- To protect, enhance and increase the foreshore reserve and remaining indigenous vegetation.
- To protect remnant vegetation and foreshore landscapes from inappropriate subdivision, building location and alterations to existing landscape and vegetation.
- To protect and retain open view lines to and from Western Port.
- To enhance and improve connections to existing open space and community facilities.
- To ensure that infill residential development and new subdivision layout, built form, landscape and open space enhances existing open spaces and adjacent reserves, including the foreshore, Banksia stands and ecological values.
- To ensure future development does not extend the current suburban character of the township but rather subdues it and enhances the surrounding topography and rural/natural surroundings.
- To improve existing streetscapes and reduce the exposed character of the town.

Preferred Neighbourhood Character

The built form and landscape character should improve the existing, but limited natural coastal setting, through more sensitive architectural design of dwellings and increased landscaping, particularly along the foreshore and settlement edges. Development should create an overall open, semi-natural coastal character.

Specific Siting and Design Guidelines (in addition to the overall activity node guidelines)

Settlement Character

The town suffers from a lack of trees within its streetscapes, vegetated public reserves and footpaths along main roads. The current road surfacing program will assist to improve the streetscape character. The foreshore reserve is an important green space for the community. Coastal Banksia stands contribute significant character to the foreshore edge of the town. The public reserve at the end of Cutty Sark Road is well located, but with little remaining coastal vegetation and is highly exposed.

Potential Climate Change Impacts

Although in close proximity to the coast, the elevation of the Coronet Bay settlement is noted to be predominantly above 5 metres AHD, which would not formally trigger the requirements of Ministerial Direction 13. The settlement is also elevated above the measure contained within Clause 13.01, which nominates a strategy to plan for not less than 0.8 metre sea level rise.

However for the sections of coastal land noted to be both in close proximity to the coast and below 5 metres AHD the requirements of Ministerial Direction 13 would be triggered for any potential rezoning, whilst Clause 13.01 would be a relevant consideration in decision making.

EXISTING CONDITIONS

Role

Coronet Bay, established in the 1970s as a new greenfield subdivision, with a high rate of absentee ownership, is now attracting more permanent residents. 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.

Physical Patterns

The street layout and streetscape is a partial grid pattern, and somewhat suburban in character. There are few street trees. The street layout does not take complete advantage of the topography, although good views of the water are gained from the upper residences. Cutty Sark Road forms the main connection between the upper residential area and the commercial centre and lower foreshore facilities. A large parcel of vacant land in the middle of the settlement is a visual and physical gap, separating the two sections of the town. This area is zoned Residential 1 and can accommodate additional development.

Settlement Character

The town suffers from a lack of trees within its streetscapes, vegetated public reserves and footpaths along main roads. The current road surfacing program will assist to improve the streetscape character. The foreshore reserve is an important green space for the community. Coastal Banksia stands contribute significant character to the foreshore edge of the town. The public reserve at the end of Cutty Sark Road is well located, but with little remaining coastal vegetation and is highly exposed.

Potential Climate Change Impacts

Although in close proximity to the coast, the elevation of the Coronet Bay settlement is noted to be predominantly above 5 metres AHD, which would not formally trigger the requirements of Ministerial Direction 13. The settlement is also elevated above the measure contained within Clause 13.01, which nominates a strategy to plan for not less than 0.8 metre sea level rise.

However for the sections of coastal land noted to be both in close proximity to the coast and below 5 metres AHD the requirements of Ministerial Direction 13 would be triggered for any potential rezoning, whilst Clause 13.01 would be a relevant consideration in decision making.
<table>
<thead>
<tr>
<th>STRATEGIC FRAMEWORK PLAN</th>
<th>ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Land Use Arrangements</td>
<td>Design and Development</td>
</tr>
<tr>
<td>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.</td>
<td>Upgrade and enhance car parking and adjacent pedestrian and road traffic treatments at the main commercial area.</td>
</tr>
<tr>
<td>Consolidation and enhancement of the existing commercial and community facilities, with district level facilities to be located at Grantville and shared by the Coronet Bay, Corinella and Grantville catchment.</td>
<td>Designate coastal areas near the town for off-leash dog exercise trails and areas.</td>
</tr>
<tr>
<td>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.</td>
<td>Create recreation facilities for semi-rural activities, such as equestrian and BMX, in areas near to Coronet Bay, to ensure these activities have a more appropriate and formalised alternative to the fragile foreshore areas.</td>
</tr>
<tr>
<td>Establishment of a low-key recreation precinct at the existing boat ramp and surrounding precinct subject to further investigation. Facilities may be appropriate subject to environmental, flora and fauna protection, coastal management and engineering feasibility, aboriginal heritage and public safety requirements being addressed. This includes taking into account the value of the sandstone bluffs, the Cypress Pines and the adverse impacts from illegal dumping of concrete and rubble at the boat ramp.</td>
<td>Landscape and Environment</td>
</tr>
<tr>
<td>Infrastructure and Transport</td>
<td>Urban Growth Management</td>
</tr>
<tr>
<td>Additional utility service capacity for new development is available, but requires upgrading.</td>
<td>Urban Growth Boundaries limit development to short and intermediate term development, specifically to the west of the existing settlement.</td>
</tr>
<tr>
<td>Possible long term development should be subject to local traffic analysis, and traffic management measures should be introduced to minimise impacts on the existing road network and surrounding areas, including appropriate upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.</td>
<td>The development of existing undeveloped Residential 1 zoned land should be completed prior to new zones being introduced to expand the town.</td>
</tr>
<tr>
<td>Landscape and Environment</td>
<td>Infrastructure and Transport</td>
</tr>
<tr>
<td>Construct a pedestrian/cycle path along Cutty Sark Road and other main roads (as identified in the strategic framework plan) to improve pedestrian safety and access to main areas in town.</td>
<td>Road upgrades should include street tree planting and footpaths along one side of the street.</td>
</tr>
<tr>
<td>Develop a landscape plan for the foreshore park to increase vegetation and enhance existing community and capital improvements.</td>
<td>Public transport options connecting Coronet Bay, Corinella and Grantville to be investigated and implemented.</td>
</tr>
<tr>
<td>Improve the walking track and signage between Coronet Bay and Corinella, and south of Coronet Bay.</td>
<td></td>
</tr>
<tr>
<td>Provide improvements to the public open space network, as identified in the strategic framework plan.</td>
<td></td>
</tr>
<tr>
<td>Extend the coastal trail through the southern portion of the coastal reserve.</td>
<td></td>
</tr>
<tr>
<td>Develop a landscape plan for the Fred Gratton Reserve (including capital improvements) to enhance its appearance and better integrate the existing community centre with the reserve.</td>
<td></td>
</tr>
</tbody>
</table>

Urban Growth Management

| Additional utility service capacity for new development is available, but requires upgrading. |
| Possible long term development should be subject to local traffic analysis, and traffic management measures should be introduced to minimise impacts on the existing road network and surrounding areas, including appropriate upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections. |

Infrastructure and Transport

| Road upgrades should include street tree planting and footpaths along one side of the street. |
| Public transport options connecting Coronet Bay, Corinella and Grantville to be investigated and implemented. |
**Figure 11**
Coronet Bay Strategic Framework Plan

**PROPOSALS**
- Extent of development envisaged by this strategy
- Area proposed for zoning change
- Preferred timeframe for development
- Planning Scheme zone change

**AREAS TO BE PROTECTED FROM ACTIVITY NODE GROWTH**
- Areas with views and scenic values
- Areas with rural values and required protection from continuous linear

**LANDSCAPE AND ENVIRONMENT**
- Features significant to the activity node
  - Significant view corridors
  - Landscape and urban design features
  - Bicycle route or shared pathway currently proposed by council

**EXISTING PLANNING SCHEME**
- Public Use
- Road - Category 1
- Road - Category 2
- Township - TZ
- Business - B1Z
- Rural Living - RLZ
- Industrial - IN1Z
- Public Conservation and Recreation
- Public Park and Recreation

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**COASTAL TRAIL**
Retain and manage existing foreshore link to Cornella.

**SIGNIFICANT FORESHORE BANKSIAS**
Protect remnant Banksia species as they have significant community and environmental values.

**HORSEMAN ROAD**
Indigenous street tree planting program for road required.

**COASTAL HAZARD VULNERABILITY**
The proposed rezoneings for urban use of land below 5 metres AHD abutting the coast or coastal reserve, are to be exhibited with a DPO requiring the implementation of the required Coastal Hazard Vulnerability Assessment.

**INCONSISTENCY IN FORESHORE RESERVE**
Appropriate to be set aside as a foreshore reserve. Extent of Urban Growth Boundary and Residential Zone to be negotiated.

**PUBLIC RESERVE**
Upgrades required. For example, playground shade, increase vegetation, formalise car parking and install pedestrian paths.

**LINKAGES**
Ensure pedestrian/parkland linkages through development.

**COMMERCIAL CENTRE**
Requires minor expansion, consolidation and upgrade to support increase in residential community.

**COMMUNITY FORESHORE**
Valued community beach foreshore reserve. Protect from adjacent hard-edged development.
Current facilities are pavilion, BBQ, playground, tables and car park.
Reserve requires increased vegetation coverage, car park resurfacing and edge treatment and shade trees for playground.

**EXTENSION OF FORESHORE RESERVE**
Appropriate to be set aside as foreshore reserve to ensure a continuous coastal reserve adjacent to the town. This reserve may contain recreation or boating facilities leased to private operators. This requires negotiation as part of planning approvals for any possible long term expansion of the Activity Node.

**INVESTIGATE BOAT RAMP**
Retain and integrate into foreshore reserve.

**PUBLIC OPEN SPACE**
Review current and future value of this small open space and determine future opportunities for upgrade of vegetation, facilities and pedestrian access.

**VIEW CORRIDOR:**
Protect views from Agar Road to the coastline. Development and siting guidelines to restrict and protect existing views to coastline.

**5m Contour**
- Northern end of town
- Riverbank

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**INDICATIVE ACTIVITY NODE CROSS SECTION**
## OBJECTIVES AND DESIGN GUIDELINES

### Settlement Scale and Character

**Local Residential and Tourism Node**

A historic small coastal lowland town, with potential for commercial and residential growth. Although the Bass Highway bypass may have altered the commercial basis of the town, it has created an opportunity for development of a more intimate and low-key tourist town, oriented to the river and recreation reserve.

### Character Objectives

- To protect and enhance the built form and heritage character of the town.
- To protect and enhance the heritage and environmental values of the Bass River and river valley.
- To re-direct the focus of the town towards the traditional main street and river reserve and away from the Bass Highway re-alignment bypass.
- To strengthen connections to the Bass River to enhance the town’s heritage and cultural assets and improve visual presentation and identity of the town from its western boundary and entrances.
- To encourage development that complements heritage, tourism and low-key community based activities - outcomes.
- To encourage development of new commercial/retail buildings on the main street to consolidate the existing street character.
- To improve the visual amenity of the built township edge along the Bass Highway.

### Preferred Neighbourhood Character

New development should integrate with the existing grid pattern of the settlement. A higher urban density is encouraged along Hade Avenue, especially north of the Bass River. Development in the remaining areas should create an overall open, township, rural character.

### Specific Siting and Design Guidelines (in addition to the overall activity node guidelines)

#### Subdivision

- Subdivision should be predominantly grid or semi-grid in pattern.
- Additional open space to be oriented towards or connected to the Bass River.
- New subdivision should have generous vegetated setbacks/buffers from adjacent rural landscapes, the Bass River and the Bass Highway.

#### Dwellings

- Development should not impact detrimentally on the views to and from the Bass Highway Scenic Drive and surrounding rural landscape.
- Encourage a variation of historic, formal and indigenous planting.

## EXISTING CONDITIONS

### Role

Bass is a small historic town, located at the junction of the Bass River and the Bass Highway. The Bass Highway bypass has removed the township from the main tourist route to Phillip Island, and by also removing through traffic created a more residential focused town. 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.

### Physical Patterns

The settlement has one main street on each side of the Bass River. These roads follow the curve of the river, one side is commercial and residential and the other side river parkland. The bypass has created a hard edge to the west, focusing the town inwards.

### Settlement Character

The settlement is fairly flat, with banks down to the Bass River and views to the Bass Hills. Buildings are a mixture of period and contemporary buildings, with the dominant structures being the church and hotel. The public reserves are lined with magnificent mature cypresses and the river valley has been revegetated with indigenous plants.

## STRATEGIC FRAMEWORK PLAN

### Proposed Land Use Arrangements

- Mixed use development of key properties adjacent to the main street: Hade Avenue, including tourism related commercial development and additional residential.
- Extension of town to the south of Bass Road and east of Hade Avenue facilitated by the rezoning of the Rural Living Zone to Low Density Residential Zone.
- Possible further short-term extension of Low Density Residential Zone land to the east.
- Prevent development on the west side of the Bass Highway, except for the enhancement of existing tourism/recreation facilities and in keeping with protection of landscapes and scenic views.
- Improve formal parks and gardens in the bridge and town side river foreshore precincts.

### Infrastructure and Transport

- Additional utility service capacity for new development available but requires upgrading.
- Hade Avenue requires streetscape improvements, signage and traffic management measures at the bridge and war memorial to direct traffic to and from the Highway and provide for visitor parking.

### Urban Growth Management

- The proposed extent of growth to reflect short term development precints to the east and restrict development to the south.
- Retain existing recreation and conservation in the river environs, extending through town and across the Bass Highway.

### ACTIONS

#### Design and Development

- Rationalise excessive signage at town entrances, and create improved signage that identifies heritage and tourism values of the town.
- Investigate feasibility of streetscape renewal in conjunction with improved mixed-use functions of the existing commercial developments.
- Install signage on the Bass Highway that highlights the location of the town centre in relation to the tourism precinct.

#### Landscape and Environment

- 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 complement the existing cypress hedgerows and mark the physical extent of the town.
- Upgrade and ensure adequate maintenance of the town park and town river precinct.
- Connect the Coastal trail and Bass Highway Shared Trail with a Bass River Trail.
- Continue implementation of the existing revegetation scheme along the river reserve.
Figure 12
Bass Strategic Framework Plan
Bass Coast Strategic Coastal Planning Framework
June 2011

PROPOSALS
- Extent of development envisaged by this strategy
- Area proposed for zoning change

INTERMEDIATE
- Preferred timeframe for development Planning Scheme zone change

AREAS TO BE PROTECTED FROM ACTIVITY NODE GROWTH
- Areas with views and scenic values
- Areas with rural values and required protection from continuous linear

LANDSCAPE AND ENVIRONMENT
- Features significant to the activity node
  - Significant view corridors
  - Landscape and urban design features
  - Bicycle route or shared pathway currently proposed by council

EXISTING PLANNING SCHEME
- 5m Contour

TOURISM / RECREATION
NODE
- Promote connections between existing and new tourist and recreational developments and the town centre.

TOWN ENTRANCE
SIGNAGE
- Rationalise signage that is currently excessive and draws attention away from internal Township character.

LANDSCAPE ENTRANCE
- Retain and enhance Cypress hedgerows that act as important visual edge at the entrance to the Bass Township.

BASS HIGHWAY SCENIC DRIVE
- Establish a formal tree avenue along the Bass Highway to improve the visual presentation and driving experience of the western face of the township.

COMMERCIAL CENTRE
- Opportunity to develop heritage town centre into more active commercial centre with a tourism / visitor focus.

TOWN PARK CENTRE
- The traditional town centre, of river, bridge, mature trees, park, memorial and main streetscape is the cornerstone of the town character and identity. As the historic central town of the Bass Valley it harbours core cultural elements of the Valley.

