san remo, newhaven & cape woolamai structure plan
bass coast shire council
prepared by Hansen Partnership Pty Ltd.
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part a: structure plan

1 introduction

1.1 purpose of the structure plan

The San Remo, Newhaven and Cape Woolamai Structure Plan is a strategic framework for the future growth and development of the three towns. The purpose of the Structure Plan is to identify the strategic planning issues facing the towns, including community needs and aspirations, and to articulate the preferred future directions for growth, whilst protecting and enhancing the very elements which make the towns distinctive and functional as urban areas and tourist destinations.

1.2 how will this plan be used?

The Structure Plan is a tool used by Bass Coast Shire Council to guide future use and development in a co-ordinated and orderly manner. The Plan is instrumental in determining the application of local planning policy, planning zones and overlays in a manner which manages growth in an orderly way, whilst protecting and maintaining the much valued coastal setting of the towns.

The San Remo, Newhaven and Cape Woolamai Structure Plan will assist Council in determining planning permit applications and rezoning requests, as well as being used as a reference document when assessing the future of infrastructure and services.

Importantly, the Structure Plan seeks to provide greater certainty for residents and landowners on the future planning and development of the towns. The take-up of land and redevelopment should be reviewed every five years and if considered appropriate, a full review of the Structure Plan should be undertaken.

1.3 the study area

The Structure Plan applies to the towns of San Remo, Newhaven and Cape Woolamai and their immediate surrounds, extending east to the Bass Highway at Anderson and west to Churchill Road on Phillip Island, as identified in Figure 1.
2 background

This structure plan is informed by thorough background analysis of the study area, consultation with the community and stakeholders and a detailed analysis of the existing policy context. The findings of the background report have been used to guide the preparation of this structure plan. An executive summary of the findings contained within the background report is provided below.

study area

The study area, consisting of San Remo, Newhaven and Cape Woolamai is relatively compact in size, however contains a diverse range of issues:

- San Remo is one of the main residential and holiday towns within Bass Coast Shire, historically being based around fishing, but in recent years has experienced both an increase in tourist related activities and a shift towards an aging population as part of the ‘sea change’ phenomenon;
- The population within the study area doubles over the summer holiday period as more than half of the properties are occupied on a part time basis;
- The topography and location of San Remo adjacent to Bass Strait and Western Port has increased demand for development, particularly development with views;
- San Remo is part of the Phillip Island and Bass Coast tourism experience, which is one of Victoria’s most significant tourist destinations. The emerging resort based tourism industry positions San Remo to play a major role in the area’s tourism industry;
- Newhaven is a residential township with a recreational boating emphasis and contains the highest proportion of permanent residents within the study area;
- Cape Woolamai has two coastal frontages; Woolamai Surf Beach to the west and Cleeland Bight to the east. The coastal reserves are well vegetated, and there are ecologically significant short tailed shearwater colonies to the west. The land form is quite flat, rising to the west and south; and
- Cape Woolamai is relatively established, however consists of a predominantly part-time community with only 25 per cent of houses being occupied on a full-time basis.

The Bass Coast Shire Council has recognised the need to prepare a structure plan for this area to assist in planning for its future growth and development. Structure plans guide major changes to land use, built form and public spaces to achieve economic, social and environmental objectives for a centre.

There are a number of existing planning policies at both the state and local level as well as a number of strategic documents that will direct and influence the development of the structure plan.
urban form and township character

▪ The settlements of San Remo, Newhaven and Cape Woolamai occupy both the eastern end of Phillip Island and the western end of the Anderson Peninsula, clustered around Western Port’s eastern entrance.

▪ Whilst geographically very close, the settlements have each developed their own individual character, due in part to their landscape setting, in part to their social and cultural histories and in part to their primary service roles.

▪ San Remo is the largest of the three towns, acts as a community hub and is designated as a growth node by State Government Policy - Coastal Spaces (April 2006). Newhaven, by contrast, is a smaller town with limited capacity for growth beyond existing urban zoned land, while Cape Woolamai is a small residential settlement with only limited services and the lowest permanent population of the three towns.

▪ Beyond the sheltered townships, the landscape is characterised by open pasture and the occasional windrow planting, both of which are exposed to regular buffeting by strong, southerly and south-westerly winds.

▪ San Remo predominantly consists of detached residential dwellings, however two and three storey commercial buildings extend along Marine Parade. Land directly to the south of the town is characterised by smaller blocks with residential land on the hillside more recently established with larger houses. The built form of the hillside is broken up by the privately owned, undeveloped Keam’s land.

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

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

public open space

▪ San Remo’s foreshore is a big drawcard for visitors but presently offers very little in the way of a cohesive and connected experience. Coastal trails can be found just outside the township, and further afield, the George Bass Coastal Walk east of Punchbowl Road. Coastal parklands such as Lions Park on the south coast of San Remo form clear and practical connections to the coastline and are well utilised. Internal public open spaces within the San Remo area such as the open space to the north of the cemetery appear underutilised and disconnected from town centre and the popular foreshore.

▪ Newhaven’s foreshore beach spaces north and south of the town are of an intimate scale away from the foreshore focal point of the Marina and boat ramp. The Newhaven Playground park is a popular destination and the Newhaven Oval is well utilised by the schools and community.

▪ Cape Woolamai lacks internal public space; the major open spaces are the front and back beaches and the Cape Woolamai State Fauna Reserve. The beaches are the main areas for local recreation.

community values and ideals

▪ Preliminary community consultation sessions were undertaken during October 2006, in order to obtain relevant background information from local residents and to gauge community values and ideals.

▪ The members of the local community who attended the preliminary consultation sessions raised a wide variety of issues and nominated diverse values and ideals, however traffic, water supply, the environment, tourism and development pressure were the core issues of concern.
land supply and demand assessment

- Cape Woolamai is characterised by notably lower property values than both Newhaven and San Remo.
- Cape Woolamai has traditionally attracted holiday home owners, whilst San Remo has tended to be more attractive to permanent residents requiring higher quality housing and access to retail facilities.
- The population of San Remo is heavily skewed towards older residents over 60.
- Future demand for holiday homes may be limited by decreasing affordability and growth in alternative investment options.
- The ability for San Remo to maintain the level of market momentum that characterised the period of 1999-2002 is limited by its market depth.
- Unless it is able to offer a significantly wider range of urban services such as retailing, community services, schools, health services and employment opportunities there will be a limit to its growth potential.
- Based on various growth scenarios for San Remo for the period between 2006-2021, it is projected that between 220-660 dwellings would be required.
- Demand for retail goods and services will be supported by population growth although may be constrained by the higher proportion of the population that are retirees.
- Future industrial activity will be limited to operators choosing to locate in the area because they live locally or have businesses that are connected to the local environment, whilst larger industrial users will continue to locate in Wonthaggi.

transport and movement

- Parking and circulation issues exist within San Remo. Marine Parade is dominated by the road and parking.
- In Newhaven traffic management measures may be required at the Phillip Island Road entrance into the town with an increase in boating facilities.
- Cape Woolamai has benefited from local area traffic management measures, however travel is required to Newhaven and San Remo for most services.
- It is observed that people drive between the three communities, as well as Wonthaggi and Cowes for shopping, recreation and work.
- While VicRoads is investigating options for the duplication of the Bass Highway to its Phillip Island Road intersection there are no immediate replacement plans for the Phillip Island Bridge.
- Phillip Island airport is privately owned and is of insufficient length for large planes.

infrastructure

- Current electricity supply is fully utilised with projects in place to increase capacity.
- Candowie Reservoir, supplying 15,000 permanent residents in the Western Port Water area, is close to capacity. The number of persons requiring water can increase to 40-50,000 during Christmas and as high as 60,000 for major events.
- Western Port Water believes that Candowie Reservoir has sufficient capacity to cater for foreseeable developments, however ways to augment supply are being investigated which include groundwater harvesting and connection to the Melbourne Water system.
Sewerage waste from the study area is treated at the Cowes Waste Water Treatment Plant. San Remo’s waste water treatment has some spare capacity, however as the existing reticulation systems in Newhaven and Cape Woolamai are close to capacity future development would be required to connect to the existing pumping stations along the Cowes sewer rising main.

Western Port Water currently has water recycling plans which will provide some potable water substitution within the recycled water system.

In addition to using recycled sewage, there would appear to be capacity for a scheme that utilises recycled stormwater runoff.

Only a small local gas network exists within San Remo servicing approximately 50 residences.

Local drainage networks within the study area are under capacity therefore future drainage capacity is not expected to pose problems for new development.

The telecommunications network has sufficient capacity to service new development.

Broadband internet services in the Cape Woolamai, San Remo and Newhaven areas are provided by Telstra.

environmental quality

Current Ecological Vegetation Classes (EVC) mapping produced by the Department of Sustainability and Environment has identified seven EVC’s within the study area.

The study site contains a highly significant breeding colony of Short-tailed Shearwaters, with the largest colony in the Cape Woolamai area.

There are currently estimated to be only 34 Hooded Plovers, considered vulnerable and listed under the Flora and Fauna Guarantee Act, remaining on Phillip Island. Five breeding pairs have been identified within the study site around Cape Woolamai.

There are currently two main groups of pelican resident to Western Port Bay. These two small groups number four or five birds, one group is faithful to Hastings, the other to San Remo.

Studies have shown that foxes on Phillip Island are impacting upon populations of Short-tailed Shearwaters, Hooded Plovers and Little Penguins. Over the last 20 years significant effort has been put into controlling foxes on Phillip Island with the goal of eradication.

heritage

The Bunurong People are the Indigenous People from south eastern Victoria with the Yalloc Bulluk being one of the largest clans.

The study area is a significant area for the Indigenous People and was populated for many thousands of years before white settlement.

Within the Study area there are 14 Heritage places listed in the Schedule to the Heritage Overlay.