INDICATIVE ACTIVITY NODE CROSS SECTION

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**TOURISM DEVELOPMENTS**

**BASS HIGHWAY SCENIC DRIVE**

**MIXED USE**

**BASS RIVER & PARKLANDS**

**MIXED USE**

**HINTERLAND LOW LANDS**
EXISTING CONDITIONS

Role
Kilcunda is a well-established ocean coastal settlement, on a ridgeline overlooking the Bass Strait and the Bunurong Marine National Park and Bunurong Marine and Coastal park. Kilcunda offers the first views of the Bass Strait when travelling from the north of the framework area towards Wonthaggi. The settlement has changed from a farming community to a holiday and residential town and contains both commercial and community facilities. The Municipal Strategic Statement identifies the town as having tourism opportunities.

Physical Patterns
Linear settlement along the Bass Highway includes the main commercial and community facilities that separate the town from the wide foreshore reserve. The outlying areas comprise a series of rambling roads and diverse lot sizes, which are well sited to the topography in some areas and conflicting in others. Subdivisions to the west of Kilcunda are sited on prominent coastal hilltops.

Settlement Character
The overall character is one of a terraced, rambling town, with buildings taking full advantage of the scenic views located on rising hills with little mature vegetation. Built form is diverse with a range of setbacks, building sizes and styles. Recent subdivisions have little mature vegetation and minimal street trees. The foreshore reserve is wide and accommodates a caravan park and other visitor amenities. The foreshore and creek between the Mabilia Estate and the main town contribute to the natural coastal character of the area. Heritage landscape elements, the bridge and slag heaps also contribute significantly to the identity and character of the town.

Potential Climate Change Impacts
Although in close proximity to the coast, the elevation of the Kilcunda settlement is noted to be predominantly above 5 metres AHD, which would not formally trigger the requirements of Ministerial Direction 13. The settlement is also elevated above the measure contained within Clause 13.01, which nominates a strategy to plan for not less than 0.8 metre sea level rise.

OBJECTIVES AND DESIGN GUIDELINES
Settlement Scale and Character
Local Coastal Town
A visually prominent hillside coastal town, with limited extension to existing residential areas.

Character Objectives
- To protect and enhance the town’s setting and values within a significant landscape and environmentally sensitive region.
- To protect and revegetate the remaining undeveloped hilltops from development.
- To contain the town’s boundary between the natural topography of the four hills, creeks and the ocean.
- To protect and enhance hilltops, ridgelines and significant view corridors.
- To protect scenic landscapes, the coastal scenic drive and adjoining environmental and heritage areas from visually intrusive development.
- To re-establish indigenous vegetation in public and private land to improve environmental and visual amenity and provide shelter from strong coastal winds.
- To encourage streets with indigenous tree species (or other locally used hardy coastal species).

Preferred Neighbourhood Character
As a highly visible, hillside settlement, exposed to ocean winds, development should be sensitively located and designed to reduce the visual impact of built form on the foreshore, scenic drive and surrounding landscape. Development should create an overall character of “buildings nestled within the hillsides and coastal vegetation”.

Specific Siting and Design Guidelines (in addition to overall activity node guidelines)

Subdivision
- Subdivision should have generous vegetated setbacks / buffers adjacent to the Bass Highway, creek lines, hilltops and ridgelines.
- Streets should follow a grid or semi-grid pattern.
- Along the township boundaries (and adjacent to rural landscapes) use vegetation buffers or larger lots to develop a vegetated edge to the town.

Dwellings
- Development should not impact detrimentally on views to and from the coast, the rural landscape and the Bass Highway Scenic Drive.
- Encourage coastal landscape treatments within private properties to reduce the exposed nature of existing and future buildings.
- Incorporate view-sharing principles in the siting and design of dwellings located on the hillside.
- Take advantage of steep topography and reduce cut and fill to a minimum. (eg. split level housing is preferred, minimise, and where required, balance cut and fill).
- Weatherboard, (or similar), timber or other cladding materials are preferred.
- Use brick or natural stone only in combination with other preferred materials as feature elements.
- Low pitched or gently sloping roofs are preferred, to reduce visibility, glare and reflection.
- Dwellings on the town fringe should have additional vegetation screening to rural areas.
- Indigenous vegetation is preferred.
- Sufficient and well-positioned setbacks between dwellings are encouraged for increased landscaping and indigenous tree planting opportunities.
## STRATEGIC FRAMEWORK PLAN

### Proposed Land Use Arrangements
- Short-term development to continue in existing areas zoned Residential 1 and Rural Living.
- Additional short-term residential development to occur in the, north, central and south eastern areas of Kilcunda, as defined by the settlement boundary, providing visual impact is minimised.
- All remaining areas to be excluded from urban expansion.

### Infrastructure and Transport
- The existing commercial and community facilities precinct to be retained, with minor extensions along an improved service road, and streetscape upgrading of the precinct to be undertaken.

### Urban Growth Management
- Kilcunda is highly constrained for urban growth, with limited areas available for expansion as noted above.
- The proposed extent of growth reflects the existing areas zoned for development, in addition to the minor growth areas identified within the settlement boundary.
- The Proposed extent of growth reflects environmental hazard constraints associated with possible subsidence, topographic contours, and restricts development to the coastal flank of the Kilcunda Hill and only where development cannot be viewed from the Bass Highway on approaching the town from the east.
- The surrounding rural land, recreation zones, coastal reserves, and creek management precincts provide significant and valid areas with views and scenic values as barriers to development.

## ACTIONS

### Design and Development
- Improve awareness of the Scenic Drive through signage and promotion.
- 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.

### Landscape and Environment
- Strengthen pedestrian and cycle linkages through the town and across the highway to the foreshore reserve, taking into account the Bass Coast Bicycle Strategy.
- Improve directional signage and the condition of the rail trail between Anderson and Wonthaggi.
- Provide increased support to the Kilcunda Powlett River Foreshore Committee and acknowledge the key initiatives previously undertaken and proposed for the reserve.
- Extend the walking track and provide associated signage between San Remo and Harmers Haven.
- Encourage the development and implementation of a creek and wetland management plan for Bourne Creek.
- 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.
**Figure 13**

Kilcunda Strategic Framework Plan

**Preferred timeframe for development**
- Planning Scheme zone change
- Bass Coast Strategic Coastal Planning Framework

**Existing Planning Scheme**
- Bass Coast Rail Trail
- George Bass Coastal Walk

**Future Planning Scheme**
- To Bass Hills
- Kilcunda Bridge
- Commencement of development
- Significant views

**Proposals**
- Landscape and Environment
- Public Conservation and Recreation
- Industrial 1- IN1Z
- Rural Living-RLZ
- Rural

**Areas to be protected from activity node growth**
- Areas with rural values and required protection from continuous linear development
- Areas with views and scenic values

**Existing and Proposed Land Use**
- Low Density Residential -LDRZ
- Residential 1-R1Z
- Business 1-B1Z
- Public Use
- Special Use

**Limit the visual impact of development on the significant scenic values of the George Bass trail.**

**Protect surrounding hills**
- Rolling pastoral hills are important to Kilcunda’s character and are a significant visual focus. Hill slopes and tops should be protected from development.

**Beach access & Public Amenities**
- Shelly Beach
- Foreshore Precinct

**Central fabric**
- Significant view corridors
- 5m Contour
- Prominent views of natural coastline

**Meeting of Trails**
- The unique meeting of the Bass trails should be enhanced and a trail promotion strategy developed.

**Short term change to RLZ**
- Improve safety
- Investigate options to realign the highway and provide a service road for Mabilia Estate to improve safety of the existing entrance.

**Short term change to TZ**
- Retain existing large lots as a transition between existing development and the adjacent rural landscape and Coastal Reserve.
OBJECTIVES AND DESIGN GUIDELINES

**Settlement Scale and Character**

Local Coastal Residential Node

A small and intimate settlement with no proposed extension to the existing residential areas.

**Character Objectives**

- To protect and enhance the existing built form character and, in particular, incorporate new residential development to the north sensitively, considering scale, form and materials.
- To protect the impact of development on surrounding sensitive, natural and valued landscapes.
- To protect and enhance indigenous vegetation along road reservations and retain the informal nature of existing roads.
- To retain views to surrounding landscapes.
- To create a dominant natural visual character through the use of indigenous or native planting.

**Preferred Neighbourhood Character**

Unobtrusive, intimate scaled buildings nestled amongst mature indigenous vegetation and generous street setbacks, landscaped to obscure visibility of dwellings from the road and foreshore reserve. New developments should reflect these established characteristics to ensure long-term conservation of the existing character. Development should create an “enclosed natural, coastal” character.

**Specific Siting and Design Guidelines (in addition to the overall activity node guidelines)**

- Buildings should be nestled within coastal vegetation.
- Buildings should not exceed the existing tree canopy heights or obscure visibility of the northern sand ridgeline.
- Weatherboard (or similar), timber or other cladding materials are preferred.
- Use brick or natural stone only in combination with other preferred materials as feature elements.
- Low pitched or gently sloping roofs are preferred, to reduce visibility, glare and reflection.
- Fences should be unobtrusive and partly transparent. Front fences are discouraged and rural style fencing is preferred for side and rear boundaries (eg. wire or nonsolid fencing).
- Dwellings on the town fringe should have additional vegetation screening to rural areas.
- Fire retardant vegetation should be used around dwellings.
- Indigenous vegetation is preferred.

**EXISTING CONDITIONS**

**Role**

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.

**Physical Patterns**

One single road separates the residential lots to the south and proposed residential lots and rural land to the north. Harmers Haven is different to the other coastal settlements on the Bass Coast as the housing lots back onto the foreshore reserve. The houses are set back from the road with a moderate to high level of vegetation coverage. Approval was previously granted to subdivide the land on the northern side of Viminaria Road into rural residential lots.

**Settlement Character**

The settlement is nestled between the coastal dunes of the Harmers Haven Flora and Fauna Reserve. Its intimate scale, framed by vegetated and rural landscapes, defines the settlement’s character. There are many informal tracks through the foreshore with one formal connection to the east and west of the settlement. Weed infestation and residential use are a constant pressure on the reserve.

**Potential Climate Change Impacts**

Although in close proximity to the coast, the elevation of the Harmers Haven settlement is noted to be predominantly above 5 metres AHD, which would not formally trigger the requirements of Ministerial Direction 13. The settlement is also elevated above the measure contained within Clause 13.01, which nominates a strategy to plan for not less than 0.8 metre sea level rise.

**STRATEGIC FRAMEWORK PLAN**

**Proposed Land Use Arrangements**

- No change to existing land use arrangements.

**Infrastructure and Transport**

- The settlement is not serviced with water or sewerage, and there is no proposal to change these arrangements.
- Several vacant lots south of Viminaria Road have limited development potential due to drainage issues. Drainage from the north of the road to this area requires remediation.

**Urban Growth Management**

- Previously approved rural residential development to form the northern proposed extent of growth.
- Existing rural zoned land to the north and the foreshore reserve to the south to form the areas with rural values to be retained as a backdrop to the settlement.

**ACTIONS**

**Landscape and Environment**

- Retain the firebreak to south of houses and reduce the number of informal paths to the foreshore as part of implementing foreshore broad management measures.
- Replace missing plaque from the Hovell Monument (short term) and install interpretative heritage signage (medium term).
- 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.

**Infrastructure and Transport**

- 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 exit for residents of the settlement of Harmers Haven.
**Figure 14**

**Harmers Haven Strategic Framework Plan**

**Bass Coast Strategic Coastal Planning Framework**

**June 2011**

**PROPOSALS**

- Extent of development envisaged by this strategy
- **AREAS TO BE PROTECTED FROM ACTIVITY NODE GROWTH**
  - Areas with views and scenic values
  - Areas with rural values and required protection from continuous linear development

**LANDSCAPE AND ENVIRONMENT**

- Features significant to the activity node
  - Significant view corridors
  - Landscape and urban design features
  - Bicycle route or shared pathway currently proposed by council
  - 5m Contour

**EXISTING PLANNING SCHEME**

- Residential 1, R1Z
- Standard Dwelling Density
- Low Density Residential, LDRZ
- Township-TZ
- Business 1-B1Z
- Rural Living-RLZ
- Industrial 1- IN1Z
- Public Conservation and Recreation
- Public Park and Recreation

**FORESHORE PATHS**

- Encourage Parks Victoria to rationalise the informal beach access paths to reduce visitor impacts in consultation with the local community.

**FORESHORE AMENITIES**

- Improve car park to minimise impact on the foreshore reserve and to accommodate local residents needs.

**VACANT LAND**

- Highly constrained due to significant drainage issues.

**LOCAL ROAD**

- Retain as a minor local road to reduce vehicular volume and speeds along this road to reduce impact on the coastal environment.

**LOCAL TRAFFIC**

- Retain roadside vegetation where possible and implement roadside revegetation program.

**ROADSIDE VEGETATION**

- Retain vegetation on both sides of Viminaria Road. Contribute to significant character of place and environmental and landscape objectives.

**SIGNIFICANT TREES TO BE PROTECTED**

**PROTECT SIGNIFICANT CULTURAL FEATURES**

**PROTECT**

- SIGNIFICANT TREES TO BE PROTECTED

**REGIONAL紙風車**

- TOWN BOUNDARY
  - Sand-ridge is the visual boundary to town.

**ROADSIDE VEGETATION**

- Retain roadside vegetation where possible and implement roadside revegetation program.

**LOCAL ROAD**

- Retain as a minor local road to reduce vehicular volume and speeds along this road to reduce impact on the coastal environment.

**VIMINARIA ROAD**

- Vegetated buffer along Road to prevent and improve treed landscape character.

**HILLSIDE AMENITIES**

- Improve car park to minimise impact on the foreshore reserve and to accommodate local residents needs.

**PROTECT SIGNIFICANT CULTURAL FEATURES**

**INDICATIVE ACTIVITY NODE CROSS SECTION**

**Randwick South**

- Improvement of car park and signage of heritage and environmental values.

**COAL POINT**

- Connection to Wonthaggi Heathland and Coastal Reserve

**BOUNDARY OF BUNURONG MARINE PARK**

- Road- Category 1
- Road- Category 2
- Public Use
- Residential 1, R1Z
- Standard Dwelling Density
- Low Density Residential, LDRZ
- Township-TZ
- Business 1-B1Z
- Rural Living-RLZ
- Industrial 1- IN1Z
- Public Conservation and Recreation
- Public Park and Recreation
Cape Paterson

EXISTING CONDITIONS
Role
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. There is an active sense of community. 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. The foreshore includes safe swimming beaches, which may have summer capacity issues. Community facilities are disparate and not well connected.

Physical Patterns
The original grid layout has expanded into a combination of culs-de-sac and grid forms, which have claimed the higher sand dune ridges in the northern part of town. The town has clear residential boundaries, formed by Anglers Road, Cape Paterson Road and Surf Beach Road. Surf Beach Road, defines the town and the foreshore reserve boundary.

Settlement Character
A relatively compact town set within the natural coastal character of the surrounding reserves, it includes significant trees within the streetscape and within residential lots. The southern area has a unified streetscape character, helped by the lack of competition for views, which is a feature of residential development further north on the first ridge line. The coastal foreshore is well vegetated and screens the caravan parks and beach facilities.

Potential Climate Change Impacts
Although in close proximity to the coast, the elevation of the Cape Paterson settlement is noted to be predominantly above 5 metres AHD, which would not formally trigger the requirements of Ministerial Direction 13. The settlement is also elevated above the measure contained within Clause 13.01, which nominates a strategy to plan for not less than 0.8 metre sea level rise.

STRATEGIC FRAMEWORK PLAN
Proposed Land Use Arrangements
- Retain the existing main commercial area, supplemented by the neighbourhood functions of the eastern local store, community centre and sporting precinct.
- Extension of residential areas to the north of town, to encompass short and long-term growth; ensuring development is consistent with the character and streetscape of the existing town.
- In the event additional recreation areas are required, the northern precinct for short-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.

Infrastructure and Transport
- Additional utility service capacity for new development is available, but requires upgrading.
- Short and long-term development north of the town 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.

Urban Growth Management
- The proposed extent of growth to reflect the designated strategic framework plan boundaries.
- Additional growth to the east is not considered appropriate.
- Continued development of the foreshore reserve with environmental enhancement works, revegetation of degraded areas, recognition of the significance of the coastal heathland along Surf Beach Road, and additional development of coastal related community infrastructure to replace or improve existing facilities.