San Remo dates back to 1840 when the deep water port at Griffiths Point was used to export local products such as wattle bark, farm produce and cattle. The township that grew up around the port became a popular tourist spot and in 1888 was renamed San Remo after the town on the Italian Riviera. Commercial fishing in San Remo began around 1909 when rail links with Melbourne enabled quick transport to city markets.

Newhaven was originally called Woody Point and has numerous historic sites, being one of the oldest settlements on Phillip Island.
Cape Woolamai is a relatively new township and has only one property within the Heritage Overlay, Woolamai House.

The Aboriginal Heritage Regulations 2007 have recently been gazetted by the State Government. The act has been designed to provide more effective protection of Aboriginal cultural heritage and to include Aboriginal people in the decision making process.

Further detailed background analysis is contained within the background report.
3 key influences

3.1 policy context

San Remo and Newhaven have been identified as having ‘moderate growth capacity’ under the State Government’s Policy – Coastal Spaces. Cape Woolamai is identified in the same policy as having ‘low growth capacity’. Council’s Municipal Strategic Statement includes an objective of providing adequate residential land in each town to accommodate anticipated population growth and at the State level there is an emphasis on planning authorities planning to accommodate projected population growth. There is also strong policy direction at both the State and local levels for:

- protection of coastal environments;
- protection of rural environments and agricultural activities;
- encouragement of appropriately located tourism development; and
- encouragement of good urban design of development on both public and private land.

3.2 urban growth

- The towns cater for both permanent residents and holidaymakers with future growth requiring the integration of community facilities and urban services in a sustainable and accessible manner.
- Whilst Coastal Spaces designates San Remo / Newhaven as a ‘District Town’ offering a range of community services, lifestyles, cultural and natural environmental attributes, there is a need to establish clear boundaries for its future growth as part of protecting the area’s fragile coastal environment.
- As the towns expand and consolidate their urban activities there is a need to provide a sense of place and identity in each of the three townships providing opportunities for interesting signage, landscaping, public art at selected locations and well defined gateways into the towns.

3.3 settlement and housing

- Future growth in the residential population requires a combination of sensitively designed new residential subdivisions and infill housing.
- Residential development will need to offer a range of housing types and forms, from single dwellings to medium density housing, to cater for the changing needs of the community, as well as the diverse needs of the tourist market.
- Medium density housing should be located in close proximity to activity centres, major open spaces and public transport routes.
- The established character of the towns is a valued element to the community. The undulating coastal setting, generally low scale of buildings and coastal vegetation are integral to this character.

3.4 infrastructure

- Basic infrastructure (drainage, water, sewerage, power, gas and telecommunications) is required to be provided in newly developed areas in a co-ordinated and staged manner and will involve augmentation of existing infrastructure.
Broadband internet services in Cape Woolamai, San Remo and Newhaven areas are provided by Telstra which operates four forms of Broadband being ADSL, Cable, Wireless and Satellite. The study area is fully covered by Telstra’s Wireless Broadband service, Telstra’s Satellite Broadband Service, while Telstra’s ADSL service is also available in the study area. The study area however is currently not serviced by Telstra’s Cable Broadband service. Telstra currently has no strategic plans to upgrade or expand its Broadband services in the study area, but will consider upgrading and expanding the services where demand is sufficient.

The design and appearance of the road network throughout the towns will be instrumental in making San Remo, Newhaven and Cape Woolamai safer, more attractive, cohesive and sustainable communities.

Social and community infrastructure including public transport services will need to be integrated into the urban areas to meet current and future population needs, particularly the needs of the elderly and youth, with opportunities for co-location of facilities and multi-purpose facilities where possible.

Accessibility and walkability considerations will influence the location of future social and community services and facilities in the three towns. Opportunities exist to improve pedestrian and bicycle linkages throughout the towns and within open spaces.

Adequate provision of open space for both informal and formal recreation purposes needs to be designated to address the future recreational needs of the community. Beach access and facilities need to be improved and upgraded.

Substantive drainage measures are needed to be put into place in any new residential development to avoid adverse stormwater drainage impacts on the RAMSAR-listed (list of wetlands of international importance) marine environment of Western Port.

The funding of future infrastructure can be assisted by the preparation of a Developer Contributions Scheme.

3.5 natural environment

San Remo, Newhaven and Cape Woolamai are bounded by significant natural environmental features including coastal beaches and foreshore, Western Port, Churchill Island Marine National Park, Newhaven Swamp, Fisher’s Wetland and the Cape Woolamai State Faunal Reserve. These and other natural features of the area need to be protected and enhanced.

Whilst various environmental overlays currently protect the natural environmental assets of the town and environs, expansion of these overlays and inclusion of some new overlays will be necessary if the sensitive ecosystems of the area are to be protected.

3.6 economic development and employment

The San Remo town centre, on Marine Parade, is the key focus for retail and commercial activity within the study area and strategies should be developed to consolidate the centre, and expand the range of available services, in conjunction with improved access, amenity and parking facilities.

Newhaven and Cape Woolamai both provide secondary activity centres which are constrained in terms of future development. Limited services are available within Newhaven and Cape Woolamai and residents and visitors drive to San Remo or elsewhere for goods and services other than basic supplies or refreshments.
3.7 community well-being

- San Remo, Newhaven and Cape Woolamai have a strong sense of community well-being and interaction. The structure plan seeks to ensure the future development of a sustainable community. This long-term goal will rely upon the careful implementation of the Structure Plan, regular review and consideration of the principles inherent in this plan when considering finer detail in subdivision, development applications and housing composition.

3.8 tourism

- Tourism plays a significant role within the local economy. Support of existing tourist activities and a range of tourism opportunities are vital to the future prosperity of the area.
- San Remo is one of the main residential and holiday towns within Bass Coast Shire, historically being based around fishing, but in recent years has experienced both an increase in tourist related activities and a shift towards an aging population as part of the ‘sea change’ phenomenon. The San Remo pier reflects the fishing industry origins of the town and represents an important tourist attraction.
- The population within the study area doubles over the summer holiday period as more than half of the properties are occupied on a part time basis.
- The topography and location of San Remo adjacent to Bass Strait and Western Port has increased demand for development, particularly development with views.
- San Remo is part of the Phillip Island and Bass Coast tourism experience, which is one of Victoria’s most significant tourist destinations. The emerging resort based tourism industry positions San Remo to play a major role in the area’s tourism industry.

3.9 rural areas

- There is a need to protect the rural areas to the east of Punchbowl Road and to the north of Phillip Island Road (east of the Phillip Island Bridge) from urban encroachment, particularly as these areas also have strong environmental qualities.
- Continued utilisation of land for rural activities is important to maintain sustainable farming practices.
- Opportunities exist to encourage tourism activities which benefit from a rural setting, demonstrate a need for the activity and are of a scale, design and form which will not adversely impact on the rural landscape, environmental significance of the land or opportunities for future residential expansion.
4 the plan

4.1 vision

The Phillip Island and San Remo Design Framework 2003 promoted a vision for Phillip Island and San Remo in 2020. The San Remo, Newhaven and Cape Woolamai Structure Plan aims to build on these attributes and opportunities to achieve the vision. The Structure Plan directions have the aim that the townships of San Remo, Newhaven and Cape Woolamai, will together form a sustainable community with:

- Retention and development of the distinctive character of each town, making them desirable places to live, visit and work;
- Excellent range of retail and commercial services and employment opportunities;
- A reputation for providing a broad range of environmentally sensitive coastal and rural based tourist activities and accommodation, associated with the beach and wetlands, arts, food and wine;
- A mix of housing choices for all residents which apply energy and water conservation principles;
- A built form consistent with an attractive and unique coastal character;
- Successful and viable town centres which are attractive and vibrant with ample parking, a good mix of activities and convenient pedestrian access;
- Appropriate community and social services and infrastructure which meet community needs;
- A coastal environment which is highly valued, accessible and managed in a manner which enhances and protects environmental, landscape and habitat values;
- Innovative, high quality tourism development which complements existing facilities, utilises established infrastructure and is responsive to the natural and built environment; and
- An interconnected environment with safe and attractive pedestrian/bicycle and open space linkages, attractive streetscapes and a functional road network serviced by a local public bus service.

4.2 role of the towns

While each of the towns of San Remo, Newhaven and Cape Woolamai are interrelated in their function, they each have their own distinctive character. For instance, San Remo which is the largest of the three towns in the study area is designated by Coastal Spaces as a growth node and acts as a hub for the surrounding towns of Newhaven and Cape Woolamai.

As such it has the potential to accommodate forecast residential growth through the planned rezoning of land outside the existing urban area. The town’s sensitive coastal and environmental setting and various State and local policies do place constraints on future growth. This structure plan identifies scope for further expansion of the town boundaries to the east to help strengthen and reinforce San Remo’s role as a hub to the surrounding towns.

San Remo also supports both a permanent and holiday resident population with the provision of a primary school and other community services. Other services, including retail and industrial, are generally limited to providing for household needs and requirements, noting that the range is increasing and changing commensurate with both growth of the town and growth in tourism.
By contrast, Newhaven is a smaller town than San Remo, with limited capacity for growth beyond existing urban zoned land. Whilst smaller in scale, the town has a slightly higher proportion of permanent residents than San Remo. The town provides schools, small retail and industrial areas and limited community services. The town’s sensitive coastal environmental setting places constraints on future growth, as do various State and Local Planning Policies. However, there is moderate scope for further expansion of the town boundaries to the west to accommodate some future growth in both residential and tourism-related development.

Cape Woolamai has the lowest permanent population of the three towns, being predominantly a holiday home settlement. The town has a small convenience centre with some limited scope for expansion, but very little other services are offered and it is considered that the low scale local convenience nature of this centre should be retained with commercial uses that support local community needs encouraged.

The town’s sensitive coastal and environmental setting places constraints on future growth, as do various State and Local Planning Policies, with no scope for further expansion of the town boundaries other than possibly for the establishment of commercial tourism related activity on the Phillip Island Road frontage of the Phillip Island Airport site and recreational tourism uses on the balance of the airport site.

4.3 principles and directions

The San Remo, Newhaven and Cape Woolamai Structure Plan is outlined in Figures 2-6 (below) of the report which identifies principles (objectives) and directions (strategies) relating to key planning themes:

- Urban Growth;
- Settlement and Housing;
- Infrastructure;
- Natural Environment;
- Economic Development and Employment;
- Community Well-Being; and
- Rural Areas.
newhaven college
facilitate the relocation of Newhaven College if desirable such that the current site can be developed for residential use.

expansion of san remo
allow residential expansion to the east of San Remo. Development should occur from the existing urban area in an eastward direction, unless strategically justified. Residential expansion would need to provide attractive recreational open space.

future expansion
land suitable for urban development subject to demand. Future residential expansion would need to provide attractive recreational open space as well as provide land for civic, commercial, recreational and educational facilities. Civic and commercial activities should be provided in a consolidated activity node.

san remo loop road
an opportunity exists for intersection upgrades, addition of new roads and associated carriageways. Improvements including Shorncliffe Heights Road and Back Beach Road such that these function as a loop road allowing alternative access into San Remo from the east, alleviating some pressure from Phillip Island Road.

intill residential development
allow for infill residential development through the rezoning of this land from Low Density Residential to Residential 1.

recreation / tourism based development
facilitate the development of this land for non-residential uses associated with recreation and tourism, provided that these uses (and their associated infrastructure) are compatible with the high amenity values of the significant coastal landscape values of the primary ridge line.

san remo, newhaven & cape woolamai structure plan

figure 2

legend
study boundary
settlement boundary
future residential area
new / upgrade public park and recreation
consolidate commercial areas
special use
george bass coastal trail link
tourism commercial
recreational tourism
large lot residential
future lot residential
upgrade intersection
upgrade / new roads

project ref:
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upgrade waterfront reserve
- Substantively upgrade facilities along the waterfront reserve to make this public space more attractive to tourists and the community to capitalise on its prime waterfront location.

commercial area
- Monitor coastal hazards and the coastal impacts of climate change on the San Remo Commercial Area. Review the role of the San Remo Commercial Area when the Victorian Coastal Council’s ‘Cohesive Community Study’ is released.

intensification
- Intensify prime frontage
- Intensify development within the existing commercial precinct along Marine Parade, between Voltaire Grove and Bank Beach Road, particularly developments which provide a mix of commercial and residential uses along this prime frontage.

intersection upgrade
- Reconfigure the intersection of Phillip Island Road and Black Beach Road, to improve access to and from San Remo township.

urban consolidation
- Encourage urban consolidation, whether through re-zoning for densification or increasing development density on existing residential blocks, with a 5–10 minute walking distance to the commercial centre. This should be undertaken with the condition of maintaining the existing function and character.

tourism development
- Encourage new tourism development along Phillip Island Road consistent with Council’s Tourism Development Policy.

landscape entry to san remo
- Create an appropriate open space buffer to Phillip Island Road, providing environmental and amenity benefits.

expansion of san remo
- Allow residential expansion to the east of San Remo. Development should occur from the existing urban area in an eastward direction, unless strategically justified. Residential expansion would need to provide attractive recreational open space.

infill residential development
- Allow for infill residential development of large lots, should rezoning owners choose to do so.

future expansion
- Land suitable for urban development subject to demand. Future residential expansion would need to provide attractive recreational open space as well as provide land for civic, commercial, recreational, and educational facilities. Civic and commercial activities should be provided in a consolidated activity node.

koor’s land
- Reserve where possible the existing stand of indigenous vegetation located centrally within San Remo in association with future residential development on the balance of this landholding.

penneways public trail
- Opportunity to create a public trail within the land associated with Penneways Estate. This would link existing open space areas and create a pedestrian loop trail around the San Remo township.

shoalhaven heights road
- Upgrade Shoalhaven Heights Road such that it provides an alternative access to San Remo. Consider a future extension of this road to the east in association with future residential expansion.

george bass coastal trail link
- Establish a continuous public coastal trail from San Remo to Kiwirrkurra, for environmental protection and public access between Potmas Hill Road and Punchbowl Road.

recreation / tourism based development
- Facilitate the development of this land for non-residential uses associated with recreation and tourism, provided that these uses (and their associated infrastructure) are compatible with the high amenity values of the significant coastal landscape south of the primary residence.

Project Ref: 10.035
Org No: 02960
Date: 11/03/18
Revision: 00295

Legend:
- future residential area
- tourism commercial
- consolidated commercial core
- public open space
- recreational tourism
- large lot residential
- upgrade / new recreational trail
- George Bass coastal trail link
- settlement boundary
- upgrade / new road

Figure 3
Future coastal boardwalk
Investigate opportunities to establish a new coastal boardwalk as part of a network of recreation trails to link Churchill Island with Newhaven and beyond. Alignment and design will be subject to the outcomes of a detailed structure plan and coastal vulnerability hazard assessment recommended for this area.

Recreational open space for Newhaven
Improve and upgrade facilities within the Newhaven Oval Reserve.

Former Boys House
Consider suitable interim opportunities for the former Boys Home (Kock School) that are sympathetic to its heritage values.

Newhaven College
Facilitate the relocation of Newhaven College if desirable such that the current site can be developed for residential use.

Shopping Centre
Consolidation/Upgrade
Encourage consolidated growth of local retail precinct within the established boundaries of the commercial area.

Increased capacity of existing Marina
A Permit was issued on 12/09/2004 allowing for an increase in the total number of berths within the extent of the existing seawall.

Access loop for increased boat ramp & marine use
Upgrade and improve intersections on Forrest Avenue, Clearview Street, Seaview Street and Anderson Street to facilitate a loop-road access system for Marina and boat ramp traffic.

Encourage axial views to western port
Protect and enhance axial views to Western Port along a number of existing streets within the Newhaven township.

Environmental buffer
Create a protection buffer between the environmentally sensitive, coastal zone and land to the north through the rehabilitation of the existing embankment. This outcome would be subject to landowner contribution.

Large lot residential
Future residential subject to a detailed structure plan and coastal vulnerability hazard assessment. Lot size to be determined by this process.

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

Phillip Island Visitor Centre
Improve vehicular access to the Phillip Island Visitor Centre. Investigate improvement of tight turns to reduce the incidence of visitors missing the turn-off.

Environmental rehabilitation
Encourage the continued rehabilitation of Newhaven Swamp and former Tip site. Explore measures such as the reattachment of existing stormwater drains to discharge into the swamp as a means of improving water quality.

Newhaven Swamp

Newhaven Gateway Park
Improve and upgrade facilities in the existing open space adjacent to the corner of Forrest Avenue and Phillip Island Road such that this space provides an attractive landscaped ‘gateway’ to Newhaven.

Fig 4

San Remo, Newhaven & Cape Woolamai Structure Plan
Newhaven Structure Plan

Legend
- New residential
- Tourism commercial
- Consolidated commercial core
- Public open space
- Special use
- Upgrade/new recreational trail
- Settlement boundary
- Upgrade intersection
- Upgrade/new roads

Scale: 1:5,000
Date: 11/03/16
Revision: 5

Project Ref: 10.885
Doc. No.: UD0-032
File: 10.0082A2

phillip island airport
Prepare a thorough strategic review of the Phillip Island Airport site once the airport’s future is confirmed.

intersection upgrade
As a matter of urgency reconfigure the intersection of Phillip Island Road and Woolamai Beach Road, to generally improve access to and from Cape Woolamai.

commercial precinct
Facilitate urban improvements as a means of encouraging new development within the Vista Drive commercial precinct, servicing the community of Cape Woolamai. A designated meeting space, including public toilets, would be beneficial to the community of Cape Woolamai.

improve interface with coastal reserve
Improves the existing interface between the southern edge of Cape Woolamai township and the coastal reserve at the Colonnades by connecting Berringa Drive to Lantana Road and closing The Bowerbank and the associated subdivisions of Lantana Road and Tampa Road to vehicle access.

coastal reserve

maintain and improve environmental qualities of forest reserve
Maintain, protect and enhance the coastal environment along the eastern edge of the Cape Woolamai township, through control of access, fencing, revegetation and weed removal.

proposed recreational trail
Extend the recreational trail along the existing road to the Cape Woolamai Surf Life Saving Club.

bass strait

cape woolamai

legends

- tourism/commercial
- consolidated commercial core
- public open space
- recreational/tourism
- upgrade/new recreational trail
- settlement boundary
- upgrade intersection

san remo, newhaven & cape woolamai structure plan
Cape Woolamai structure plan

figure 5
A new multi-level walkway will facilitate improved pedestrian circulation and reduce the incidence of litter within Marine Parade.

View of Barring Grove, Marine Parade will become a 'convivial place', with residents to slow and even discourage through traffic. Walking, cycling, diving, and shopping will be encouraged, in an urban setting which encourages high-quality design and coordination of north-south, waterfront location. It will become the 'signature space' of San Remo for locals and visitors. The existing street towards the street will be slightly encouraged, and importantly, pedestrians on the north side of Marine Parade will be encouraged to cross to the north side and embrace the waterfront.

Denoue plaza space encouraging direct access between Marine Parade shopping strip and the foreshore.

Baring Grove provides pedestrian opportunities to the adjacent Theatre Royal.

Promenade along the new coastal path, a continuation of the coastal path and that of the coastal path will be encouraged, in an urban setting which encourages high-quality design and coordination of north-south, waterfront location. It will become the 'signature space' of San Remo for locals and visitors. The existing street towards the street will be slightly encouraged, and importantly, pedestrians on the north side of Marine Parade will be encouraged to cross to the north side and embrace the waterfront.