OBJECTIVES AND DESIGN GUIDELINES
Settlement Scale and Character
Local Coastal Town
A well defined and established medium sized settlement with proposed short and long term extension to the existing residential areas to the north of Seaward Drive.

Character Objectives
- To consolidate existing and new residential areas as a series of well vegetated grid pattern streets connecting with existing roads.
- To consolidate the residential character of the central town area through infill residential development, where opportunities are presented through vacant lots.
- To focus development and recreational activity on community, heritage and nature based activities connected to the foreshore.
- To protect and retain existing mature vegetation.
- To create a dominant natural visual character through indigenous or native planting.
- To enhance the amenity of Surf Beach Road and the visual presentation of adjacent commercial premises.

Preferred Neighbourhood Character
Unobtrusive, intimate scaled buildings nestled among mature vegetation with generous street setbacks, well landscaped to reduce, but not obscure visibility of dwellings from the main road. Development should create an overall coastal, semi-natural village character.

Specific Siting and Design Guidelines (In addition to the overall activity node guidelines)
- Development should be complementary to the existing coastal and natural setting.
- Encourage buildings of appropriate form with generous setbacks and well-landscaped surrounds.
- Take advantage of steep topography and reduce cut and fill to a minimum (eg. split level housing is preferred to minimise and, where required, balance cut and fill).
- Incorporate view-sharing principles in dwelling design, especially for dwellings higher on the hillside.
- Sufficient and well-positioned setbacks between dwellings are encouraged for increased landscaping and indigenous tree planting opportunities.
- It is preferred to use a combination of construction materials, such as weatherboard (or similar), timber or other cladding materials, in conjunction with brick or natural stone.
- Low pitched or gently sloping roofs are preferred, to reduce visibility, glare and reflection.
- Dwellings on the town fringe should have additional vegetation screening to rural areas.
- Indigenous vegetation is preferred.

ACTIONS
Design and Development
- Upgrade and enhance car parking and adjacent pedestrian and road traffic treatments at the main commercial area.
- Improve signage at the entry to town to identify the Bunurong Scenic Drive, commercial and community centre locations and other natural features.

Landscape and Environment
- Strengthen pedestrian/bicycle linkages throughout the town and within the foreshore reserve, taking into account the Bass Coast Bicycle Strategy.
- Program additional maintenance, environmental enhancement and capital improvements to the coastal reserve.
- 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.
Cape Paterson is well serviced by foreshore amenities and caravan parks. Significant vegetation separates these facilities from the town and enhances the natural coastal character of the township. A review of public amenities is required to assess their appropriateness to the coastal foreshore reserve, and need for upgrade.

**COMMERCIAL CENTRE**
Current land use allocation and existing commercial developed not adequately for future growth. Centre requires additional tree planting, especially on car parking area to the north.

**MAIN STREET FOOTPATH**
A footpath along the northern side of the road is required to improve cross town and foreshore accessibility.

**SIGNAGE**
Improve signage strategy to direct visitors to town centre and surrounding points of interest.

**PROTECT**
Ensure vegetation buffer between scenic drive and adjacent landuses.

**BUNURONG SCENIC DRIVE**
Ensure vegetation buffer between scenic drive and adjacent landuses.

**COMMUNITY CENTRE & TENNIS CLUB**
Community centre and associated tennis courts are well established and provide a strong physical focus for the community.

**REZONED TO CDZ (Amendment C119)**
Short term: rezoned to CDZ (Amendment C119) from FZ to R1Z
Long term: rezoned to CDZ (Amendment C119) from FZ to R1Z

**PUBLIC AMENITIES & USES**
Cape Paterson is well serviced by foreshore amenities and caravan parks. Significant vegetation separates these facilities from the town and enhances the natural coastal character of the township. A review of public amenities is required to assess their appropriateness to the coastal foreshore reserve, and need for upgrade.

**PUBLIC FORESHORE AMENITIES & USES**
Cape Paterson is well serviced by foreshore amenities and caravan parks. Significant vegetation separates these facilities from the town and enhances the natural coastal character of the township. A review of public amenities is required to assess their appropriateness to the coastal foreshore reserve, and need for upgrade.

**PUBLIC FORESHORE AMENITIES & USES**
Cape Paterson is well serviced by foreshore amenities and caravan parks. Significant vegetation separates these facilities from the town and enhances the natural coastal character of the township. A review of public amenities is required to assess their appropriateness to the coastal foreshore reserve, and need for upgrade.
3. Areas Between Activity Nodes

3.1 Guiding Policy

The existing State, regional and local policies guide the allocation of land uses and preferred outcomes for the areas between activity nodes. The following additional statements also supplement these policies:

- Residential development and related urban land uses are restricted to existing activity nodes.
- The remaining coastal areas are considered to have significant coastal, rural, environmental and landscape values and should remain as areas with views, scenic or rural values separating activity nodes, remain in private ownership and be used for rural purposes. Quality environmental and landscape features should continue to contribute significantly to the tourism values of the area.
- Protection of agriculture and extractive industry as significant contributions to the local economy, and protecting areas of high suitability for these activities.
- The establishment of additional recreation facilities on the coast is not appropriate unless located adjacent to existing activity nodes, or in areas where foreshore management plans have identified a requirement for public reserve based facilities through recreation needs assessment.
- The development of large scale residential, rural residential, tourism or recreation in the areas with views, scenic or rural values is not considered appropriate. These developments, subject to local environmental and strategic assessment, are most appropriately located in conjunction with existing activity nodes identified for additional development.
- Small scale or low-key tourism facilities (eg. bed and breakfast accommodation and farm stays) in areas between activity nodes, providing they are consistent with siting and design guidelines and are responsive to the surrounding natural and built form, surrounding land uses, transport and infrastructure requirements and demands.
- Further low-density residential and rural living zones are not considered appropriate in the coastal areas of the Bass Coast Shire, unless identified for strategic reasons within the Framework.
- Implementation of natural resource management objectives through the planning and management of coastal lands.
- Using natural and built heritage values to encourage community development and contribute to tourism opportunities.
3.2 The Framework Contents for Areas Between Activity Nodes

The framework contains four areas of initiative for land between activity nodes:

- Allocating land use for these areas.
- Measures for protecting significant features.
- Measures for protecting significant environmental values.
- Measures for enhancing the coastal economy.

3.3 Allocating Land Uses for Areas Between Activity Nodes

The following process has been undertaken in allocating these uses:

- Analysis of landscape characteristics and landscape character types, to define reviewed boundaries for the protection of landscape values.
- Mapping of existing planning scheme zones and overlays.
- Identification of physical and environmental opportunities and constraints for development, including interrogation of available spatial datasets.
- Consideration of agricultural suitability data, that indicates much of the existing rural land is highly suitable for a range of agricultural production.
- Consideration of the capacity for natural features, coastal conditions, and landscapes to accommodate additional large-scale development or one-off isolated developments.
- Consideration of community opinion regarding preferred futures for the Bass Coast, particularly the desire to retain areas with views, scenic or rural values between coastal towns and avoid the linear expansion of development along the coast.
- The existing and planned road network, and the location of service utilities, coastal and recreation related infrastructure, and the need to maximise the existing concentrations of capital and social investment.
- The location of existing public reserves along the foreshore, waterways, and other areas with nature conservation value, that contribute to the network of public and private conservation and open space resources throughout the coastal environment and its hinterland.

Figures 16-19 outline the allocation of land uses to the areas between activity nodes. They are an indicative outline of the policy intentions of this framework, and are not intended for conversion directly into the planning scheme.

The figures include the following items:

- The proposed extent of growth of activity nodes.
- Existing public conservation and resource zones, to ensure these areas are recognised as critical to protecting the coastal, environmental and landscape resources through public ownership and management.
- Scenic gateways, that mark significant sections of the Bass Coast Scenic Drive, and where land use should be sensitive to landscape values in these locations.
- Important greenbelt areas being retained between Corinella and Coronet Bay.
- Recreation and tourism facilities, subject to further local investigation and strategic framework plan review, be considered for the area adjacent to the western edge of Inverloch.
- Landscape type precincts, with coverage over all coastal areas, recognising the significance of landscapes in proximity to the coast, and where development should respond to the surrounding landscape character.
High landscape & environmental values.

**Shire Gateway**

**DEVELOPMENT CONSIDERATIONS**
- Limited infrastructure.
- Close to areas with high landscape and environmental values.

**DEVELOPMENT RECOMMENDATIONS**
- No activity node expansion.

Intimate closed landscapes.

Consolidate & improve Grantville as the northern district centre.

DEVELOPMENT RECOMMENDATIONS
- Retain scenic highway as a priority.
- Consolidate & improve Grantville as the northern district centre.

DEVELOPMENT CONSIDERATIONS
- High landscape & environmental values.

DEVELOPMENT RECOMMENDATIONS
- Retain rural open landscapes as part of entry to the Shire.

DEVELOPMENT CONSIDERATIONS
- Existing low key development.

DEVELOPMENT RECOMMENDATIONS
- Minor development of Tenby Point.

Tourism, recreation and environmental management with incidental residential or low density residential adjacent to activity nodes.

DEVELOPMENT CONSIDERATIONS
- High agricultural suitability.

DEVELOPMENT RECOMMENDATIONS
- Inappropriate for development.
- Tourism, recreation and environmental management with incidental residential or low density residential adjacent to activity nodes.

DEVELOPMENT CONSIDERATIONS
- Existing development precinct.

DEVELOPMENT RECOMMENDATIONS
- Contain development to this precinct.

High agricultural suitability.

Open flat landscape.

Inappropriate for development.

**DEVELOPMENT CONSIDERATIONS**
- Limited infrastructure.
- Close to areas with high landscape and environmental values.

**DEVELOPMENT RECOMMENDATIONS**
- No activity node expansion.

Intimate closed landscapes.

Consolidate & improve Grantville as the northern district centre.

**DEVELOPMENT CONSIDERATIONS**
- High landscape & environmental values.

**DEVELOPMENT RECOMMENDATIONS**
- Retain scenic highway as a priority.
- Consolidate & improve Grantville as the northern district centre.

DEVELOPMENT CONSIDERATIONS
- Existing low key development.

DEVELOPMENT RECOMMENDATIONS
- Minor development of Tenby Point.

Tourism, recreation and environmental management with incidental residential or low density residential adjacent to activity nodes.

DEVELOPMENT CONSIDERATIONS
- High agricultural suitability.

DEVELOPMENT RECOMMENDATIONS
- Inappropriate for development.
- Tourism, recreation and environmental management with incidental residential or low density residential adjacent to activity nodes.

**DEVELOPMENT CONSIDERATIONS**
- Existing development precinct.

**DEVELOPMENT RECOMMENDATIONS**
- Contain development to this precinct.

High agricultural suitability.

Open flat landscape.

Inappropriate for development.

**DEVELOPMENT CONSIDERATIONS**
- Limited infrastructure.
- Close to areas with high landscape and environmental values.

**DEVELOPMENT RECOMMENDATIONS**
- No activity node expansion.

Intimate closed landscapes.

Consolidate & improve Grantville as the northern district centre.

**DEVELOPMENT CONSIDERATIONS**
- High landscape & environmental values.

**DEVELOPMENT RECOMMENDATIONS**
- Retain scenic highway as a priority.
- Consolidate & improve Grantville as the northern district centre.

DEVELOPMENT CONSIDERATIONS
- Existing low key development.

DEVELOPMENT RECOMMENDATIONS
- Minor development of Tenby Point.

Tourism, recreation and environmental management with incidental residential or low density residential adjacent to activity nodes.

DEVELOPMENT CONSIDERATIONS
- High agricultural suitability.

DEVELOPMENT RECOMMENDATIONS
- Inappropriate for development.
- Tourism, recreation and environmental management with incidental residential or low density residential adjacent to activity nodes.

DEVELOPMENT CONSIDERATIONS
- Existing development precinct.

DEVELOPMENT RECOMMENDATIONS
- Contain development to this precinct.

High agricultural suitability.

Open flat landscape.

Inappropriate for development.
High ecological values.
High dryland salinity risks.
Inappropriate for development.

Exposed to views from Phillip Island Tourist Route.
Inappropriate for development.

High value Western Port and foreshore landscape.
Probable acid sulphate soils.
Wetlands and lowlands.
Inappropriate for development.

High value ocean coastal landscape.
Inappropriate for development.

Structures should be setback from the coast and sited in accordance with the Siting & Design Guidelines for areas between Activity Nodes.
High value ocean coastal landscape. Inappropriate for development.

DEVELOPMENT CONSIDERATIONS
- High value ocean coastal landscape.
- High cliffs, small beaches and fringe reef.

DEVELOPMENT RECOMMENDATIONS
- Inappropriate for development.
- Improve access and management at the mouth of the Powlett River.

Figure 18
ALLOCATION OF LAND USES FOR AREAS BETWEEN KILCUNDA AND HARMERS HAVEN

Source: VicMap, Bass Coast Shire Council.

Bass Coast Strategic Coastal Planning Framework
June 2011

G:\31\27701\CAD\Drawings\Amendments Dec 2004\Fig 18
DEVELOPMENT CONSIDERATIONS

- High landscape and ecological values.
- Land use should be consistent with objectives for adjacent Bunurong Marine and Coastal Park.

DEVELOPMENT RECOMMENDATIONS

- Residential development to be limited to existing activity nodes.
- Land use to be consistent with the protection of the natural, cultural and landscape values of the adjacent Bunurong Marine National Park, Bunurong Marine Park and Bunurong Coastal Reserve.

Significant environmental, ecological and landscape values of the Inlet and adjacent foreshore areas.

- The area east of Inverloch is inappropriate for development or residential subdivision.
- Revegetation programs should be encouraged.
- Protection from acid sulphate soils is required.
- Development should be rural based, agriculture and lifestyle activities on existing lots, taking into account impacts on the ecology of the Inlet.

Subject to further investigation and structural plan review in relation to providing tourism and recreation development options.

ALLOCATION OF LAND USES
FOR AREAS BETWEEN HARMERS HAVEN AND ANDERSON INLET

Bass Coast Strategic Coastal Planning Framework
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Source: VicMap, Bass Coast Shire Council.
3.4 Measures for Protecting Significant Features

3.4.1 Heritage

The accessibility of the coast, its natural values, and opportunities as a resource for the endeavours of previous generations, make it central to the history and culture of the Bass Coast area. These connections are recognised by current generations through the identification, protection, and interpretation of places and objects with heritage value.

Aboriginal Heritage

The coast contains significant places and objects of Aboriginal heritage value sometimes not immediately apparent, particularly coastal middens. Although this is recognised in the Shire’s Municipal Strategic Statement, a continued effort is required to ensure these features are identified and appropriately protected as part of the process for undertaking local planning and development.

Measures

The following actions are required to reconfirm and improve consideration of Aboriginal heritage issues and ensure appropriate decision-making responses:

- Establish a procedure to ensure more detailed assessment of Aboriginal heritage considerations in local level planning for activity node development.
- Reconfirm and consolidate procedures for assessment of Aboriginal heritage considerations in Council’s planning approvals process.
- Establish triggers in the Council’s planning approvals process for applications to be checked against Commonwealth and State heritage registers.
- Refer to contacting AAV to ascertain the location of places and objects of Aboriginal heritage and use this to alert Council of the need to place an emphasis on considering these matters as part of Council’s planning approvals process.
- Establish stronger links between Council and Aboriginal communities regarding Aboriginal heritage matters.

Post Contact Heritage

Council is currently undertaking initiatives to document post-contact heritage in the Bass Coast. Stage one of the Bass Coast Shire Heritage Study has been completed and this includes a thematic environmental history of settlement and development, and identification of places of cultural significance. Stage two is underway and includes assessment of the significance of places and documentation using datasheets.
Measures

The following actions are required to ensure coastal development recognises heritage places and values:

- Establish a procedure to ensure more detailed assessment of post-contact heritage considerations in local level planning for activity node development.
- Reconfirm and consolidate procedures for assessment of post-contact heritage considerations in Council’s planning approvals process.
- Establish triggers in the Council’s planning approvals process for applications to be checked against Commonwealth, State and local heritage registers.
- Document broad concentrations of the location of places and objects of post-contact heritage and use this to alert Council of the need to place an emphasis on considering these matters as part of Council’s planning approvals process.