Figure 6
4.3.1 urban growth

The combined settlement of San Remo and Newhaven is identified by State Government Policy – Coastal Spaces (April 2006) as having “Moderate Spatial Growth Capacity”. Provided the fragile coastal environment is protected, the town and environs can accommodate some residential growth within and beyond current zoned urban limits. It is anticipated that the majority of this growth will be accommodated by San Remo given that it is the major town, has the most available residential land and the most capacity for expansion without compromising the environment. For this reason the assumptions set out below focus on San Remo.

Cape Woolamai is identified by Coastal Spaces as having “Low Spatial Growth Capacity”, with any future growth to be contained within existing urban or appropriately zoned land primarily through infill capacity and renewal within defined settlement boundaries. Further residential expansion for Cape Woolamai is not considered to be appropriate and is better directed particularly towards San Remo, where there is appropriate land suitable for R1Z expansion and access to community services.

One of the key roles of a Structure Plan is to identify future land use and development trends that will need to be accommodated in the future planning of the town. These trends are largely related to population growth. Population growth, and the profile of the future population, will influence:

- demand for additional housing and residential land;
- need for additional retail, commercial and industrial development; and
- need for future community services and facilities.

The following assumptions impact on the demand for additional urban land for San Remo. The population of San Remo in 2001 was 859 people and the population in 2006 was estimated to be around 1,000 people. The future population growth of the town up to the year 2021 is based on three scenarios:

- Scenario 1: San Remo maintaining its 2001 share (3.4%) of the total population of Bass Coast;
- Scenario 2: San Remo’s share of the combined Phillip Island / San Remo population being maintained at 2001 levels (10.3%); and
- Scenario 3: San Remo’s population increasing at its historical growth rate of 3.2% per annum based on the period 1981 to 2001.

At these rates the population increase would range from 433 to 738 resulting in a total projected population for San Remo ranging from 1,292 to 1,597 people, as seen in Table 1.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Population (2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario 1 (1.8%)</td>
<td>1,292 (total)</td>
</tr>
<tr>
<td>Scenario 2 (2.2%)</td>
<td>1,421</td>
</tr>
<tr>
<td>Scenario 3 (3.2%)</td>
<td>1,597</td>
</tr>
</tbody>
</table>

Future growth requires constraint controlled by a Settlement Boundary. New Settlement Boundaries are proposed for both San Remo and Newhaven, as described below.
4.3.2 San Remo

The area for the future growth of San Remo extends to Potters Hill Road and is bound to the north by Phillip Island Road and to the south by Shetland Heights Road.

Whilst San Remo has the capacity to accommodate future growth consistent with State Government policy, the Structure Plan needs to ensure that the qualities and community values of the town are maintained. The community values identified during the consultation phase of the Structure Planning process highlighted the importance of the ‘strong sense of community’, the ‘quiet atmosphere’ and the ‘pristine views’ to the community. These need to be balanced with adequate protection of the environmental assets that come with being a coastal settlement.

With a potential doubling of the population, the study area - and San Remo in particular - is fortunate to have land available that can accommodate future residential growth away from the environmentally sensitive areas such as the coastline, Cape Woolamai State Faunal Reserve and Churchill Island Marine National Park. With appropriate servicing of the future residential area, future growth can be adequately accommodated to provide a sustainable community without unreasonably impacting upon the coastal character and qualities of the area consistent with State and Local planning policy objectives.

For structure planning purposes, consideration needs to be given to the staging of the growth of San Remo and its ultimate development potential to ensure that short and medium term planning decisions do not prejudice the potential long term form and structure of San Remo. In particular, regard should be given to:

- the future location of community services and facilities;
- the existing environmental features and assets;
- the future open space, pedestrian and cycling network; and
- the future road network.

The majority of growth is to be accommodated on land to the east of the existing San Remo township. The area known as the ‘Wallis Watson land’ (Farming Zone land to the south of Phillip Island Road and west of Potter’s Hill Road) comprises 26.65 hectares. Land to the south of the Wallis Watson land comprises land zoned for low density residential use with 28 existing allotments of varying sizes with one of which being recently subdivided into 4,000m² allotments, the minimum size allowable under the present zoning. The land is also affected by a Significant Landscape Overlay – Schedule 2 ‘Strzelecki Foothills’.

This growth area is to be comprehensively planned, employing sustainability practices and will need to accommodate:

- a generous allocation of public open space to provide for recreation, an appropriate buffer and to provide opportunities for the establishment of wetlands to capture and treat stormwater as part of an integrated water sensitive urban design system;
- a landscaped setback of appropriate width to Phillip Island Road associated with a residential subdivision, to create a visually attractive eastern entry to San Remo. The depth of the landscaped setback between future residential development and Phillip Island Road will be determined having regard to the provision of a visually attractive buffer and the environmental benefits associated with retaining stormwater associated with the residential development of the land within this setback;
- infrastructure, major roads and land set aside to accommodate a future neighbourhood centre and school;
- appropriate connections into the existing road network; and
- the establishment of new recreational trails which are connected with the broader regional trail network, both existing and proposed.
To ensure that development occurs in an orderly manner, San Remo’s expansion will be managed by:

- The application of the Development Plan Overlay (DPO) to include more detailed local planning design principles (identified in the directions below) for individual land parcels or stages including undertaking of detailed drainage and flooding assessments to identify stormwater qualities and volumes, application of water sensitive urban design, mitigation and infrastructure measures (including downstream works) to minimise impacts on the environmentally significant Western Port to the north; and

- The application of the Design and Development Overlay (DDO) to guide future development form and the Development Contributions Plan Overlay (DCPO), to ensure the provision of physical and community/social infrastructure including road, pedestrian and cycle infrastructure and connections to adjoining networks.

Land further east, between Potters Hill Road and Punchbowl Road, may in the very long term (beyond the timeframe of this Structure Plan) be suitable for urban development, subject to demand. If such development were to proceed, then it is pertinent to observe that urban expansion to the east of Punchbowl Road would not be suitable by virtue of the important view shed the elevated land beyond Punchbowl Road provides when approaching the town from the Bass Highway. Accordingly, it is considered that this landscape view shed would be compromised unreasonably by any extension of residential development to the elevated land beyond Punchbowl Road.

It is considered appropriate from a very long term planning perspective that parcels of land between Potters Hill Road and Punchbowl Road be set aside to accommodate a future neighbourhood convenience commercial centre and a potential school to cater to future residents and students within the local and broader area. Such facilities would provide necessary community convenience services within easy access of this growth area, particularly given substantial distance to the existing San Remo commercial area. Again it should be stressed that urban development east of Potters Hill Road constitutes a growth scenario which is not entertained by this Structure Plan.

### 4.3.3 newhaven

The other substantial parcel of land within the study area where growth is able to be accommodated is on land to the west of the existing Newhaven township, extending to the Churchill Island access road turnoff. This land comprises approximately 13 hectares and is presently affected by a Farming Zone. The northern part of this land – demarcated by a coastal escarpment– is an intertidal wetland landscape, below the high water mark and hence unsuitable for any form of development. The land is also affected by a Vegetation Protection Overlay – Schedule 2 ‘Phillip Island’ and the northern part of the land is affected by an Environmental Significance Overlay – Schedule 1 ‘Coastal Areas’.

This proposed growth area should be subject to a coastal hazard vulnerability assessment. If the area is suitable for development, it should be comprehensively planned, employing sustainability and will need to accommodate:

- a setback of new development from the coastal escarpment to the north to respect this sensitive interface and minimise visual impact;
- a generous allocation of public open space, to provide sufficient opportunities for the establishment of wetlands to capture and treat stormwater as part of an integrated Water sensitive urban design system;
- a landscaped setback to the Churchill Island access road of sufficient depth to allow for the maintenance of an attractive entry to Churchill Island and to ensure consistency with the objectives of the existing overlays;
- appropriate connections into the existing road network which do not require any new intersections on Phillip Island Road; and
the establishment of new recreational trails – such as a coastal boardwalk - which are connected with the broader regional trail network, both existing and proposed.

To ensure coordinated development over multiple ownerships, the Newhaven growth area will be managed by the application of:

- a Development Plan Overlay (DPO) to guide the minimum setback of development from the coastal escarpment and to specify minimum 2,000m² lot sizes. The DPO would also include more detailed local planning design principles (identified in the directions below) for individual land parcels or stages including undertaking of detailed drainage and flooding assessments to identify stormwater qualities and volumes, application water sensitive urban design, mitigation and infrastructure measures (including downstream works) to minimise impacts on environmentally significant (Ramsar listed) Western Port to the north;
- a Design and Development Overlay (DDO) to guide form, building heights and setbacks; and
- a Development Contributions Plan Overlay (DCPO) which provides for the provision of physical and community/social infrastructure including road, pedestrian and cycle infrastructure and connections to adjoining networks.

urban growth - principles

- To protect the unique character of San Remo, Newhaven and Cape Woolamai as coastal towns within a sensitive environmental and significant landscape setting consistent with Clauses 21.04 - Vision and 21.05 – Growth of Towns of the Bass Coast Planning Scheme.
- To channel the majority of future residential expansion to the eastern side of San Remo away from the sensitive environmental areas.
- To maintain a compact urban form with all development within the identified Settlement Boundary consistent with policies at the State and Local level and support increased residential densities within walking distance of the San Remo and Newhaven town centres.
- To ensure that new urban growth has adequate provision of community and social infrastructure, particularly pedestrian access and open space consistent with policies at the State and Local level.
- To identify settlement boundaries.
- To ensure that future residential growth within settlement boundaries occurs in an orderly and well planned manner.
- To prevent any further residential expansion of Cape Woolamai.

urban growth - directions

- Identify Settlement Boundaries around San Remo, Newhaven and Cape Woolamai.
- Retain rural land uses outside of designated settlement boundaries, and allow for appropriate recreational tourism uses which are non-residential.
- Accommodate the majority of urban growth within an eastern residential development corridor, to the east of San Remo between Phillip Island Road, Shetland Heights Road and Potters Hill Road.
- Allow residential expansion at a lower density to the west of Newhaven, north of Phillip Island Road and east of Boys Home Road. This does not include land to the north contained within the Environmental Significance Overlay that is not suitable for development.
- No other expansion of the townships is proposed due to physical and environmental constraints.

These growth areas are to be managed to achieve the above directions by the appropriate application of zones and overlays including:
• a Residential 1 Zone (R1Z);
• a Development Plan Overlay (DPO);
• a Design and Development Overlay (DDO); and
• a Development Contributions Plan overlay (DCPO).

4.3.4 settlement and housing

The level of housing needed to accommodate the future population within the study area is based on declining household size and increasing housing occupancy consistent with a shift from a coastal holiday destination to a larger permanent resident population.

The approximate number of new houses required to accommodate the projected future population growth to 2021 ranges from 197 to 335. This is based on the future additional population (low and high growth rates) divided by average household size of 2.2 persons. It is envisaged the majority of this will be accommodated in single detached housing, with an increasing proportion of medium density housing located around activity centres. The majority of new housing is likely to be within greenfield sites, with an incremental increase in housing to occur as infill development in San Remo and Newhaven. Infill development is to be discouraged in Cape Woolamai due to the distinct character defined by a fine grain subdivision pattern and prevailing single dwelling on a lot character and its limited access to community services and retailing.

Land identified by the Structure Plan to be rezoned residential east of San Remo is a continuation of the responsive urban form the town has fashioned over its life. Projected residential land demand can easily be accommodated on the sheltered northern portion of the peninsula. One of the key urban trends has been to avoid building on the Bass Strait side of the Anderson Peninsula’s east-west ridgeline. Due to its exposure to harsh coastal climatic conditions and their resultant impact on residential amenity, this land has remained largely undeveloped and wild. This land with its stunning views and natural features is far better suited to recreational tourism activities which benefit from and can be integrated with the characteristics of the landscape.

Table 2 indicates the amount of greenfield residential land required to accommodate the projected population growth to 2021. The future land supply is based on the 3.2 per cent (scenario 3) population increase outlined in the previous table 1. As such this projection is based on a 738 population increase and a total population of 1,597 persons in 2021.

<table>
<thead>
<tr>
<th>land supply required to accommodate future population increase (738)</th>
<th>hectares (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 dwellings/ha</td>
<td>34</td>
</tr>
<tr>
<td>12 dwellings/ha</td>
<td>28</td>
</tr>
<tr>
<td>15 dwellings/ha</td>
<td>22</td>
</tr>
</tbody>
</table>

The amount of land required ranges from 22 to 34 hectares, depending on the number of lots achieved per hectare. These densities are typical of a range adopted in new residential developments. It is important to note that these figures are based on one dwelling per lot and, therefore, medium density housing will increase population levels. The primary growth area east of San Remo will provide the majority of new housing and, be predominantly single detached dwellings. However, in an effort to create a more sustainable and compact urban area, this housing will be at a higher density (smaller lot size) than the town’s older style subdivisions. Additional housing development opportunities exist in the Penniwell’s Estate, the Keam’s land and existing vacant lots throughout the three townships. Medium density housing will be encouraged around both San Remo and
Newhaven commercial centres. A range of accommodation to meet the diverse needs of the tourist market is also required throughout the town, with opportunities for tourist accommodation adjacent to and within the commercial centres.

**settlement and housing - principles**

- To ensure future housing development provides for a variety of housing sizes and types and complements the coastal character of the area consistent with Clause 16 of the State Planning Policy Framework.
- To ensure that any new Residential 1 Zoned development occurs on the sheltered northern side of the peninsula.
- To encourage ecologically sustainable development principles in new residential subdivisions and infill development and provide water sensitive urban design and stormwater treatment to ensure impacts on any environmentally sensitive land are minimised.
- To encourage urban consolidation and infill where compatible with established environmental, landscape and urban character.
- To encourage well-designed, contemporary architecture that is environmentally sustainable and responds to its local context.
- To achieve a high standard of urban design which integrates with the prevailing coastal character and, protects environmentally sensitive areas such as Western Port, Cape Woolamai State Fauna Reserve and the Churchill Island Marine National Park.

**settlement and housing - directions**

- Support a mix of housing types, particularly around town centres, including the provision of accessible and adaptable housing choices designed for disabled or aged persons and tourist accommodation consistent with State policy.
- Encourage higher density housing and tourist accommodation (up to 3 storeys) in the San Remo town centre that exhibit excellence in design consistent with the Department of Planning and Community Development’s ‘Guidelines for Higher Density Residential Development.’ Third levels should be recessed to assist with reducing building bulk and assist with streetscape integration. Roof forms should not incorporate high pitches and should be designed to provide visual interest. Building form should provide for appropriate street activation and integration, articulation and contemporary design treatments which contribute to the coastal character.
- Support medium density housing development where it is located within 400 metres of the Newhaven commercial centre and 800 metres of the San Remo town centre. Ensure such development responds to the neighbourhood character of the area and respects existing residential amenity.
- Apart from Cape Woolamai, support incremental ‘infill’ housing development within remaining R1Z land, where it respects existing neighbourhood character.
- Development is to respond to the prevailing neighbourhood and landscape character of the area and incorporate a sympathetic material palette that reflects the typical beachside character consistent with the objectives of Council’s Phillip Island and San Remo Design Framework.
- Encourage development which respects the coastal landscape setting by providing for contemporary design that addresses the existing scale, setback, site coverage, building spacing, forms and materials of the locality and which provides for reasonable sharing of views to the coast and foreshore.
4.3.5 Infrastructure

services

The proposed Settlement Boundary for San Remo coincides with the co-ordinated provision of necessary services (water, drainage, sewerage, power, gas and the provision of an effective telecommunications capacity) for this urban expansion consistent with the intent of Clause 18 of State policy. The area to the east of the town can accommodate future urban development in terms of these basic services but will require augmentation by developers. Each of the service providers has generally indicated that their utility supply has reached or is nearing capacity. However, these companies have also indicated that they have plans in place to meet future demand and are generally confident that they can supply future demand in the study area assuming steady growth.

Westernport Water believes that Candowie Reservoir has sufficient capacity to cater for foreseeable development, however they are looking at ways to augment the water supply system to cater for future developments. In line with the Central Region Sustainable Water Supply Strategy possible options to augment supply include accessing water from the Bass River, accessing water from aquifers, connecting to the Melbourne Water system or raising Candowie reservoir. In response to the current drought works on the Bass River, the installation of a number of bores are either complete or nearing completion. Over the next five years a further major augmentation of the water supply system is planned.

Westernport Water currently has water recycling plans which will augment the existing potable water supply to the study area. Westernport Water recognises that there is a growing demand for recycled water in the region and has planned to upgrade its water recycling infrastructure. This would require a collaborative approach from the owner of the drainage infrastructure (Bass Coast Shire Council) and the regional water distributor (Westernport Water). It would be essential for a collaborative scheme between the Council and Westernport Water to adopt a practical approach to funding, which would encourage customer use of recycled water.

The use of recycled water will be particularly relevant for Council when considering the feasibility of future recreational tourism developments that are not entirely reliant on potable water, for example golf courses. In this regard it is understood that the Bass Coast Resort is negotiating an arrangement with Westernport Water to use recycled water. A similar arrangement should be required of all future golf course developments so as to reduce unnecessary reliance on the potable water supply. Further opportunities lie with new estates close to recycled water infrastructure where dual pipe water systems could be mandated by Westernport Water.

access and movement

The requirement to upgrade key intersections along Phillip Island Road would address concerns raised by residents of the three towns regarding access on to Phillip Island Road, particularly during peak periods. The intersections identified as having potential for improvement works include the intersections of Phillip Island Road with the following roads:

- Back Beach Road, San Remo;
- Bergin Grove, San Remo;
- Forrest Avenue, Newhaven; and
- Woolamai Beach Road, Cape Woolamai.

Phillip Island Road is controlled by VicRoads and hence the scheduling of improvement works will need to be discussed between Bass Coast Shire Council and VicRoads. Although there are no formal plans at present and it has not been investigated during the preparation of this Structure Plan, it may be prudent to consider the potential to reserve land for the future duplication or replacement of the Phillip Island Bridge. This could affect
any future development immediately north of the present alignment. In particular it is considered that the upgrade to the Phillip Island Road/Woolamai Beach Road intersection at Cape Woolamai should be undertaken as a matter of urgency.

The Structure Plan advocates general support for the provision of better east-west connectivity and movement in San Remo.

The Structure Plan also identifies the need to provide appropriate access to the Newhaven Tourist Precinct to the north of Phillip Island Road. In terms of accessibility to this precinct on the northern side of Phillip Island Road, a two way service road is proposed to serve the precinct between Beverley Road and the Churchill Island turnoff. The two way service road will incorporate features to ensure safe access to and from Phillip Island Road and the service road to the satisfaction of VicRoads. It is proposed that the design will incorporate features that adequately address possible driver confusion resulting from seeing a vehicle travelling in the opposite direction on their left and also headlight glare issues.

With regard to the establishment of roads servicing new residential development, it will be necessary for internal road networks to be designed in such a manner that directs access into designated upgraded intersections so as not to exacerbate existing traffic conditions and safety issues along Phillip Island Road.