3.5 Landscapes

The coastal landscapes are confirmed by the community as valuable to the way of life in the Shire, an asset to the economy, and form the areas with views, scenic or rural values surrounding existing activity nodes. Landscape Type Precincts have been identified in the coastal land use strategy and are derived from a review of various existing State level character assessments and an assessment of locally specific landscape types in the immediate coastal hinterland of the Bass Coast Shire. (Refer Appendix D)

Measures

- Development should be cognisant of the overall landscape type statement and consistent with the associated Scenic Objectives for Landscape Type Precincts.
- Development of linear infrastructure (such as transmission lines) and roads should take into account impacts on the landscape and include vegetation screening to assist in managing impacts.

3.6 Measures for Protecting Significant Environmental Values

The natural features of the coastal areas, and adjacent hinterland, of the Bass Coast Shire influence the following elements of the framework:

- The distribution of population throughout the framework area, and the structure of activity nodes and settlements, taking into account environmental opportunities and constraints.
- The development and potential expansion of each separate activity node or settlement and the environmental opportunities and constraints within and adjacent to these nodes.
- The allocation of non-urban land uses, the location of site-specific developments between activity nodes and the ongoing management of coastal and rural resources based on environmental opportunities and constraints.
Coastal areas that have current high levels of use and existing facilities, particularly in activity nodes such as Cape Paterson, Coronet Bay, Corinella and Grantville, are likely to be significantly impacted by population growth and by increased visitation from additional population in metropolitan Melbourne and the regional corridor. Some of these activity nodes on the Western Port Foreshore have vulnerable narrow beaches with little natural sand replenishment. Location of development, and the approach to management and facilities provision in coastal areas, will need to minimise impacts, and maximise ecologically sustainable development outcomes, taking into account the opportunities and constraints afforded by the natural characteristics of each area.

3.6.1 Coastal Vulnerability

The coast, its shorelines, embayment, cliffs, dune systems, and adjacent marine environments are the most dynamic physical features of the Bass Coast area. They require significant effort and resources to manage the impacts of human interaction with the environment. The coast is currently managed through a range of measures, including:

- Designation and management of public reserves, and related community and agency programs and initiatives for specific coastal locations and issues.
- Consideration of coastal management issues in the planning approval process.

To assist in the implementation of this framework, the coastal vulnerability assessment undertaken for the Victorian Coastal Vulnerability Study, 1993 have been documented and expanded and is included at Appendix E.

Measures

- The General Assessment and Observations of Potential Coastal Vulnerability (Appendix E) should be used as an information resource for indicating potential impacts of near-shore vulnerability factors on the coast, on both freehold land and reserves.
- Future development of land abutting the coastline or a coastal reserve and less than 5 metres Australian Height Datum (AHD) within one kilometre of the coastline, should be preceded by a Coastal Hazard Vulnerability Assessment, in accordance with the requirements of Ministerial Direction 13: Managing coastal hazards and the coastal impacts of climate change (December 2008).
- In addition a precautionary approach should be applied to decision making, by planning for not less than 0.8 metre sea level rise by 2100, in accordance with Clause 13.01 Climate Change Impacts of the SPPF.
3.6.2 Coastal Reserve Management

Coastal reserves are designated over the majority of the coastline and are managed by appointed committees of management, Parks Victoria and the Bass Coast Shire Council.

Bunurong Marine National Park (2100ha) and Bunurong Marine Park (1203ha) protect the open coastline and marine habitats of the Anderson Peninsula, from Coal Point in the west to Wreck Creek in the east. Management of these Marine Protected Areas is integrated with the adjacent Harmers Haven Flora and Fauna Reserve and Bunurong Coastal Reserve. These areas feature spectacular and diverse natural landscapes, including rugged sandstone cliffs, headlands, sandy coves, rocky reefs and broad rock platforms. The Bunurong Coast is popular with residents and visitors for surfing, swimming, rock-pooling, fishing, boating, diving, snorkelling or just enjoying the spectacular coastal scenery. A Management Plan is currently under preparation to guide the future management of the area.

The remaining Bass Strait and Western Port coastal reserves also contain significant natural, recreation and tourism features. The Committees of Management, Parks Victoria and Bass Coast Shire have undertaken considerable research, planning, capital works and conservation projects for these reserves. There is evidence, however, that additional resources and assistance are required to maintain an appropriate level of management.

Understanding and responding to the coastal processes of Western Port is critical to its management as a Ramsar site. In addition to shoreline movement, beach depletion and accretion, cliff erosion and impacts of human activity, sensitive ecological cycles govern the health of seagrasses, mangroves and salt marshes.

Measures

- Support and extend initiatives to improve integration between the management of marine and terrestrial values in other parts of the coast, using the knowledge and experience gained from the Bunurong Park initiatives.
- Support and extend arrangements for an integrated approach to local coastal management initiatives (refer recommendations in Section 1.5).

3.6.3 Development Adjacent to the Coast

The coastal reserves are currently recognised by the Environmental Significance Overlays (ESO1 and ESO3), in the Bass Coast Planning Scheme. They trigger a requirement for planning permits generally for buildings, works, subdivision and vegetation removal. The Scheme includes matters to be considered in assessing planning applications.

The community has expressed, as a priority, the need to protect existing reserves from existing and future adjacent land use and development in areas adjacent to reserves.
3.6.4 Natural Resource Management

The integration of coastal management with other natural resource management initiatives is critical to ensuring coastal values are protected.

A range of government and community initiatives, in addition to regulatory protection, combine to create an existing natural resource management framework that requires improved integration with coastal management. Ecologically sustainable development frameworks also influence the decision-making environment in relation to land use and development.

Measures

Coastal Development should take into account:

- Water resources, in particular the conservation and rehabilitation of waterways, streams, wetlands and groundwater resources have a direct relationship to the coastal environment. Much of the coast has high dryland salinity risk.
- Catchment management, in particular the quality of soil and water in catchments can have a direct impact on coastal, marine and estuarine conditions through sediment and nutrient transport, salinity and upstream imbalances that can discharge or impact downstream. Land use decisions on the Bass Coast should be consistent with the objectives of the West Gippsland Regional Catchment Strategy and River Health Strategy.
- Habitat protection and retention of biodiversity, in particular the condition of marine and estuarine water, seagrasses, coastal and shoreline vegetation are key factors in ensuring wildlife is not impacted by unmanaged land use and development. The entire Western Port is a Ramsar site and requires careful management. Rare and endangered flora and fauna exists in the Bass Coast area, in addition to significant marine mammals such as fur seals. Important shorebird habitat exists on much of the coast. Biologically significant sites have also been recorded in the area. Land use decisions in the Framework area should implement the objectives of Victoria’s Native Vegetation Management – A Framework for Action (2002), and the protection and improvement of the condition of coastal biological diversity outlined in the Victorian Coastal Strategy (2008).
The three step vegetation assessment approach should be undertaken by development proponents and include identification of opportunities for terrestrial and marine revegetation.

- Vegetation management should consider protection of roadside vegetation, protection of large trees and associated understoreys.
- The occurrence of coastal acid sulphate soils, and their potential impacts on agriculture, land development, building, works and drainage.
- Support an integrated approach to coastal management and other natural resource initiatives in the Bass Coast Shire (Refer to Section 1.5).

Amendments to the planning scheme, rezonings, and planning applications should address the potential impacts of proposals on natural resources and be consistent with the objectives of natural resource management issues, including the items in Appendix G.

### 3.6.5 Sand Extraction

A significant sand resource exists in the Grantville district and sand extraction has potential impacts on remnant vegetation, habitat and consequently biodiversity. It is recognised that this important resource is necessary to the local and regional economy and the building needs of the community. A sand resource strategy has been adopted by Council to outline a balanced approach to extraction and environmental management.

**Measures**

- Coastal development in the vicinity of sand resources should take into consideration likely industry requirements in relation to access routes and likely setback requirements from extraction activity.

### 3.6.6 Wind Farms

Rural areas with a coastal orientation suitable for the establishment of wind powered electricity generation are becoming the subject of proposals for the establishment of new wind facilities. These have potential impacts on the landscape character of the coast and are a significant issue within the community. The Victorian Government has established Policy and Planning Guidelines for Wind Facilities, which outline the process for assessing such proposals. Proposals in the framework area will be subject to this policy. The policy outlines the considerations for assessing wind farm proposals including the surrounding land use constraints, significant landscapes, significant environmental, conservation and recreation areas, proximity to the coast and settlements.

**Figure 20** outlines the location of these considerations, overlayed with wind resource information from the Victorian Wind Atlas (2003), to highlight possible areas where wind farm proposals may emerge.
Support and implement the Victorian Governments Policy initiatives for the consideration of wind farm proposals.

Wind facilities, are not a preferred use within important landscape precincts. In the event there are overwhelming reasons to develop in these locations, the need to protect the important landscape values of the precinct from visual and other impacts of the facilities should be taken into account.

3.7 Enhancing the Coastal Economy

3.7.1 Economic Development Initiatives

The Bass Coast Shire has an employment structure dominated by the service industry, but well balanced with primary and secondary industry compared to urbanised areas. There is an emerging diversity in the economy in response to a greater awareness of its natural and tourism resources.

The economic development program of the Bass Coast Shire has a range of objectives that compliment sound management of the coast and its activity nodes. These are outlined in Appendix H.

Agriculture is a key part of the local economy, and the high suitability rural land resource is the largest land use within the framework area. Tourism and recreation are a key factor in the future demands for use of coastal resources and in the development of coastal towns. There are many local and regional tourism initiatives with significant reliance on the coastal resource.

Measures

- Recommend land use arrangements for activity nodes and areas between activity nodes, that direct opportunities for urban development to selected locations, and protect other areas with natural features that are important to the community and the economy.
- Highlight the opportunities offered by the coastal environment, including natural and built heritage values to encourage tourism that is sensitive to community aspirations and environmental constraints.
- Protect coastal areas of significant agricultural value, to ensure the agricultural resource base is available for future diversification and/or restructuring of the agriculture industry.

3.7.2 Rural Land Use

Agriculture has been the traditional post contact land use of the area. The extent of the rural areas is indicated by the farming zone in the current planning scheme. The dominant agricultural pursuit is dairying and grazing, undertaken on the majority of agricultural land in area. Some pastures in the vicinity of Wonthaggi and Grantville are irrigated, improved and used more intensively. Other intensive agriculture, such as horticulture and viticulture have also been established, reflecting the suitability of the area and a growing export market.
WIND FARM CONSIDERATIONS

EXISTING CONSIDERATIONS

- SIGNIFICANT LANDSCAPE OVERLAY
- ENVIRONMENTAL SIGNIFICANCE OVERLAY
- PUBLIC CONSERVATION AND RECREATION ZONE
- AREAS WITHIN 1 km OF THE COAST
- AREAS WITHIN 1 km OF SETTLEMENTS
- POTENTIAL EXTRACTIVE INDUSTRY SITES

Source: VicMap, Bass Coast Shire Council, Sustainable Energy Authority Victoria

Figure 20
WIND FARM CONSIDERATIONS

Bass Coast Strategic Coastal Planning Framework
June 2011

Figure 20
EXISTING CONSIDERATIONS
There are very few areas with a low suitability for agriculture. Agriculture Victoria Services has undertaken suitability mapping for different agricultural pursuits as part of the Bass Coast Environmental Study (2002). This includes consideration of biophysical, socio-economic and management criteria. Although there are variations in the suitability of land for these different products, a composite suitability assessment suggests that the entire coastal area has a high suitability rating for agriculture. There is a range of medium to high suitability precincts in the upper reaches of the Bass River and the Strzelecki Ranges.

The Bass Coast Shire Council has adopted a Rural Land Rebate Scheme to provide financial incentives for rural landowners to contribute to land management for biodiversity.

This framework acknowledges the importance of rural land uses in coastal areas to the wider rural economy of the Bass Coast Shire. Rural areas are also a significant contribution to the landscape character of the coast, and are the major land use in areas between activity nodes, and therefore currently protect the coast from linear urban development.

The Victorian Government has established zones for rural Victoria in the Victorian Planning Provisions. These outline the approach to providing for rural land uses in planning schemes. The new zones include:

- Farming Zone.
- Rural Activity Zone.
- Rural Living Zone.

The Government has also introduced the Green Wedge Zone and the Rural Conservation Zone, for use where significant landscape or conservation considerations apply to rural land. Although the Farming, Green Wedge and Rural Conservation zones may have applicability for different rural situations in the framework area. The Green Wedge zone, however, requires a planning permit for agricultural uses, and this is not considered appropriate for the areas between coastal activity nodes in the Bass Coast Shire.

Measures

- Continue utilisation of coastal areas between activity nodes for predominantly rural purposes.
- Encourage the diversification of agricultural activities, such as wineries and boutique food products, to contribute to the local economy and reinforce the value of rural lands to the coastal districts of the Shire.
- Continue improvements to the management of rural activities in line with sustainable practices and natural resource management best practice.
- The development of buildings and structures in rural areas should be in accordance with the siting and design guidelines for areas between activity nodes.
- Establish a municipal wide approach to assessing rural land in the context of the Victorian Government’s zones for rural Victoria.
Ensure that coastal development takes into account the strategic directions provided by clause 21.05-4.

Encourage the use of the Rural Land Rebate Scheme in appropriate locations in the framework area.

3.8 Coastal Tourism

3.8.1 Tourism Accommodation

Demand for overnight tourism and holiday accommodation in coastal or near coastal locations is likely to increase and, therefore, new sites will be sought by the tourism industry for purpose-built accommodation complexes and caravan parks. It is recommended that these should be located within or adjacent to existing activity nodes, as development between activity nodes is not consistent with this Framework. In the event that sites with the activity node boundaries are not available, sites adjacent to activity nodes, in the preferred development directions outlined in the strategic framework plans, may be considered for tourism accommodation subject to local assessments of surrounding land uses, infrastructure, traffic conditions and community opinion.

Some appropriate locations are emerging as areas where tourism development may be focussed, particularly west of Inverloch. A more detailed structure planning review, including the identification of tourism accommodation sites adjacent to the western boundary of Inverloch should be undertaken, prior to any further approvals of large-scale tourism development.

Although small-scale tourism and holiday accommodation may be individually appropriate in areas between activity nodes, the combined impact of more than one of these developments is also inconsistent with the Framework.

3.8.2 Vehicle Access to Coastal Tourism Assets

Access roads to recreation and tourism facilities and scenic features within coastal reserves should maximise the ability for tourists and recreation users to access and park in these locations. The standard of road, amount of car parking spaces and signage content should reflect an agreed level of usage for each site.

The Bass Coast Scenic Drive is a concept currently being developed as a local tourism initiative and forms part of the larger Victorian Scenic Drive concept (refer to Figure 21). The Bunurong Scenic Drive, from Kilcunda to Inverloch, is the main existing scenic drive along the coast. The creation of the Bass Coast Scenic Drive is proposed to start from the Bass Highway from the northern Shire Boundary to San Remo (inclusive of the Phillip Island Tourist Road) and then connecting with the Bunurong Scenic Drive. The initiative requires the cooperation and integration of initiatives between public authorities with jurisdiction of roads and private landholders adjacent to roads.
The main Bass Coast Scenic Drive roads are:

- Bass Highway.
- Phillip Island Tourist Road.
- Cape Paterson Road.
- Cape Paterson Inverloch Road.

It is recommended that a signage strategy be prepared. This should:

- Integrate with the traffic management and safety approach to signage on highways.
- Highlight the presence of the scenic drives.
- Outline the location of gateway signs, information boards for services, businesses and interpretive information about towns.
- Indicate the design themes and standards for consistent and recognisable signage across the coastal areas.
- Ensure the location of signs does not interrupt significant views.