**marina**

Previous studies over a number of years have identified potential locations for a new marina, generally located along the Western Port shoreline north of San Remo. A short history of boating and marina proposals has been provided as follows:

**history of marina proposal**

- The Shire of Bass had been investigating the potential for construction of a marina at San Remo since 1980, when the San Remo Progress Association approached Council for the establishment of a marina and multi-lane boat ramp.
- After it was apparent that funding for the project was unlikely in 1984/85, Council set up a working group which included Government representatives.
- A number of concept designs were prepared ranging from a boat harbour to a large Marina with hotel and tourist facilities.
- The (then) Minister for Planning required a 2 stage process and the Shire of Bass was to be the proponent and an Environmental Effects Statement was to be required as part of Stage 1 of the process.
- The proposal, dubbed ‘San Remo Quays’ involved a larger scale marina option of a 650 berth marina and a smaller option of a 350 berth marina. The proposed location was to be on an intertidal area opposite the San Remo township to the east of the Phillip Island Bridge. The proposal included ancillary facilities including launching ramps and a kiosk.
- The Shire was responsible for the preparation of the EES and Planning Scheme amendment which was publicly exhibited in June 1988. The planning scheme amendment also required the approval of the Minister for Conservation and Environment.
- Amendment L5 to the Bass Planning Scheme was exhibited between 29 June and 2 September 1988, and proposed to include an intertidal area of Western Port to the north of San Remo within the Scheme as a new Special Use- Marina Zone. This proposal related to the part of the San Remo Foreshore Reserve between the Phillip Island Tourist Road Reserve and the high water mark reserved for Public Open Space. The Amendment was prepared in conjunction with an Environment Effects Statement (EES) for a proposed Marina at San Remo.
The Environmental Effects Statement (EES) and Amendment L5 to the Bass Planning Scheme were placed on public exhibition on 29 June 1988 and closed on 2 September 1988.

The (then) Minister for Planning and Environment appointed a joint Panel to deal with submissions made in relation to the Planning Scheme amendment and EES. The Panel conducted hearings in late 1988. The intertidal reef and nearby channel and banks were identified as being of biological significance, particularly given the identification of a rare species of Sea Slugs.

During the course of the ESS process, the Flora and Fauna Guarantee Act was adopted and following gazetted two species of sea slugs were nominated for listing under the Act which required further investigation.

The EES carried out an examination of seven alternative locations in the San Remo/Phillip Island Area.

Two concepts were undertaken for the preferred site, with the preferred design having 650 wet berths and requiring 33 hectares and the smaller having 350 wet berths and needing 25 hectares.

In summary the Panel recommended the chosen site as being suitable for a Marina and recommended the smaller Marina Concept.

Several months later, the (then) Minister for Planning and Environment, in an assessment of the proposal under the Environment Effects Act, generally adopted the Panel recommendations, supported the site for marina development and recommended that the proposal proceed to Stage 2 of the process.

However the then Minister for Conservation and Environment did not give approval of the amendment as required by the process.

The Boating Coastal Action Plan (CAP) (Central Coast Board March 2007) identifies that the study area falls within Area 9 – South-East Western Port Boating Area. This area includes the townships of Lang Lang, Corinella, Coronet Bay, Newhaven, San Remo, Rhyll and Cowes.

The CAP identifies that swing moorings are located at Newhaven and Cape Woolamai, whilst Newhaven contains a yacht squadron and marina, which is proposed to be increased in size significantly and is currently classified as a safe harbour. Newhaven is identified as a regional facility, whilst the existing infrastructure at San Remo is identified as a District Facility.

The Boating CAP has the following goal for the South-East Western Port Boating Area:

- ‘To consolidate and upgrade boating facilities and reduce impacts on the sensitive Western Port marine environment.’

The CAP also includes the following relevant policy focus:

- ‘In this boating area, the strategic focus for investment to significantly upgrade facilities will be at Newhaven and Rhyll’; and
- ‘Facilities classified as local boat ramps that presently perform a local or district role, particularly during summer months, should be considered for upgrade to cater for increased seasonal activity.’

It is beyond the scope of a structure plan to nominate a location for a Marina as such a proposal requires a detailed and rigorous due diligence process to identify potential suitable locations. The Boating CAP also places an emphasis on upgrading existing facilities.
Informal discussions have also been undertaken with the Department of Planning and Community Development who have indicated that it would be unlikely that a new Marina in the study area would be supported. DSE is also of the view that such a proposal is likely to be highly contentious.

Nonetheless it would appear that the potential options available for consideration range from the expansion of existing facilities at either Newhaven or San Remo to the establishment of a new facility in a new location. Whichever scenario is considered to be the most appropriate, the environmental significance of Western Port will likely require the preparation of an Environmental Effects Statement.

Any proposal for a new or expanded marina within the study area should focus on the achievement of synergies with other tourist facilities or developments. Non-residential (recreation based) tourism activity developments have the potential to benefit greatly from the presence of a water-based recreation facility.

**infrastructure – principles**

**services**

- To encourage the provision of a range of social and community services meeting the needs of current and future populations of the towns, relative to their respective sizes and with regard to the services provided in other centres within the Shire consistent with State policy.
- Investigate the rollout of fibre-optic cabling and other telecommunications infrastructure, including greater availability of Broadband internet services.
- To ensure that all necessary infrastructure can and is provided for all new subdivisions.
- To ensure new development adequately addresses stormwater drainage including downstream storage and management requirements and employs Water sensitive urban design principles.
- To ensure the appropriate augmentation of water supply, sewerage and electricity infrastructure.
- Require any new golf course developments to enter into an agreement with Westernport Water for the use of recycled water.

**access & movement**

- Further develop the road network within the San Remo Town Centre to improve circulation for cars, coaches and service vehicles, whilst also recognising that the town centre is primarily a place for people to walk and cycle to enjoy the services and recreation facilities of the town.
- Restructuring the San Remo town centre to create new access opportunities.
- Provide safe and efficient access in to and out of San Remo, particularly during peak periods, and ensure that intersections identified for upgrades are actioned in a timely matter.
- Ensure new residential access roads do not connect directly to the Phillip Island Road.
- Ensure new subdivisions provide for well planned, sealed access roads.
- To ensure that future housing is provided with a high level of access to community and commercial services.

**marina**

- Any Marina proposal should be based on the ability to utilise beneficial relationships between marina based uses and recreation tourism uses within the study area.
- The location and size of any marina proposal should be based on a comprehensive feasibility study or studies paralleled by environmental impact assessments.
infrastructure - directions

services

▪ Ensure continued support for community based infrastructure as the settlement area grows in size.
▪ Support the augmentation of electricity, water supply and sewerage infrastructure.
▪ Pursue provisions for fibre-optic cabling infrastructure, such as Telstra Smart Community™ program, providing residents with immediate access to broadband, pay TV and advanced fibre-optic services for fixed line phone services.
▪ Pursue possibility of establishing an emergency services hub along Genista Street adjacent to the existing CFA and Telstra Exchange facilities.
▪ Investigate the need and demand for additional educational facilities in the study area with Council to facilitate discussions with the Department of Education.
▪ Relocate overhead powerlines underground within the town centres and along major collector roads.
▪ Ensure new development includes appropriate stormwater treatment and drainage with the provision of downstream stormwater infrastructure.

access & movement

▪ Council to lobby VicRoads regarding the need for intersection improvement works at the intersections of Phillip Island Road with Back Beach Road and Bergin Grove in San Remo, Forrest Avenue in Newhaven and Woolamai Beach Road in Cape Woolamai.
▪ Make provision for the establishment of a new road facilitating access to future residential development east of Potters Hill Road and in doing so also providing for an alternative road access into San Remo.
▪ Ensure that any future requirement to duplicate the Phillip Island Bridge is not precluded by any incompatible development in the vicinity of the existing bridge.
▪ Facilitate improved east-west connectivity and movement in San Remo, to make better use of underutilised land and provide for better circulation within the town.
▪ Upgrade and improve intersections, on-street parking and carriageways on Forrest Avenue, Cleeland Street, Seaview Street and Anderson Street to facilitate a loop-road access system for the Newhaven Marina and boat ramp traffic.

marina

▪ Pursue a further study specific to the feasibility and assessment of a new marina within the study area. This could be undertaken in partnership with Tourism Victoria.

4.3.6 open space & recreation

The Structure Plan advocates an approach to the provision of open space and recreation opportunities which builds on existing assets and establishes new ones consistent with Clause 15 of the State Planning Policy framework. Each of the three townships already have extensive coastal open space areas, which the Structure Plan seeks to protect, and also to improve access to, via the establishment of an interconnected network of recreational trails linking townships, foreshore areas and existing regional trails. The overriding emphasis of the Structure Plan is that coastal areas should be publicly available and publicly accessible.
coastal open spaces

San Remo Foreshore Reserve is in need of a substantial upgrade to make this public space more attractive to tourists and the community and to capitalise on its prime waterfront location.

The opportunity exists to establish a continuous public coastal walkway from San Remo to Kilcunda by requiring existing land owners to provide a right-of-way when new development of land is proposed. This could be achieved via a condition on planning permit for all new development of land that would require the establishment of a public right-of-way to the satisfaction of the Department of Sustainability and Environment and Bass Coast Shire Council.

Churchill Island Marine National Park would benefit from a substantial environmental buffer, particularly if residential development of land to the north of Philip Island Road and east of the Newhaven township is to occur. A protective buffer between the environmentally sensitive intertidal zone and land to the south through the rehabilitation of the existing escarpment should be included in the development plan for this land. A coastal boardwalk could be established as part of a network of recreation trails to link Churchill Island with Newhaven and beyond.

The Cape Woolamai interface to Woolamai Beach requires resolution of roads and public open space to improve the existing interface between the southern edge of Cape Woolamai township and the coastal reserve at The Colonnades. Extending Beresford Drive to Lantana Road and closing The Boulevard and the associated extensions of Lantana Road and Tampa Road will improve this key interface.

other open spaces

Beyond the coastal fringe, existing open space areas within townships are to be retained and improved. Furthermore, the residential expansion advocated provides for the establishment of substantial new areas of open space, which can be utilised to provide environmental, recreational and aesthetic benefits to the area.

The San Remo Cemetery and adjacent Hilltop Park are well placed to be key elements of the wider recreation trail network. While the cemetery is a contemplative space and should remain so, there is opportunity to involve community members in the design, development, planting and care of the Hilltop Park land.

Newhaven Park is well placed to be a gateway park. Upgrades to facilities in the existing open space adjacent to the corner of Forrest Avenue and Phillip Island Road will provide an attractive landscaped ‘gateway’ to Newhaven and Phillip Island.

Newhaven sports and recreational ground would benefit from the upgrade of its facilities for school and community use.

open space & recreation - principles

- To provide adequate public open space, both within the existing and proposed residential areas, to cater for the passive and active recreation needs of the community.
- To improve pedestrian and cycling movement, access, safety and connectivity throughout all areas thus enhancing recreational activity and linkages for the community.
- To provide, where possible, access to significant coastal spaces.
- To provide a sense of place and identity to the town through the inclusion of unique and interesting signage, landscaping and public art at the gateways of the town.
open space & recreation – directions

public open space

▪ Establish a safe bicycle-pedestrian path network around the towns connecting the foreshore, commercial centres, public open space areas and existing regional recreational trails, including the George Bass Coastal Walk and the Phillip Island trail.

▪ Ensure the development of public open space is undertaken in accordance with Council’s Draft Open Space Strategy which seeks to obtain more functional open space for each township, ensure good management of open spaces, provide more places to cycle and walk and design for diversity, sustainability and accessibility.

▪ Require developers to provide an open space contribution consistent with Council’s Draft Open Space Strategy.

▪ Liaise with relevant agencies to create sensitive pedestrian connections along the Western Port coast linking Churchill Island to Newhaven and the Phillip Island Bridge.

4.3.7 natural environment

The fragmented and degraded remnant vegetation throughout much of the study area provides low quality habitat with low connectivity. The generally small patch size, likely impacts from exotic and native predators and isolated nature of remnant vegetation has led to the loss of most indigenous mammals from the area.

Within the region there are few large areas of terrestrial habitat suitable to support native fauna. In order to encourage the return of native fauna to the area contiguous vegetation corridors to large stands of remnant vegetation need to be established. An Island wide corridor strategy has been developed by Phillip Island Landcare and works are underway on both public and private land.

vegetation retention and restoration

Very little intact vegetation occurs outside areas managed by the Phillip Island Nature Park. Retention of remnant bushland areas and active management to conserve biodiversity should be considered a very high priority in all planning decisions. Management of such areas should include weed control, feral animal control, planting of indigenous species and ecological burning (where suitable).

Revegetation should centre on sensitive areas such as along waterways, on steep slopes, and along the coastline, particularly atop coastal cliffs. Planting of indigenous species in these areas will contribute to soil stability and provide food and habitat for native fauna species. Areas of the coastline which have become fragmented due to land clearing and grazing should be replanted to create a continuous band of vegetation.

A number of steep hills in the San Remo area, particularly east of Punchbowl Road are showing signs of slumping and slipping. These hills require strategic revegetation to prevent further land degradation.

The development of a coastal walk along all of the coastal areas that includes revegetation should be considered. Any areas of coastline where a trail moves away from the coastal fringe should be protected and revegetated to achieve fauna habitat corridors.

protection of native fauna

The San Remo, Cape Woolamai and Newhaven areas contain a number of highly significant fauna species. Any development within these areas must take protection of these species into consideration at every level of the planning stage. Species that are of particular significance and vulnerable to human activities include the Hooded Plover and Short-tailed Shearwater.
Successful management of these species can be achieved through preventing human disturbances to nesting, roosting and foraging areas, control of weeds and vermin, restoration of existing sites and of other potentially suitable areas to provide for possible future expansion of colonies.

**protection of western port**

Western Port has been identified as a wetland of national importance under the *Ramsar Convention*, and is accordingly protected under the Commonwealth *Environment Protection and Biodiversity Conservation Act*. It includes a sea grass meadow community off the coast of San Remo that is protected under the *Flora and Fauna Guarantee Act*. These areas contain a high diversity of species and a large number of birds of national significance, some of which are international migrants, and hence protected under the agreement between the Government of Australia and the Government of Japan and China for the *Protection of Migratory Birds in Danger of Extinction and their Environment* (*JAMBA and CAMBA treaties*), and the *Environment Protection and Biodiversity Conservation Act*. Preventive measures are required to ensure that these areas are not directly or indirectly impacted from by development within the structure plan area. Opportunities exist to enhance the ecological health and function of the coastline and coastal drainage lines with revegetation and stormwater management through wetland creation within and around development areas.

**environment - principles**

- To protect and enhance the environmental and landscape features of the entire study area consistent with Clause 15 of State Planning Policy Framework and *Clauses 21.04 - Vision and 21.07 - Environment* of Local Planning Policy Framework.
- Protect environmental qualities and enhance access to all coastal spaces.
- To facilitate greater utilisation of existing internal parkland, whilst balancing protection of the existing landscape and environmental qualities of public open space.
- To ensure environmentally sensitive areas including the coastline of the Anderson Peninsula, Cape Woolamai Flora and Fauna Reserve and the Newhaven Swamp and Churchill Island Marine National Park are afforded the attention and municipal support they need.
- To ensure that existing and future neighbourhood and landscape character is adequately protected and enhanced with appropriate landscaping.

**environment - directions**

- Ensure protection and management of significant vegetation consistent with State and Local policy.
- Encourage the implementation of water sensitive urban design measures for drainage and stormwater, energy conservation and water reuse within all residential, commercial and industrial development.
- Ensure recreational open space is provided and there is appropriate environmentally sustainable management for all new residential development.
- Support the ongoing environmental management activities and improvements in infrastructure, restoration/regeneration of habitat and access to coastal public land by Department of Sustainability and Environment and Phillip Island Nature Park.
- Prepare master plans for all existing public open space reserves.
- Preparation of a detailed and phased Street Tree Planting Strategy for each town.
- Undertake a range of landscape improvements along major road and pedestrian linkages as identified within the Structure Plan.
- Review the application of the Significant Landscape Overlay.
- Review the landscape assessment contained within *Coastal Spaces*. 
4.3.8 Economic development and employment

Retail and commercial land uses

The future location and amount of retail floor space within the study area will be influenced by:

- The existing retail hierarchy which is dominated by Wonthaggi, which offers a wide range of retailing options for consumers including supermarkets (Safeway, Coles, Aldi and Ritchies) department stores (Big W and Target) and specialty stores;
- The availability of supermarket facilities at Cowes (Coles and IGA) and the support for an expansion and consolidation of retailing activity in this centre as the population of Phillip Island increases;
- The population of smaller towns such as San Remo, Newhaven and Cape Woolamai being below the threshold population level of around 10,000 required to support a full-line supermarket; and
- The reliance of Cowes retailers upon the population of smaller towns to support retail activity.

The combined future population of San Remo, Newhaven and Cape Woolamai will be insufficient to support a supermarket of sufficient size to meet the weekly shopping needs of residents. As a result, these centres will continue to perform a convenience retail function meeting the daily shopping needs of residents primarily via small supermarket formats.

Given the role of Phillip Island as a holiday destination, leisure and hospitality related retailing will continue to play a significant role within San Remo, Newhaven and Cape Woolamai. San Remo will offer the greatest opportunities for this form of retailing given its physical attributes such as exposure to passing trade, water views and foreshore accessibility. Similarly, Newhaven offers the opportunity for hospitality and lifestyle related activities to be incorporated into the marina precinct. Cape Woolamai’s commercial centre will continue to mainly service local residents given the limited exposure to passing trade and location away from the coastline.

For non-convenience type retailing Wonthaggi will continue to be the main centre servicing San Remo, Newhaven and Cape Woolamai residents. The opportunity to access a wide range of competitive retailing within a relatively short travelling time will ensure the continued role of this centre in meeting resident’s weekly shopping needs.

Demand for retail goods and services will be supported by population growth although this may also be constrained by the high proportion of the population that are retirees and the profile of the local workforce population which acts to reduce household incomes. In 2001, 41% of San Remo households were amongst the bottom 25% of the state’s households with respect to household income. Similarly, 40% of Newhaven and Cape Woolamai households also fell into this group. By comparison, regional centres such as Geelong, Ballarat and Bendigo typically only have around 32% of households falling into this group.

Lower household incomes mean that the propensity of households to spend money on discretionary items is noticeably reduced. As a result, retailers must have access to a much larger population base than may otherwise be the case. This further supports the need for discretionary type retailing to be located in Wonthaggi or be able to attract expenditure by tourists visiting the area.

From a retail perspective, the Structure Plan broadly supports improved connectivity, movement and utilisation of land within the commercial area of San Remo for commercial consolidation and expansion.

A town centre vision has been prepared for the main commercial area of San Remo, which incorporates the existing commercial frontage between Back Beach Road and Woolamai Grove. The existing B1Z land along the frontage is not currently included within any overlays, however a Design and Development Overlay is proposed as part of Amendment C46 to the Bass Coast Shire Planning Scheme. It is considered appropriate that the existing and proposed B1Z land forming the San Remo town centre be included with an applicable Design and
Development Overlay with an appropriate height control to reflect the varied three storey scale proposed for the town centre. Council will consider development higher than 3 storeys only if it is a high quality architectural design that minimises the visual impact on the streetscape.

Finally, the structure plan provides clear direction as to where the future growth of San Remo is to be accommodated based on demand. The future development of this land for residential use will need to set aside land for a future neighbourhood convenience centre and a potential school to serve the needs of the expanding community.

industrial land use

Future industrial activity within San Remo, Newhaven and Cape Woolamai will be limited to operators choosing to locate in the area because they live locally, have businesses that are connected to the local environment e.g. marine industry etc., or service local residents. Larger industrial users will continue to locate in Wonthaggi where there is the opportunity to access a local labour force and have exposure to a larger number of potential customers including both households and other businesses.