The following objectives assist in the development of this Drive by minimising the visual impact of adjacent development upon the drive’s scenic values, in particular in the landscape areas between activity nodes.

- To protect the existing rural and natural characteristics of the landscape recognising that these are the dominant features of the landscape, particularly when viewed from the Bass Coast Scenic Drive.
- To retain long-range views, available in all directions, from the Bass Coast Scenic Drive.

3.8.3 Transport Network

The regional and local road network connecting activity nodes in the Framework area will be impacted by potential increases in population and visitor numbers. It is likely that some roads (eg Corinella Road) may need re-assessing in relation to design standards.

VicRoads proposes a duplication of the Bass Highway between Lang Lang and Anderson, and the following elements, relevant to development of the Scenic Drive, will be provided:

- A restricted number of median openings to serve the greatest number of people.
- Revegetation within the road reserve.
- Consideration of views, with some changes to view sheds in particular locations.
- Pedestrian bicycle paths located away from the highway formation.
Figure 21
Tourist Routes

Bass Coast Strategic Coastal Planning Framework
June 2011
To ensure that buildings and structures are designed to a high standard if they are in view from the Scenic Drive, particular from Anderson to San Remo and from Anderson to Dalyston.

To ensure that new developments are not visible along the Scenic Drive between Cape Paterson and Inverloch.

To ensure that infrastructure such as access tracks, powerlines and signage does not dominate the landscape setting.

**Siting and Design Guidelines for Development Adjacent to Tourist Routes**

Land use and development adjacent to the scenic drive should address the above objectives, in addition to the following guidelines for appropriate siting and design of development along the proposed Bass Coast Scenic Drive, Bass Coastal Trail and Bass Coast Rail Trail.

**Guidelines for Development Adjacent to the Scenic Drive & Trails within Activity Nodes:**

- Protect and enhance existing treed road reserves.
- Ensure an appropriate wide treed buffer between the Scenic Drive/Trail and new development.
- Retain long-range views, especially visibility of ridgelines and coast from the Scenic Drives & Trails.
- Infrastructure such as access tracks, powerlines and signage should not dominate the landscape setting.
- Trails should include consideration of emergency service vehicle access to and along trails.
- Trails may need to detour through activity nodes or to avoid natural or physically sensitive areas.
- Trails should be developed where possible using existing reserve corridors, such as roads and rail.

**Guidelines for development in the view shed of the Scenic Drives and Trails**

- Protect the existing rural and natural characteristics of the landscape, when viewed from the Scenic Drive/Trail from intrusive development.
- Provide adequate screening to new buildings from the Scenic Drive/Trail.
- Design buildings and structures to a high standard if they are in view from the Scenic Drive/Trail, particularly from Anderson to San Remo and from Anderson to Dalyston.
- New developments should not be visible along the Scenic Drive/Trail between Cape Paterson and Inverloch and the George Bass Coastal Trail.
- Infrastructure such as access tracks, powerlines and signage should not dominate the landscape setting.
4. Siting and Design Guidelines

Siting and design guidelines assist Council, developers, landowners and the community to achieve the most appropriate and suitable form of development for all coastal activity nodes within this Framework document. They recognise existing and desirable urban character and help protect activity nodes from inappropriate design and development.

4.1 Overall Aims for Coastal Development

- Encourage and generate appropriate and quality development in each activity node.
- Encourage excellence in the design of development in activity nodes.
- Ensure all new developments are designed and sited to complement the specific context in which they sit and take account of existing landform, vegetation and urban character.
- Encourage well-designed, contemporary, site-responsive architecture.
- Minimise the visual impact of new developments on significant views and view sheds and the landscape.

4.2 Siting and Design Guidelines

4.2.1 Background

The current “Bass Guidelines” and various guidelines developed under Urban Design Frameworks within the Bass Coast Shire have directly informed and been incorporated into these guidelines. Additional guidelines have also been developed to address identified gaps within the proposed strategic planning framework.

There are four different sets of guidelines contained within this framework, as follows:

![Diagram of OVERALL SITING & DESIGN GUIDELINES]

- Specific Siting and Design Guidelines for Activity Nodes
- Specific Siting and Design Guidelines for Areas Between Activity Nodes
- Specific Siting and Design Guidelines for Areas Adjacent to Tourist Routes
Each set of guidelines should be used where relevant to the consideration of proposals within the framework area. The guidelines are located within this document as follows:

- Overall siting and design guidelines for subdivision, and the siting and design of dwellings (on the following pages).
- Specific siting and design guidelines for areas between activity nodes (on the following pages).
- Specific siting and design guidelines for activity nodes (Section 2.2).
- Specific siting and design guidelines for areas adjacent to tourist routes (Section 3.8).

### 4.2.2 Supplementary Provisions and Guidelines

These guidelines work in tandem with other supplementary provisions of the Bass Coast Planning Scheme, Victorian Code for Residential Development, (ResCode), and the Siting and Design Guidelines for structures on the Victorian Coast.

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**Reference Guidelines**

**State Government Guidelines**

- Landscape Setting Types for the Victorian Coast, 1998
- Siting and Design Guidelines for Structures on the Victorian Coast, 1998

**Bass Coast Shire Guidelines**

- Bass Coast Shire Siting and Design Guidelines for Coastal and Hinterland Areas
- Inverloch Design Framework Plan, 2003
- Grantville Urban Strategy, 1997
- Phillip Island and San Remo Design Framework, 2003

**Other Relevant Siting and Design Guidelines**

- The Building Design Professions, Environment Design Guide.

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### 4.2.3 Other Regulatory Provisions

Other issues, which are governed by State legislation, planning scheme, and other regulatory laws and provisions, have not been included in these guidelines. These include:

- Tree removal.
- Indigenous vegetation protection.
- Sewerage and drainage.
- Fire management.
- Environmental impact assessment.
- Planning, development and building standards.
- Protection of Aboriginal and other heritage places and objects.

In the event of any inconsistency between regulatory requirements and the intent of these guidelines, the regulatory requirements apply.

Additional strategic initiatives relating to these issues are either underway, or should be undertaken by Council in the future, to support its involvement in regulating these matters. In particular, Council should initiate a program of identifying old or significant trees and other significant vegetation, to assist in applying the regulatory tools to protect trees and indigenous vegetation.

### 4.2.4 Compliance

These guidelines establish principles and practice that, when applied in the siting and design of development in the coastal activity nodes (either new or modifications to existing development), encourage appropriate and locally appropriate development.

Further to these guidelines, it is expected development must also adhere to the regulatory requirements of the local planning scheme, ResCode and the Siting and Design Guidelines for structures on the Victorian Coast (1998).

#### Additional Compliance

**Environmental Management Plan.**

- Subdivisions and large scale developments should be accompanied by an Environmental Management Plan (EMP) to ensure environmental impacts are minimised during the construction phase and ensure ongoing environmental monitoring.

**Landscape and Vegetation Protection Bond**

- Landscaping and vegetation protection bonds may be required where significant trees are to be protected or where appropriate landscaping is an important part of approval requirements.

**Professional assistance in the preparation of development proposals**

- To facilitate good quality development, appropriate professionals should be engaged at the onset of the project. This is strongly suggested for developments larger than a single dwelling or for subdivision proposals. The employment of architects, landscape architects, urban designers/planners and other associated professionals in the initial planning phase, can assist in achieving improved development and reducing approvals issues.
4.3 Overall Siting and Design Guidelines

**SUBDIVISION DESIGN GUIDELINES**

Subdivision should comply with ResCode Clause 56. The separate strategic framework plans include the preferred neighbourhood character and specific Siting and Design Guidelines for each activity node.

**Street and General Layout**

- Subdivision should respond to local building forms and patterns of development.
- The established street patterns of activity nodes should be reflected and extended.
- Generic suburban style subdivision, as characterised by metropolitan Melbourne should be avoided.
- A modified grid pattern is preferred to curvilinear courts and culs-de-sac, to improve legibility and permeable movement of vehicles, pedestrians and cyclists.
- Streets should be designed to follow the natural topography and highlight views to natural features and existing or proposed open space reserves.
- Subdivision should not facilitate development on hilltops, ridgelines, or natural drainage lines.
- Subdivision should not facilitate development that adversely impacts on major view sheds and view lines identified in the Activity Node strategic framework plans.
- Subdivisions should include pedestrian and cycle access along main streets and to strategic foreshore access points, taking into account the Bass Coast Bicycle Strategy.

**INDICATIVE SITING AND DESIGN EXAMPLE FOR STREET LAYOUT ON STEEP TOPOGRAPHY**

Desirable ridgeline road layout, provided minimal cut and fill is required

Undesirable ridgeline road layout, unless the above alternative requires significant cut and fill

Roads can be used to highlight important views or natural features

Provision for bicycles and pedestrians
Buffers

- Subdivision should include coastal reserves and development setbacks from the coast that respond to natural and topographic features, and with a minimum width of 200 metres.
- Subdivisions should have generous setbacks and vegetated buffers from highways and main roads.

INDICATIVE SITING AND DESIGN EXAMPLE FOR STREET AND BUFFERS

Desirable street layout

- Direct and control pedestrian access to foreshore
- Road, pedestrian and cycle connections to existing and future development and adjacent land uses
- Retain public views to foreshore/water through the position of streets and open space
- Vegetative buffer to main roads and scenic drives

Undesirable street layout

- Uncontrolled informal beach access
- Impermeable inward focused development with no connectivity to existing or future development or adjacent land uses
- Visual and auditory exposure between developments and main roads
**Siting and Design Guidelines**

**Open Space**
- New subdivisions should include connections to existing adjacent reserves.
- Subdivision should contribute to public open space network or strategy within activity nodes.
- Subdivision should provide for managed pedestrian access to foreshore reserves consistent with an overall foreshore management or access management plan.
- Provide foreshore reserves in addition to public open space requirements, and where possible, connected to existing public open space and pedestrian networks.

**Drainage**
- Ensure new subdivision provides for the retention of stormwater on-site or discharge to an appropriately designed drainage system away from foreshore and coastal areas.
- Encourage water sensitive urban design and passive drainage measures.

**Landscape**
- Increase the ecological quality and extent of indigenous vegetation where possible in buffers, streets and open space.
- Use indigenous or native vegetation for planting and street trees.
- Fire retardant vegetation should be encouraged in and adjacent to residential lots in identified fire sensitive areas.
- Use indigenous, native trees or other Council preferred species to be outlined in a Bass Coast Shire Street Tree Strategy.

**Construction Management**
- Subdivisions should be accompanied by an Environmental Management Plan (EMP) to ensure environmental impacts are minimised during construction.
Siting and Design Guidelines

**INDICATIVE SITING AND DESIGN EXAMPLE FOR STREET AND OPEN SPACE**

- Controll access to and along foreshore.
- Setback new developments to widen foreshore reserves.
- Create connectivity in views, using opportunities to link foreshore reserves, other recreational reserves, main streets, commercial centres etc.

**Legend:**
- Residential Development
- Development Envelope
- Public Open Space
GUIDELINES FOR THE SITING AND DESIGN OF DWELLINGS

The following siting and design guidelines outline supplementary design guidance, in addition to the requirement for development to comply with the Victorian Residential Code (ResCode) and the Siting and Design guidelines for Structures on the Victorian Coast.

They are intended to guide the interpretation of ResCode and make it specific to the coastal landscape of Bass Coast Shire. Specific design interpretation of particular clause/sub clauses of ResCode is provided, to promote design sensitivity and design excellence in the coastal landscape of the Bass Coast Shire.

The guidelines follow the basic structure of ResCode, Clauses 54 and 55.

Neighbourhood Character

- Development should comply with ResCode Neighbourhood Character Clause 54.02 and Neighbourhood Character and Infrastructure Clause 55.02.
- The separate strategic framework plans include the preferred neighbourhood character and specific Siting and Design Guidelines for each activity node.

INDICATIVE SITING AND DESIGN EXAMPLE FOR PROTECTION OF RIDGELINES/HILLTOPS

Built form that does not adversely impact on views to and from ridgelines/hilltops

Built form that does adversely impact on views to and from ridgelines/hilltops
Siting

Development should comply with ResCode Clauses 54.03 and 55.03: Site Layout and Building Massing. These include detailed requirements for the siting and massing of building form. The following guidelines demonstrate how these should be applied in a coastal setting.

- Development adjacent to foreshore reserves and the coastline should be well integrated with the surrounding coastal setting and topography, and be appropriately located to ensure the long-term protection of the foreshore environment.
- Buildings should be located as far as practical from the foreshore, to increase protection from weather, sea level rise and possible building damage from dynamic coastlines, and reduce the potential for visual and physical impact of development on the foreshore.
- Developments should not impact on the vegetation, topography or visual character of ridgelines and hilltops.
- Developments along ridgelines should not break the horizon line of the ridge, hilltop or vegetation canopy.
- Retain rooflines where possible under the maximum 9 meters height limit allowed under ResCode.
- Building design should respond to existing site conditions and topographical features eg. follow the contours of a sloping site by using split–level development.
- Development should not impact on the vegetation, topography or visual character of ridgelines and hilltops.
- Development on ridgelines should not break the horizon line of the ridge, hilltop or vegetation canopy.
Siting and Design Guidelines

View-Sharing

Development should comply with ResCode Clauses 54.04 and 55.04: Amenity Impacts.

View sharing and view obstruction is critical in a coastal environment. Individual buildings are located to maximise views of the water, while achieving an overall harmonious coastal township character requires the protection of common views to the water, ridges and hilltops and promotes a more natural/semi-natural landscape.

Guidelines

- Buildings should be sited to retain important views and vistas from existing surrounding buildings and public places.
- Buildings should be staggered to allow view corridors between buildings.
- Sufficient and well-positioned setbacks should be created between buildings for increased landscape and indigenous or native tree planting opportunities, to create a more “open and natural” character and reduce the visual impact of dwellings on surrounding areas.
Siting and Design Guidelines

Landscape & Fences

Buildings should comply with ResCode clauses 54.03, 55.03: Site Layout and Building Massing and clauses 54.05, 54.05: On-Site Amenity Impacts.

Landscaping or gardens within lots should be predominantly indigenous or native to enhance and improve the local natural environment. Indigenous or native vegetation can be used formally and informally in a garden setting and indigenous/native nurseries and growers within the region have available stock suitable for the Bass Coast locality.

Guidelines

- Development should include planting and/or minor earthworks to screen access drives and other associated infrastructure from vantage points, such as beach areas, foreshore reserves, scenic drives and tourist routes with planting and minor earthworks.
- Landscape design should maintain and enhance the coastal landscape character of the area as expressed by existing landforms, vegetation and materials.
- Buildings should not present a complete visual exposure, or non-landscaped face to the street.
- Use indigenous or native vegetation around the perimeter of lots and adjacent to natural or rural landscapes.
- Native vegetation may be combined with indigenous plants.
- It is preferred that exotic (and non weed invasive plants) are limited to the immediate building setting.
- Utilise fire retardant vegetation within identified fire prone areas.
- Limit the use of front fences. The existing informal character of many coastal areas is not characterised by the use of front fences.
- Fences should be partially transparent when located on street frontages or boundaries adjacent to open spaces.
Siting and Design Guidelines

INDICATIVE SITING AND DESIGN EXAMPLE FOR RESIDENTIAL DWELLING

Plan illustrating the application of the guidelines to a typical residential development (not to scale)
**Building and Landscape Interface**

Buildings should comply with ResCode clauses 54.05, 55.05: Site Layout and Building Massing and clauses 54.05, 55.05: On-Site Amenity Impacts.

Recent developments in coastal areas have often been characterised by buildings that have little relationship with the surrounding landscape. Buildings and landscapes should integrate to soften or create graduations between built form and the landscape.

The coastal environment is characterised by strong winds, a sunny climate and an outdoor coastal lifestyle. Building and landscape design should create comfortable outdoor spaces, protected from the wind and sun. Structures such as verandas and pergolas can also reduce the bulk of buildings within the landscape.

**Guidelines**

- Development should include planted or fenced windbreaks, especially to protect residential settings from the southwest winds.
- Development should include measures to shade and protect buildings, rooms and outdoor spaces from the sun and rain by using pergolas, verandas and/or large eaves on buildings.
- Development should provide privacy from adjacent buildings with careful use of building design, fixed screens or planting.
- The use of hard reflective or bright paved surfaces should be avoided.

**INDICATIVE SITING AND DESIGN EXAMPLE FOR ON-SITE AMENITY**

- Wind buffer vegetation to prominent winds
- Create comfortable microclimates around the dwelling that may be screened from sun and wind with pergolas, screens, vegetation etc.
- Limit exotic planting to the immediate dwelling landscape
- Indigenous planting
## Building Design

Responsive building design is appropriate to the character of the area and the coastal environment and climate. Architectural character or building style should integrate with preferred local character.

**Architecture**

- Buildings should be designed to reflect the preferred local neighbourhood character.
- Architectural design that is contemporary, innovative and actively demonstrates the best aspects of environmentally sustainable design is preferred.
- The style or architecture of buildings should preferably be contemporary and be consistent with the preferred local built character and the surrounding coastal environment.
- “Reproduction historic” building styles such as Edwardian or Federation are not encouraged.
- Building roofs should be of similar form to surrounding roof character (eg. in many areas flat or gently sloped, rather than pitched).
- Avoid overly elaborate and unnecessary detailing and decoration.
- Building form should be responsive to site topography (eg. low buildings in an open, flat, visually exposed landscape, split level on hillsides, and more compact enclosed design within townships).
- Building design should maximise energy efficiency and use water sensitive design principles.
Colours, Textures and Materials

- Colours and materials should blend with the dominant colours of the natural coastal environment (i.e. vegetation and geological colours and textures of the environment) and reduce the visual prominence of buildings.
- Colours and materials should complement the surrounding preferred neighbourhood character of the more urban, township environments.
- The use of natural materials or materials that appear natural are preferred.
- Timber, sheet cladding, Colorbond, steel (for feature elements of framing), natural stone and glass are recommended materials.
- Weatherboard, hardi-plank (or similar), timber or other cladding materials are preferred.
- Brick or other similar looking materials should be used in combination with other preferred materials as feature elements.
- Subdued natural colour schemes are preferred across multiple materials, or a limited use of multiple, but complementary colours and hues are preferred.
- Use multiple materials sparingly to highlight features.
- Roofing materials should be subdued and non-reflective to complement the surrounding area and minimise the prominence and impact of glare on adjacent areas.
- Avoid the use of reflective or highly contrasting materials.
- Utilise high quality, durable and low maintenance materials, appropriate for a coastal environment.
| Timber Materials | Other materials demonstrating natural appearance and colours |

### Timber Materials

- Image 1
- Image 2
- Image 3
- Image 4

### Other materials demonstrating natural appearance and colours

- Image 5
- Image 6
- Image 7
- Image 8
<table>
<thead>
<tr>
<th>Wood Materials</th>
<th>Other materials demonstrating natural appearance and colours</th>
</tr>
</thead>
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**Bass Coast Strategic Coastal Planning Framework June 2011**
Although large-scale development is not supported in areas between activity nodes, there may be occasions when isolated single buildings (such as dwellings, outbuildings, farm structures) related to rural land uses may be appropriate. The Siting and Design Guidelines for Activity Nodes should apply to these buildings, in addition to the following guidelines.

### Buildings On Large Lots In Rural And Natural Settings

#### Siting
- Buildings should be sited to retain important views and minimise impact on the quality of vistas and views.
- Buildings should be designed to incorporate topographic features and other site features (e.g. contours optimising a sloping site by using split-levels).
- Buildings should not break the horizon line of ridgelines or hilltops, when seen from scenic drives, tourist routes or main roads, identified scenic vantage points, view lines or view sheds.
- Walls, parapets or roofs should not protrude above the vegetation canopy of the site or its immediate surrounds. This guideline is particularly relevant for buildings within or adjacent to existing vegetated areas, foreshore reserves and the coast. Where no vegetation exists on site, the preferred approximate height of buildings should be determined by the height of mature vegetation that occurs naturally within the region, or similar native tree species, to allow for screen planting.
- Outbuildings, sheds or other large or small rural industry buildings should be sited to take advantage of natural topography, minimise impact of vistas and views from scenic drives, tourist routes or main roads, and include screen planting where they are visually prominent.
- It is preferred if planting be undertaken before or at the commencement of building construction, rather than after completion as it takes time to establish the landscape.

#### Landscape
- Existing vegetation should be used for screening and sheltering buildings where possible.
- Indigenous or native trees should be planted to complement existing vegetation to screen buildings and to improve habitat values and wildlife links.

![INDICATIVE SITING AND DESIGN EXAMPLES FOR BUILDING DESIGN EXCELLENCE AND PREFERRED COLOURS AND MATERIALS](image)
4.4 Siting and Design Guidelines for Development located between Activity Nodes

INDICATIVE SITING AND DESIGN EXAMPLE
FOR DEVELOPMENT LOCATED BETWEEN ACTIVITY NODES

Desirable building siting and landscape design

Example of successful siting of building and property planning and design. The building does not interfere with established views from the ridge and is sited low on the hillside to retain an uninterrupted view from the coastal trail to the hilltop. The design complements existing roadside vegetation and connections to existing reserves. Vegetation screens the building from the access road and shades the building in summer.

Undesirable building siting and landscape design

Two examples of unsuccessful siting of buildings and property planning and design. The building sited high on the hillside may require significant earthworks such as cut and fill for the building and the access road. It is visible from the coastal trail and the hilltop and is too close to the conservation reserve. The water tank is separated from the building and increases visual impact. The building on the lowlands has disregarded the established view shed and is highly visible from local roads. No indigenous planting has been undertaken to screen or shade the buildings in summer.
Appendix A

Victorian Coastal Strategy Explanation of Suitable or Appropriate Development on the Coast
REFER TO THE VICTORIAN COASTAL STRATEGY 2008 - PART 4 SUITABLE DEVELOPMENT ON THE COAST
Appendix B

Population Projections and Development Capacity
Population Projections

The average annual growth rate for the Bass Coast Shire increased from 1.3% in the 1991–1996 period to 3.5% in the 1996–2001 period. The Shire had the highest growth rate of all regional Victorian local government areas, increasing from 21,543 in 1996 to 25,683 in 2001 (ABS, 2002). This growth further accelerated between 2001 and 2002, with a 2002 estimated resident population of 26,774, representing a further increase in the average annual growth rate to 4.5% (ABS, 2003). The ABS has undertaken preliminary interim projections based on the 2006 census, and these indicate that the LGA of Bass Coast has experienced the fastest growth in regional Victoria, increasing by 4.6% in 2009-2010.

Within the State Government’s Victoria in Future 2008 population change from 1996 to 2001 was confirmed as an increase of 3.5%, which reduced to 1.4% over the 2001-2006 period. Based on the above it is clear the Bass Coast Shire is experiencing significant growth rates. This is likely to continue and result in significant pressure for additional development in coastal settlements.

Population projections undertaken by the Victorian Government in January 2008 indicate an estimated resident population in the Bass Coast Shire of 38,203 by 2021 and 41,919 by 2026. For the total Bass Coast Shire population Victoria in Future 2008 indicates an increase of 7004 (from 27,524 to 34,528) between 2006 and 2016 (+25%), and an increase of 14,395 (from 27,524 to 41,919) between 2006 and 2026 (+52%). Victoria in Future 2008 has also prepared projections for Bass Coast, splitting the projections between all Phillip Island Settlements and the balance of Bass Coast. With specific reference to Bass Coast, Victoria in Future 2008 noted: “Bass Coast is projected to maintain a population growth rate well above the average for Victoria and regional Victoria. Despite the ageing of the population in Bass Coast, and the addition of many retirees, it will also gain families, and will thus increase in all age ranges over the next 20 years. Accompanying this strong population growth will be even stronger household growth averaging 2.4% per annum from 2006 to 2026”.

Using the 2006 Census data as the baseline, longer term projections for Bass Coast Balance Statistical Local Area, Victoria in Future 2008 estimates an increase of 11,039 (58%) to 30,053 by 2026. This is considered to be a reasonable basis to underpin the current project. Some of this growth will be accommodated in Wonthaggi, San Remo and Inverloch, which are not covered by this framework. In the 2006 Census, these three settlements accommodated approximately 11,200 residents or 61% of the Bass Coast Balance Statistical Local Area. Refer to Figure 1. It is considered there is no evidence to indicate these towns’ share of the population is likely to vary over time. Likewise whilst there are other small settlements and rural districts in the Bass Coast Balance Statistical Local Area, it is considered they are unlikely to play a measurable role in accommodating additional population. These assumptions generate a population increase of approximately 4,300 by 2026 for the settlements covered by this framework.

The population projections have been prepared for the permanent population only. The large numbers of absentee owners, who use dwellings for holiday accommodation, create a peak population estimated by the Shire at approximately 60,000 during major holidays and tourism events. This has a significant impact on the provision of utility and community services.
Responding to Population Projections

The population projections for the Bass Coast Balance Statistical Local Area, including the assumptions made for the settlements covered by this framework indicates the total permanent population will increase by approximately 4,300 from 2006 to 2026.

There is however a relationship between population projections and demand for new dwellings, as the projections are for resident population only, which does not factor in the high proportion of unoccupied dwellings (predominantly holiday houses). Accordingly as the settlements covered by this framework have low rates of permanent occupancy, it is considered more productive to consider total dwelling demand rather than permanent population projections in considering overall distribution of growth.

Victoria in Future 2008 forecast a decrease in average household size from 2.16 persons to 2.10 persons through to 2026. Household sizes in 2006, however, varied between each settlement. Although it is expected that local variations will continue, a likely future household size averaged across the municipality has been assumed by this Framework to calculate population capacity from potential additional development identified by the strategic framework plans.

Noting that average permanency rates was 35% in the 2006 Census, an assumed increase permanency rate of 40% is considered reasonable, based on projected decreases in average household size. If this is to be applied to the estimate of 4,300 additional permanent population for all settlements covered by this Framework, by 2026 a demand for approximately 2,050 new dwellings for permanent residents would be created. Noting that this represents 40% of all required dwellings, this would create a total of approximately 5,000 new dwellings would be required to cater for additional residents and non-residents.

An assessment of land and dwelling supply in existing settlements was undertaken in October 2003 (refer Table 2). Despite the period of collection of this data, the Independent Panel accepted the findings as reasonable to base their assessment of lot yield and dwelling demand between settlements. This confirms the high level of absentee ownership as 64% (2,334 non-residential owners, of 3,654 total dwellings). The assessment also indicates there are 577 vacant residential lots.

The Framework assumes that demand for additional development is likely to continue, despite existing capacities. This is likely to be driven by a higher than expected demand for new lots and the speculative nature of the real estate market in coastal locations.

The Framework has the potential to alter these population scenarios and speculative market influences by implementing policy measures to deliberately direct population change, particularly in relation to land availability.
The strategic framework plans identify areas for additional development in each settlement. If developed immediately, there would be a significant oversupply of land to accommodate projected population. The strategic framework plans, therefore, indicate a staged approach to land release as follows:

- **Stage 1**: currently zoned for development, not yet developed,

- **Stage 2**: To be developed when the Stage 1 land is exhausted in each growth activity node, and only when demand can be demonstrated, and appropriate local environmental, planning and community assessments have demonstrated the appropriateness of development.

- **Stage 3**: Long term possibilities, subject to further local strategic assessment.

A detailed assessment of lot yield capacities based on this staged approach is outlined in Tables 3 & 4. Table 3 shows the preliminary estimates of the capacity for each settlement to accommodate new dwellings based on the Panel Report recommendations. This has applied an average lot yield of 15 lots per hectare in the R1Z and TZ and 1.25 lots per hectare in the LDRZ, but noting that these are indicative only, as difference rates (higher or lower) may be achieved in different settlements due to a range of local factors.

Based on these average yields, and adding the vacant lots identified in Table 2, the total dwelling yields across all settlements is estimated as 4,235. It is recognised this estimate cannot be seen as definitive as there are many variables and differences involved between settlements. However this estimate provides a basis for comparison with the anticipated dwelling demand to 2026, which has been estimated as 5,000. Accordingly it is considered that the framework has made adequate provisions for short and intermediate term growth and some long term growth. This is considered reasonable as the short to intermediate term can be projected with reasonable certainly, whilst the long term is more conjectural.

Based on Table 3, Table 4 details the allocation of anticipated growth between settlements. It details that new growth in concentrated in Cape Patterson and Grantville, being the two settlements with the best access to urban services. Alternately Coronet Bay, Corinella and Kilcunda have more modest growth levels on the basis that services are more limited. Bass has a small percentage of growth to meet the low density market for permanent residents. The isolated settlements of Harmers Haven, Jam Jerrup and Tenby Point, and Pioneer Bay (due to its vulnerability to climate change impacts), are confined to infill development.

This is considered to constitute a logical distribution of anticipated growth that is consistent with the principles in the Victorian Coastal Strategy (2008) and takes account of both environmental constraints and residents’ needs for services.
Table 1  Population Projections 2011 & 2026

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>Phillip Island Settlements: Statistical Local Area</td>
<td>-</td>
<td>-</td>
<td>8,510</td>
<td>9,541</td>
<td>10,165</td>
<td>11,186</td>
<td>11,866</td>
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<tr>
<td>Bass Coast Balance: Statistical Local Area</td>
<td>-</td>
<td>-</td>
<td>19,014</td>
<td>22,134</td>
<td>23,911</td>
<td>27,187</td>
<td>30,053</td>
</tr>
<tr>
<td>TOTAL: Bass Coast Shire</td>
<td>21,543</td>
<td>25,631</td>
<td>27,524</td>
<td>31,675</td>
<td>34,528</td>
<td>38,203</td>
<td>41,919</td>
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Table 2  Land Supply and Demand Assessment

<table>
<thead>
<tr>
<th>Location</th>
<th>Total number of properties</th>
<th>Total dwellings</th>
<th>Total vacant land</th>
<th>Residential Owners</th>
<th>Non residential owners</th>
</tr>
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<tbody>
<tr>
<td>Jam Jerrup</td>
<td>100</td>
<td>100</td>
<td>0</td>
<td>22</td>
<td>78</td>
</tr>
<tr>
<td>Pioneer Bay</td>
<td>223</td>
<td>159</td>
<td>64</td>
<td>127</td>
<td>96</td>
</tr>
<tr>
<td>Grantville</td>
<td>555</td>
<td>494</td>
<td>61</td>
<td>306</td>
<td>249</td>
</tr>
<tr>
<td>Tenby Point</td>
<td>131</td>
<td>102</td>
<td>29</td>
<td>69</td>
<td>62</td>
</tr>
<tr>
<td>Corinella</td>
<td>563</td>
<td>456</td>
<td>107</td>
<td>280</td>
<td>283</td>
</tr>
<tr>
<td>Coronet Bay</td>
<td>908</td>
<td>777</td>
<td>131</td>
<td>340</td>
<td>568</td>
</tr>
<tr>
<td>Bass</td>
<td>226</td>
<td>217</td>
<td>9</td>
<td>147</td>
<td>79</td>
</tr>
<tr>
<td>Kilcunda</td>
<td>422</td>
<td>324</td>
<td>98</td>
<td>234</td>
<td>188</td>
</tr>
<tr>
<td>Harmers Haven</td>
<td>67</td>
<td>61</td>
<td>6</td>
<td>13</td>
<td>54</td>
</tr>
<tr>
<td>Cape Paterson</td>
<td>1036</td>
<td>964</td>
<td>72</td>
<td>359</td>
<td>677</td>
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</table>
Table 3  Potential Lot yields based on Panel Recommendations

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing vacant lots</th>
<th>Short Term</th>
<th>Intermediate Term</th>
<th>Long term</th>
<th>Totals</th>
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<tr>
<td></td>
<td></td>
<td>R1Z/TZ Lots</td>
<td>LDRZ Lots</td>
<td>R1Z/TZ Lots</td>
<td>LDRZ Lots</td>
</tr>
<tr>
<td>Bass</td>
<td>9</td>
<td>-</td>
<td>-  54 ha</td>
<td>67</td>
<td></td>
</tr>
<tr>
<td>Cape Paterson</td>
<td>72</td>
<td>60 ha</td>
<td>800</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Corinella</td>
<td>107</td>
<td>26 ha</td>
<td>390</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Coronet Bay</td>
<td>130</td>
<td>23 ha</td>
<td>310</td>
<td>50 ha</td>
<td>62</td>
</tr>
<tr>
<td>Grantville</td>
<td>61</td>
<td>68 ha</td>
<td>1020</td>
<td>93</td>
<td>116</td>
</tr>
<tr>
<td>Harmers Haven</td>
<td>18</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Jam Jerrup</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Kilcunda</td>
<td>98</td>
<td>17</td>
<td>255</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pioneer/Gurdies</td>
<td>64</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Tenby Point</td>
<td>29</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>577</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:  
1. Existing zoned land plus extension areas  
2. Vacant lot numbers taken from Table 2  
3. Assumes R1Z and TZ yields average 15 lots per hectare  
4. Assumes LDRZ yields average 1.25 lots per hectare
<table>
<thead>
<tr>
<th>Settlements</th>
<th>No. of Lots (includes existing vacant lots)</th>
<th>Percentage of new development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bass</td>
<td>76</td>
<td>1.8%</td>
</tr>
<tr>
<td>Cape Paterson</td>
<td>1,472</td>
<td>34.8%</td>
</tr>
<tr>
<td>Corinella</td>
<td>524</td>
<td>12.4%</td>
</tr>
<tr>
<td>Coronet Bay</td>
<td>502</td>
<td>12.0%</td>
</tr>
<tr>
<td>Grantville</td>
<td>1,197</td>
<td>28.0%</td>
</tr>
<tr>
<td>Harmers Haven</td>
<td>18</td>
<td>0.5%</td>
</tr>
<tr>
<td>Jam Jerrup</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Kilcunda</td>
<td>353</td>
<td>8.3%</td>
</tr>
<tr>
<td>Pioneer/ Gurdies</td>
<td>64</td>
<td>1.6%</td>
</tr>
<tr>
<td>Tenby Point</td>
<td>29</td>
<td>0.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4,235</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Appendix C

Assessment of Optional Strategic Frameworks for Settlements/Activity Nodes
**Option 1: Equal growth in existing settlements.**

This option assumes that all settlements will come under pressure for growth and outward growth is inevitable. It includes retention of defined, albeit larger settlements, with discouragement of rural residential development.

**Option 2: Nodal and rural residential (low density residential) extensions to existing settlements**

This option assumes that there will be a mix of pressures for residential and rural residential development, and that these pressures will be accommodated around all the existing settlements. It accommodates a low density built environment with a retained open space feel, but spreads development across a larger area of the landscape.

**Option 3: Variable growth in selected settlements**

This option is based on an assessment of opportunities and constraints that each existing settlement presents for development, and identifies development opportunities in only selected settlements. It assumes little or no rural residential subdivision, and a consolidation of development opportunities within the built fabric of existing settlements, with some outward expansion where physical criteria permit.

**Option 4: Market driven extension to urban settlements**

This option assumes that development pressure will be predominantly on the coast to maximise views and proximity to the foreshore. This may present as linear extensions to existing settlements of proposals for new self-contained settlements (possibly with a mix of standard and low density residential development). This option is inconsistent with the current Victorian Coastal Policy regarding linear development on the coast.

**Selection of Preferred Land Use and Settlement Structure**

**Evaluation Methods**

The preferred land use and settlement structure has been selected using criteria for comparing each option. These are a combination of environmental and physical impact criteria, infrastructure capacities, land availability and population distribution, and economic and community costs and benefits. The following table contains observations relating to each option in relation to the selection criteria.

The Integrated Coastal Planning for Gippsland - Coastal Action Plan suggests a two-pronged approach to the assessment of development in coastal settlements in relation to:

- Assessment of Environmental and Physical Impact, and
- Assessment of Infrastructure Capacity.

The Coastal Action Plan impact and assessment systems are most appropriate for assessing site-specific proposals. The settlement options identified by this strategy have economic and community implications that go beyond local boundaries and potentially have significant financial and management implications for government. On this basis strategic costs and benefits of the options have also been assessed.
UNPLANNED GROWTH IN ALL SETTLEMENTS

Option 1: Status Quo:

NODAL & LOW DENSITY RESIDENTIAL EXTENSIONS TO EXISTING SETTLEMENTS

Option 2:

PREFERRED OPTION

PLANNED VARIABLE GROWTH IN SELECTED SETTLEMENTS

Option 3:

MARKET DRIVEN EXTENSION TO URBAN SETTLEMENTS

Option 4:
Coastal Action Plan Assessments: Environmental Impact and Infrastructure Capacity

The Environmental and Physical Impact Table (Table 6) rates impacts on a qualitative basis, taking into account a range of potential impacts from the development scenarios. These ratings have been transferred into the Infrastructure Capacity Table (Table 7), to compliment information regarding infrastructure capacity and subsequently determine an overall development potential rating. It indicates the extent of additional infrastructure required to accommodate development. In some cases this may not be a significant factor, as scenarios with a low-density component may be appropriate with a lower level of infrastructure provision. These assessments are qualitative and are a guide for comparative purposes.

Environmental and Community Factors

Tables 8 and 9 document qualitative observations about environmental and community factors. Although the table is not a full Triple Bottom Line Evaluation or cost benefit analysis, it assists in understanding the three factors influencing the selection of an option.
<table>
<thead>
<tr>
<th>Impact on threatened, rare or endangered flora</th>
<th>Status Quo: unplanned growth in all settlements</th>
<th>Nodal and low density extensions to existing settlements</th>
<th>Planned variable growth in selected settlements</th>
<th>Market driven extension to urban settlement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact on threatened, rare or endangered fauna</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Impact on poorly represented ecological vegetation communities</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Mod</td>
</tr>
<tr>
<td>Impact on existing remnant native vegetation</td>
<td>Mod</td>
<td>Mod</td>
<td>Low</td>
<td>High</td>
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<tr>
<td>Impacts on sites of geological and/or geomorphologic significance</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Impacts on coastal processes</td>
<td>Mod</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Impacts on RAMSAR wetland sites</td>
<td>Mod</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Impacts on migratory bird species (JAMBA/CAMBA)</td>
<td>Mod</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Impacts on significant cultural and archaeological values</td>
<td>Mod</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Impacts on landscape values (ability to comply with siting and design guidelines)</td>
<td>Mod</td>
<td>High</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Potential off-site impacts</td>
<td>Low</td>
<td>High</td>
<td>Mod</td>
<td>Mod</td>
</tr>
<tr>
<td>To what extent is public access to Crown foreshore land and maintenance impacted?</td>
<td>Mod</td>
<td>Low</td>
<td>Mod</td>
<td>High</td>
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<tr>
<td>ENVIRONMENTAL AND PHYSICAL IMPACT DEVELOPMENT RATING</td>
<td>Mod</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
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<tr>
<td>Status</td>
<td>Infrastructure Capacity Rating</td>
<td>Water Supply</td>
<td>Capacity for increased use</td>
<td>Sewerage</td>
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<td>---</td>
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</tr>
<tr>
<td>Unplanned growth in all settlements</td>
<td>Reticulated</td>
<td>Mod</td>
<td>Reticulated/on-site</td>
<td>Mod</td>
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<tr>
<td>Nodal and low density extensions to existing settlements</td>
<td>Reticulated/rainwater</td>
<td>Mod</td>
<td>Reticulated/on-site</td>
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<td>Planned variable growth in selected settlements</td>
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<td>Reticulated/on-site</td>
<td>High</td>
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<tr>
<td>Market driven extension to urban settlement</td>
<td>Reticulated/rainwater</td>
<td>Low</td>
<td>Reticulated/on-site</td>
<td>Low</td>
</tr>
</tbody>
</table>

*S* = Sealed Road  
*U/S* = Unsealed Road  
*1 = High level services*  
*3 = Low level services*
<table>
<thead>
<tr>
<th>Costs</th>
<th>Benefits</th>
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<tr>
<td>Status Quo: unplanned growth in all settlements</td>
<td>Significant choice for new residents</td>
</tr>
<tr>
<td>Potential changes in demographic characteristics, lifestyle and built</td>
<td>Less limitations of growth allow for affordable housing and land availability</td>
</tr>
<tr>
<td>character in all settlements</td>
<td>Less pressure on the planning approval system to intervene in the market place</td>
</tr>
<tr>
<td>Competing demands for infrastructure</td>
<td></td>
</tr>
<tr>
<td>Competing demands for community services</td>
<td></td>
</tr>
<tr>
<td>Limits economic development by reducing economies of scale in targeted</td>
<td></td>
</tr>
<tr>
<td>settlements</td>
<td></td>
</tr>
<tr>
<td>Nodal and low density extensions to existing settlements</td>
<td>Allows for planned relationships between hinterland low density areas and adjacent settlements for commercial and community facilities</td>
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<tr>
<td>Dispersed population potentially demanding higher cost decentralised</td>
<td>Allows for coordinated provision of utility infrastructure</td>
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<tr>
<td>community services</td>
<td></td>
</tr>
<tr>
<td>Greater costs per lot for utility services, road construction and</td>
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</tr>
<tr>
<td>maintenance</td>
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<tr>
<td>Additional incompatibility between low density residents and nearby</td>
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<tr>
<td>agricultural activity</td>
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<tr>
<td>Possible removal of land from productive agricultural activity</td>
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<tr>
<td>Planned variable growth in selected settlements</td>
<td>Allows for coordinated and efficient provision of utility infrastructure and community services</td>
</tr>
<tr>
<td>Potential changes in demographic characteristics, lifestyle and built</td>
<td>Diverts population to selected settlements, creating economies of scale and economic development opportunities</td>
</tr>
<tr>
<td>character in some settlements</td>
<td></td>
</tr>
<tr>
<td>Less choice for new residents</td>
<td></td>
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<tr>
<td>Limitations on growth may result in increased land prices</td>
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</tr>
<tr>
<td>Cost of planning approval system intervening in the market place</td>
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<tr>
<td>Market driven extension to urban settlement</td>
<td>Significant choice for new residents</td>
</tr>
<tr>
<td>Potential changes in demographic characteristics, lifestyle and built</td>
<td>Less limitations of growth allow for affordable housing and land availability</td>
</tr>
<tr>
<td>character in all settlements</td>
<td>Less pressure on the planning approval system to intervene in the market place</td>
</tr>
<tr>
<td>Potential negative impacts on tourism industry</td>
<td></td>
</tr>
<tr>
<td>Competing demands for infrastructure</td>
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<tr>
<td>Competing demands for community services</td>
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<td>Limits economic development by reducing economies of scale in targeted</td>
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<td>Dispersed population potentially demanding higher cost decentralised</td>
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<td>agricultural activity</td>
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<td>Scenario</td>
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<td>Status Quo: unplanned growth in all settlements</td>
<td>Moderate impacts on remnant vegetation</td>
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<td>Moderate, but contained impacts on coastal processes</td>
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<td>Potential additional population pressure on coastal resources</td>
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<td>Some potential impact on landscape character adjacent to settlements</td>
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<td>Nodal and low density extensions to existing settlements</td>
<td>Potential for significant impacts on remnant vegetation</td>
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<td>Potential for significant impacts on landscape character</td>
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<td>Potential for significant impacts on rural resources</td>
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<td>Some risk from wildfire</td>
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<td>Planned variable growth in selected settlements</td>
<td>Potential for low to moderate impacts on remnant vegetation in selected locations</td>
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<td>Moderate, but contained impacts on coastal processes in selected locations</td>
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<td>Some potential impact on landscape character adjacent to selected settlements</td>
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<td>Market driven extension to urban settlement</td>
<td>Potential for significant impacts on coastal, hinterland environments, wetlands and riparian environments.</td>
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<td>Potential for significant impacts on remnant vegetation</td>
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<td>Potential for significant impacts on landscape character</td>
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<td>Potential risk from wildfire</td>
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Appendix D

Landscape Type Precincts
Bass Coast Shire

Overall landscape type statement:
The coastal landscape is the largest landscape entity of the Bass Coast Shire. This unique coastal landscape comprises the western side of Western Port, Bass Strait and Anderson Inlet. The dominant presence of the Bass Hills divides the inland coastal landscape from the ocean exposed, southern Bass Strait landscape. This coastal band includes a diverse mix of landscapes from mangrove bays to ocean dunes, agricultural dairying to forest, rolling hills to cliffs and regional centres to tiny hamlets. It is this diversity of landscape and ecology that contributes significantly to the success of the Shire as a residential, tourist and agricultural destination.

Grantville – Upper Western Port

Landscape type statement:
The significance of the Grantville region lies in its role as the northern gateway to the Shire. The Bass Highway forms the introductory scenic drive experience into the Shire’s coastal landscape, offering glimpses through trees to Western Port. The narrow landscape strip between the bay and the hills allows a variety of views to Western Port, the vegetated eastern hills and agricultural landscape across open lower coastal plain with intertidal flats. It supports a sequence of coastal developments and townships. This landscape type also contains the largest remnants of indigenous flora in the Shire, while the salt marshes and mangroves along Western Port are of prime ecologically significance.

Landscape Scenic Objectives:
- Protect the landscape views to the bay, the vegetated eastern hills, the forest and agricultural landscapes, from the Bass Highway (Bass Coast Scenic Drive).
- Retain open areas of rural landscape between activity nodes to afford views of Western Port, and retain visual connections between the Bay and the eastern hills. Areas where revegetation is proposed as part of land management measures should consider retaining strategically selected significant view corridors of importance to designated scenic tourism routes.
- Protect and enhance the vegetated eastern hills.
- Wind facilities, are not a preferred use within this precinct. In the event there are overwhelming reasons to develop in these locations, the need to protect the important landscape features from visual and other impacts of the facilities should be taken into account.
Lower Bass River Valley and Western Port

Landscape type statement:
The Bass River Valley landscape and its townships was the formative area for the development of the district and contributes significantly to the history of Victoria’s early colonial heritage. The valley is edged to the east and south by the highly exposed Bass Hills and to the east and north by Western Port. The majority of the landscape is low-lying alluvial plains of the river valley. Many townships occupy the rocky coastal outcrops that rise out of the valley along Western Port. This area is a significant cultural landscape and harbours many significant historical sites.

Landscape Scenic Objectives:
- Protect the landscape views to the bay, the Bass Hills, Bass River and agricultural landscapes, from the Bass Highway (Bass Coast Scenic Drive).
- Retain open tracts of rural landscape between activity nodes to afford views of the rural landscape and Western Port.
- Over time revegetate the Bass Hills while retaining some elements of its historical exposed nature.
- Continue to enhance the scenic and environmental values of the Bass River, and associated coastal plains and rocky outcrops adjacent to Western Port.
- Protect significant coastal vegetation on the foreshore of Western Port, particularly the Banksia grove at Coronet Bay.
- Wind facilities, are not a preferred use within this precinct. In the event there are overwhelming reasons to develop in these locations, the need to protect the important landscape features from visual and other impacts of the facilities should be taken into account.

Strzelecki Foothills - Anderson Peninsula North

Landscape type statement:
Phillip Island is a significant tourist destination and environment that contributes highly to the economy of the Shire. The Anderson North landscape is important as it forms the threshold between the mainland and the island. This area is characterised by elevated pastures of sedimentary geology that results in a north facing exposed ridgeline, interspersed with vegetation and shelterbelts.
Landscape Scenic Objectives:

- Protect the landscape views to the bay and agricultural landscapes, from the Phillip Island Tourist Road (Bass Coast Scenic Drive).
- Ensure development has substantial setbacks to the Bass Highway/Phillip Island Tourist Road (Bass Coast Scenic Drive).
- Encourage an entry statement at the roundabout scenic gateway that marks the convergence of three landscape type precincts.
- Wind facilities, are not a preferred use within this precinct. In the event there are overwhelming reasons to develop in these locations, the need to protect the important landscape features from visual and other impacts of the facilities should be taken into account.

Strzelecki Foothills - Anderson Peninsula South

Landscape type statement:
This landscape is one of the most remote and rugged in the Shire. The rural landscape drops off steeply as high cliff forms at Bass Strait. The unique Bass Coastal Walk passes through this significant section of remote coastal cliff landscape. From this trail expansive and uninterrupted views of the ocean, Western Port and Phillip Island are obtained.

Landscape Scenic Objectives:

- Protect the landscape views to the ocean and agricultural landscapes, from the Phillip Island Tourist Road (Bass Coast Scenic Drive).
- Ensure minimal built form is visible from the Bass Coastal Walk and does not impinge upon or decrease the remoteness of the Coastal Walk.
- Protect the scenic values of the Bass Coastal Walk.
- Ensure development has substantial setbacks to Bass Coastal Walk.
- Ensure development is sited within areas obscured from views from the coast.
- Wind facilities, are not a preferred use within this precinct. In the event there are overwhelming reasons to develop in these locations, the need to protect the important landscape features from visual and other impacts of the facilities should be taken into account.
Kilcunda Coast

Landscape type statement:
The Kilcunda landscape is the meeting point of major landscape systems, to the southeast the dunal, ocean landscape, to the east alluvial plains of the Powlett River, and to the north the exposed Bass Hills. The Kilcunda township sits on the edge of the Bass Hills and marks the entrance to this predominantly oceanic landscape. From this point until Dalyston there are significant views across the alluvial plains, to the Kilcunda cliffs and along the undeveloped ocean beach. This landscape type has significant natural formations and high scenic landscape values.

Landscape Scenic Objectives:
- Protect and retain view sheds to significant natural and cultural features from the Bass Shire Rail Trail, Bass Scenic Drive and the Bass Coastal Walk and coastline.
- Ensure views to the historic Kilcunda bridge from any vantage point along the Bass Highway, within the town, or from the coast is retained and not impinge upon.
- Ensure views to the ocean over the Powlett River Inlet from the Bass Highway are retained.
- Wind facilities, are not a preferred use within this precinct. In the event there are overwhelming reasons to develop in these locations, the need to protect the important landscape features from visual and other impacts of the facilities should be taken into account.

Cape Paterson Coast

Landscape type statement:
This landscape contains some of the most significant ocean coastal environments in the Shire. An extensive line of ecological and scenic reserves mark the southern coastal edge. The coastline is predominantly rugged, with a mix of cliffs, beaches and coastal vegetation. Harmers Haven and Cape Paterson townships are nestled within this natural landscape and mark the transition from rural to coastal landscape. The coastline is an established tourist destination, particularly the Bunurong Marine National Park and Bunurong Marine and Coastal Park and the Scenic Drive (Cape Paterson - Inverloch Road), which offer opportunities for surfing, swimming, rockpooling, fishing, boating, diving, and snorkelling or enjoying the spectacular coastal scenery..
Landscape Scenic Objectives:

- Protect and retain view sheds to significant natural and cultural features from the Bass Coast Scenic Drive and coastline.
- Protect and enhance the natural coastal edge landscape.
- Ensure development is not visible from the Bunurong Scenic Drive or key visitor sites and viewing areas within the Bunurong Marine National Park, Bunurong Marine Park or Bunurong Coastal Reserve.
- Ensure development is sited within areas obscured from views from the coast.
- Wind facilities, are not a preferred use within this precinct. In the event there are overwhelming reasons to develop in these locations, the need to protect the important landscape features from visual and other impacts of the facilities should be taken into account.

Anderson Inlet Coast

Landscape type statement:

Inverloch marks the transition from the rugged and cliff lined Bass Strait to the quieter waterways and low-lying landscape of Anderson Inlet. This landscape has a particularly highly accessible public foreshore that provides a mix of recreation and conservation values. This is one of the more urban coastal landscape types in the Shire, with Inverloch township forming the focus. Anderson Inlet is a significant scenic feature and ecological landscape.

Landscape Scenic Objectives:

- Protect and retain view sheds to significant natural and cultural features from the Bass Coast Scenic Drive, coastline and Anderson Inlet.
- Ensure future development is not visible from the Bunurong Scenic Drive.
- Ensure development is sited within areas obscured from views from the coast.
Wind facilities, are not a preferred use within this precinct. In the event there are overwhelming reasons to develop in these locations, the need to protect the important landscape features from visual and other impacts of the facilities should be taken into account.
Appendix E

General Assessment and Observations of Potential Coastal Vulnerability
**Lang Lang to Corinella**

- Localised sandy beach areas backed by low lying swamp or raised sands.
- Sandstone bluffs occur at Cobb Bluff and Corinella and on the southern edge of Coronet Bay.

The vulnerability study identifies areas of potential vulnerability due to storm surge and possible sea level rise associated with climate change at Grantville, Grantville North (where problems already occur). Cliff areas may be prone to increased undercutting with higher storm activity (intensity and frequency) and sea level rise.

**Corinella to San Remo**

- South of Stony Point around the Bass River there are extensive mud flats backed by low lying farmland.
- High vegetated cliffs occur along the north side of the Anderson Peninsula to San Remo.

Due to the low lying nature of the Bass River flats these areas could be subject to increased flooding due to storm surge and sea level rise, particularly if coupled with intense rainfall events. Areas of potential vulnerability due to storm surge and possible sea level rise associated with climate change may exist along the Western Port foreshore. Cliff areas on the Anderson Peninsula may be prone to increased undercutting with higher storm activity and sea level rise.

**San Remo to Kilcunda**

- Between San Remo and Griffith Point are soft sandstone cliffs, which continue to suffer erosion.
- From Griffith Point to Kilcunda are high sandstone cliffs with small beaches and fringing reef.

The softer cliffs between Griffith Point and San Remo which are already being actively protected may come under increasing attack with climate change impacts of higher storm activity and sea level rise. The cliffs from Griffith Point to Kilcunda are harder but may still incur greater undercutting.

**Kilcunda to Petrel Point**

- From Kilcunda to Coal Point is a continuous beach backed by high dunes with an opening for the Powlett River.
- From Coal Point to Petrel Point north east of Cape Paterson high sandstone cliffs occur, with some areas facing south west having beaches and sand caps on top of the cliffs.

Breaches of the foredunes of the beach sections southeast of Kilcunda may result in increased mobilization and inland movement of sand dunes. Low lying areas around the Powlett River may be increasingly threatened due to increased storm activity and sea level rise in the long term.

Beaches may be increasingly threatened on the west side of Cape Paterson in addition to increased cliff undercutting. The Cape Paterson Surf Club may eventually be threatened.

**Petrel Point to Eastern Shire Boundary**

- The coastline consists of sandy beaches backed by vegetated dune ridges and fronted by a fringing reef from Petrel Point to Inverloch.
- East of Inverloch, within Andersons Inlet to Screw Creek the coastline is sandy with vegetated low dune ridges and areas subject to waterlogging behind the dunes.
Beyond Townsends Bluff, which is a high cliff section east of Screw Creek, the coast drops down to low lying farmland backing tidal sand flats.

The low dune areas near Inverloch are subject to erosion which could be expected to increase with increasing storm activity and sea level rise, possibly requiring higher intervention.

Low lying areas surrounding Andersons Inlet may also be subject to increasing threat from climate change related effects.
**Bass Coast Strategic Coastal Planning Framework**

**Figure 23**

**LANG LANG TO CORINELLA**

**COASTAL TYPE**
- Sandy beaches.
- Sandstone bluffs.
- Mangroves
- Seagrasses
- Salt Marshes

**VULNERABILITY**
- Storm surge/possible sea level rise.
- Cliff uncertainty.

**CORINELLA TO SAN REMO**

**COASTAL TYPE**
- Mud flats around the Bass River.
- High vegetated cliffs.
- Mangroves
- Seagrasses
- Salt Marshes

**VULNERABILITY**
- Flooding from storm surge/possible sea level rise.
- Cliff uncertainty.

**PETREL POINT TO ANDERSONS INLET**

**COASTAL TYPE**
- Sandy beaches backed by vegetated dune ridges, fronted by fringing reef.
  - Some areas subject to waterlogging behind dunes in Anderson Inlet.
- Tidal sand flats in Anderson Inlet.

**VULNERABILITY**
- Possible erosion from storm activity.
- Andersons Inlet potentially affected by climate change.
- High cliffs less vulnerable.

**KILCUNDA TO PETREL PT.**

**COASTAL TYPE**
- Continuous beach backed by high dunes.
- High sandstone cliffs.

**VULNERABILITY**
- Beach formations may become mobilised.
- Cliff uncertainty.

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Appendix F

Matters to be considered in assessing planning applications in ESO1
The maintenance and improvement in the stability of coastal dunes and coastlines.

The impact of the proposal on coastal processes and the need to protect and enhance environmentally sensitive coastlines.


The preservation of any existing native vegetation.

The conservation of any areas of environmental importance or significance.

The maintenance and improvement of the visual quality of the coastal landscape.

The preservation of views from the waters of Western Port, Bass Strait and Anderson Inlet.

The protection of views from coastal roads.

The intensity of human activity that the coastal landscape and environment can sustain.

The siting, colour and design of buildings.

The protection of the area for its recreational value.

The risk of fire.

The location of public access points to the coastline by boat or road.

The likelihood of problems arising from landfill in areas subject to tidal inundation.

The impact of any development on the open farming landscape immediately adjacent to the foreshore area.

The capacity of the soil and water to absorb wastes and the design of any effluent disposal system.

The extent of any proposed removal of native vegetation.

The location, dimension and level of any excavation or alteration to the natural surface including works to stabilise buffers in areas of fill or excavation.

The works to control drainage and stormwater run-off from any building, access road or driveway.

The impact the provision of physical infrastructure (particularly electricity and telephone) will have on the landscape.

The location of building envelopes and siting of services in any proposed subdivision.

The views, if any, of the Department of Natural Resources and Environment (now DSE).
Appendix G
Natural Resource Considerations for Planning Proposals Impacting on the Coast
Environmental Management Principles

- Development should be consistent with ecologically sustainable development principles, and maximise water sensitive and energy efficiency outcomes.
- Development should take into account the capacity of local environments to accommodate, not only in relation to buildings and works, but also off-site impacts, and population pressures on the natural systems of the framework area.

Off site Impacts on Access, Facilities and Coastal Resources

- The impacts of local population increases on access requirements, demands for recreation and tourism facilities, and pressure on the natural features of coastal reserves to be considered in the assessment process. In the event these pressures do not render development proposals inappropriate, proposals should include appropriate responses to minimise or manage these pressures. This could include the proponent contributing funding to or providing appropriate visitor facilities within adjacent coastal reserves in conjunction with the land manager.

Coastal Setbacks

- Future rezoning for urban use of land below 5 metres AHD adjoining the coast or coastal reserve must be preceded by a Coastal Hazard Vulnerability Assessment which considers coastal erosion risk as a means of defining the boundary of the developable area. A Development Plan Overlay (DPO) should also be exhibited with the rezoning to ensure the implementation of the outcomes of an assessment into coastal erosion risk.
- A mandatory coastal setback may be counted towards the public open space contribution for subdivision, provided it is not encumbered, or has high conservation values, and is made accessible to the public.
- The defacto annexation of foreshore reserves by adjacent property owners is to be monitored and prevented through adequate enforcement procedures.

Water Resources and Habitat

- Development in areas with moderate to high levels of risk from water erosion should be located and constructed to avoid impacts from erosion and avoid further contributing to water erosion risks in the surrounding area.
- Development in proximity to waterways should not be located in areas subject to a 1% annual exceedance flood probability factor.
- Development should contribute to the catchment management objectives for the West Gippsland and Western Port catchments, in particular minimising drainage and run-off into watercourses and nearshore coastal environments.
- Development should protect and enhance natural habitats of significance, particularly the riparian environments of the Bass and Powlett Rivers, and the wetland and habitat systems of Western Port, which are subject to the RAMSAR convention on significant wetlands and bird habitat and the JAMBA and CAMBA agreements on migratory birds.
- Development should protect and enhance remnant indigenous vegetation and sites of biological, zoological and geomorphologic significance.
Works and Buildings

- The appropriate location of adjacent roads, car parks, access ways, pedestrian and cycle paths to minimise impacts on reserves.
- Drainage from newly created adjacent properties and roadways to be retained on site and not disposed of within reserves. Drainage from existing roadways and properties to be redirected as part of capital improvements to reserves.
- The location of buildings adjacent to reserves to take into account visual impacts from reserves, in addition to taking a cautionary approach to sea level rise, erosion, and cliff subsidence.
- All coastal development should proceed with caution in relation to the possible presence of coastal acid sulphate soils, particularly where indicative mapping suggests concentrations of these conditions.

Land Conservation

- Development should avoid soil erosion, on-site and off-site salinity impacts, and locations susceptible to acid sulphate soils.
Appendix H

Economic Development Objectives for the Bass Coast Shire
To plan and implement development strategies which provide sustainable economic growth in the Shire that is consistent with its environmental, social and heritage values, and which:

– ensure that the Bass Coast Shire is recognised as a desirable place to invest;
– provide for a high level of employment within the Shire; and
– provide training opportunities.

To effectively facilitate the development of suitable enterprises that may arise from time to time.

To encourage a high level of visitation and contribution to the economy by tourists.

To encourage and develop a skilled workforce within the Shire capable of supplying the Shire with necessary services.

The Economic Development Strategy outlines specific objectives and strategies for the following key result areas:

– Tourism.
– Employment/training.
– Economic Development.
– Primary Industry.
– Manufacturing/construction.
– The Employment.
– Organisational Structures.

The following strategies have direct relevance to the development and management of the coast and coastal settlements:

– To enter into formalised, mutually beneficial co-operative arrangements with key industry players in the area, including Parks Victoria.
– To plan strategically for land use in the Shire, ensuring that there is adequately zoned land available for business and industry use.
– To plan strategically for agricultural land use in the Shire, ensuring that high quality agricultural land is protected for future agricultural use by local planning controls.
– To ensure that the planning and other regulatory controls in the Shire provide for and facilitate a wide range of agricultural and complementary activities.
– To plan strategically for land use in the Shire, ensuring that there is adequately zoned land available to meet development demand.
– To undertake a strategic approach to land use and development that provides for the areas natural environment to be maintained and enhanced.
– To develop and maintain a conservation plan for the Shire.
– To provide guidance to the community and new developments as to how environmental qualities can be protected or enhanced.
– To prepare and maintain a series of urban design guidelines for the Shire’s urban areas.
To protect and enhance the outstanding landscape, heritage, cultural and recreation qualities of parts of the Shire.

The Municipal Strategic Statement includes the following strategies relevant to economic development in the coastal area:

- Encourage businesses to establish in Bass and Kilcunda.
- Provide for limited expansion of the Grantville commercial area.
- Encourage commercial and community uses to establish on undeveloped business zoned land at Corinella.
- Encourage new industrial developments to locate within existing industrial estates where all physical infrastructure is available, and which are readily accessible to transport.
- Provide for limited expansion of the Grantville industrial area.
- Encourage the relocation of industrial activities from predominantly residential areas to new industrial estates.
- Improve the quality and appearance of industrial development by introducing design and siting guidelines.
- Facilitate the establishment and further development of industry in the Shire, particularly those that generate new employment opportunities. Council will also engender an atmosphere of certainty for the establishment of industry.
- Encourage the establishment of ‘value-adding’ industries within the Shire.
- Facilitate the establishment of stone-related industries in the Grantville area.