There is an estimated 21,400 sq.m. of industrial land located within Newhaven which has vacant land available for development. Phillip Island is also serviced by an estimated 165,600 sq.m. of industrial zoned land in Cowes which also has the capacity to support additional industrial activity.

Based upon the projected growth in the population of San Remo, Newhaven, Cape Woolamai combined with the availability of industrial land in Newhaven and Cowes there is unlikely to be any requirement for the rezoning of additional land for industrial uses over the short-medium term within either of the three townships covered by the Structure Plan.

economic development and employment - principles

▪ Recognise the existing retail hierarchy of settlements within and beyond the study area, acknowledging that this hierarchy is – and will continue to be – dominated by Wonthaggi, and to a lesser extent Cowes.
▪ Capitalise on the visual exposure offered by San Remo’s commercial centre with respect to attracting passing trade.
▪ Promote the establishment of new retail and commercial businesses which are tailored to the predominant demographics of the study area, i.e. retirees and/or lower income households.
▪ Recognise the existing provision of industrial-zoned land within the study area, and the relative importance of this within the context of the Shire, given the extent of similarly zoned land in Cowes and Wonthaggi.

economic development and employment - directions

▪ Encourage new commercial, retail and industrial businesses on land which is already zoned for these purposes.
▪ Encourage commercial uses that support the local community needs within Cape Woolamai’s existing mixed use zoned convenience centre and the retention of its low scale character.
▪ Utilise the proposed East-West Link Road as a catalyst for new commercial development within the San Remo town centre.
▪ Maintain traditional employment within the study area, including tourism, fishing and agricultural generators.
▪ Investigate the potential to achieve greater availability of Broadband internet services.
▪ Extend the B1Z land zoning between Bergin Grove and Woolamai Grove to Mary Grove.
4.3.9 community well-being

In many ways all of the principles of the Structure Plan which seek to guide planned urban growth and housing, ensure adequate infrastructure provision, preserve the natural environment and facilitate economic development that will contribute to community well-being.

It is the intention of the Structure Plan to generate a future pattern of residential development (and associated open space) that supports a diverse community and integrates well with existing surrounding neighbourhoods and communities. The controls applied to the planning and design of residential development typologies aim to ensure that a future community is provided with the necessary accommodation, amenities and access networks to function successfully in the long term.

The strategic demand for broad scale community and commercial facilities in this part of Bass Coast is somewhat limited with new commercial and health facilities and services occurring in Wonthaggi and Cowes. It is however important to reserve some land for the provision of community or commercial facilities in an accessible and appropriate location. The prospect of improved child care and general medical and recreational facilities is likely to be feasible in the future and should be assessed with the benefit of further market research into the profile and needs of the community.

It is also a priority that the implementation of the Structure Plan considers the impact of development on the existing community (principally existing land owners and residents within the study area and those located on its fringe) by sensitively structuring the implementation of the Structure Plan. While staged rezoning may be proposed, it remains important to monitor the impact of progressive rezoning, subdivision and development on local residents, in particular in terms of variations and fluctuations in land values and rates. The communication between the Council and the existing community initiated through the Structure Plan consultation process should continue as development proceeds in accordance with the Structure Plan and impending Development Plans.

From an educational perspective it is considered that San Remo would be an ideal location for a future expanded school to compliment the existing educational facilities of Wonthaggi. It is noted that the expansion of the existing primary school within San Remo is restricted given that it is surrounded by existing development. To cater to San Remo’s growing population and to take advantage of its central location close to other growth areas, it is considered that land should be set aside in the future to accommodate a new school.

community well-being – principles

- Ensure that opportunities are provided for the San Remo Town Centre to serve as a social hub as well as a venue for local provision of a range of services as required/ inferred by the future demographic profile of the new community.
- Explore the possibilities for a mix of passive and active recreation including new parks and accessibility to trails and open areas for organised and informal recreation.
- Ensure that pedestrians and cyclists are given safe off road access and priority over cars via specific road design treatments at intersections and other key locations such as approach routes to community, recreational and commercial facilities.
- Undertake future market assessment of commercial and related community services to ensure adequate provision as the population grows.
- Explore options for additional educational facilities within San Remo to cater to the needs of the growing population.
community well-being – directions

- Ensure that all public areas of open space, including along streets, are designed to maximise the opportunity for passive surveillance.
- Ensure any potential future community precinct is accessible in terms of physical accessibility for parents with prams, older adults and people with a disability, is readily accessed by visitors and neighbouring residents, and is positioned in a high profile location on a designated bus route.
- Continue to work closely with the Department of Education and Early Childhood Development to identify the appropriate location for future education facilities.

4.3.10 tourism

The proposed Anderson roundabout bypass provides an opportunity to develop a designated tourist viewing point with tourist information at the junction of Phillip Island Road and the proposed redirected entry road. A ‘gateway’ development should be encouraged to potentially include a viewing point structure and car park to take advantage of views out over Western Port and Phillip Island. This would allow passing tourists to gain an appreciation of San Remo and Newhaven’s attractions before they have passed through them.

As a short term measure it is considered appropriate that a landscaped gateway feature be provided at the Anderson Roundabout, as an entrance feature to San Remo.

Gateway landscapes and associated visual cues are also worth developing as ‘head turners’ to prompt people to stop in one of the three centres. Redevelopment of the San Remo foreshore would attract greater tourist visitation and benefit the local community.

The Structure Plan seeks to define tourism as comprising two kinds of visitation consistent with the aim of meeting the intent of Clause 17 and direction set out in Clause 21.06-4 Tourism of the Bass Coast Planning Scheme. The tourism focus of this structure plan is described as follows:

commercial tourism

Tourism activity of this nature should be developed along major tourist routes as described in Clause 21.06-4 Tourism of the Bass Coast Planning Scheme. The policy dictates that such locations are only appropriate if they do not conflict with the visual quality and amenity of the adjoining area or the safety of the abutting road.

In San Remo land currently zoned mixed use (MUZ) to the south of Phillip Island Road between Back Beach Road and San Remo Parade is identified by Clause 21.06-4 as having commercial tourism potential. As an element of this structure plan this area has been extended to Panorama Drive and to the rear to encompass land to Genista Street. An extension of the Mixed Use Zone is considered appropriate to facilitate an extension to this existing tourism node to allow for commercial tourism uses.

The existing defined Newhaven tourist precinct, includes the land abutting the north side of Phillip Island Road between Boys Home Road and Woolamai Beach Road and on the south side of Phillip Island Road from the extension of School Avenue to the Boys Home Road roundabout and including land zoned Public Park and Recreation Zone (PPRZ) forming the Phillip Island Tourist Information Centre.

The structure plan recommends the extension of the commercial tourism frontage to include the Phillip Island Airport frontage to Phillip Island Road, which has the potential to be developed into a tourist attraction guided by an approved development plan as required by a Development Plan Overlay. In order to facilitate this, it is considered appropriate that this portion of land be rezoned from the Farming Zone (FZ) to the Rural Activity
Zone (RAZ). The Rural Activity Zone allows for a wider range of uses to be considered when compared to the Farming Zone for instance:

- The zone purpose and provisions support the continuation and growth of farming but provides the opportunity for non-farming uses to be considered in appropriate locations; and
- Allows for a wider range of tourism, commercial and retail uses compared to the farming zone.

It is also considered that the objectives of Clause 21.06-4 Tourism would be better served by the re-zoning of part of the defined tourism precinct from Farming Zone to the Rural Activity Zone. The proposed rezoning to the Rural Activity Zone would apply to the following land:

- The land parcel on the northern side of Phillip Island Road immediately to the east of Beverley Road which is presently developed by a garden supplies business; and
- Land fronting the northern side of Phillip Island Road to the west of Beverley Road and to the Churchill Island turnoff.

For these areas, the Rural Activity Zone is considered to be more appropriate to achieve Council's strategic objectives for this designated tourism precinct.

In terms of accessibility to this precinct on the northern side of Phillip Island Road, a two way service road is proposed to serve the precinct between Beverley Road and the Churchill Island turnoff. The two way service road will incorporate features to ensure safe access to and from Phillip Island Road and the service road to the satisfaction of VicRoads.

The future neighbourhood and landscape character of this unique coastal location must be adequately considered when developing commercial tourism facilities. Specific design controls and Council enforced guidelines should be put in place to ensure outcomes respect their character.

recreational tourism

This form of tourism comprises activities that revolve around and are linked with the natural landscape. The focus on this area of land is for tourism uses to respect and take advantage of the spectacular landscape setting.

The land designated by the Structure Plan for this use includes land to the south of the Anderson Peninsula ridgeline, from Back Beach Road to Punchbowl Road, generally south of the Shetland Heights Road alignment, and also including land associated with the proposed 'Cliffs' development, for which a planning permit is currently in place. Construction of the Bass Coast Resort golf course and associated developments is already underway on the western portion of this land adjacent to Shetland Heights Road.

It is not considered that this land is suitable for permanent residential development in lieu of its orientation and exposure to the prevailing winds, but rather it is suited to activity that facilitates the development of land for recreation and tourism, provided these uses and their associated infrastructure are compatible with the high amenity values of the significant landscapes that they inhabit. The Bass Coast Resort is an example of this form of tourist development.

It is considered that the re-zoning of land to the south of Shetland Heights Road and to the west of Potter’s Hill Road from the existing Farming Zone to the Rural Activity Zone would be best to achieve the objective of encouraging the development of non-residential uses associated with recreation and tourism, whilst maintaining existing landscape values. It is also a zone that is reflective of the approved Bass Coast Resort golf course that is under construction.
The future landscape character of this unique coastal location must be adequately considered when developing recreational tourism activities and facilities. Specific design controls and guidelines should be put in place to ensure outcomes respect the character of the area. It is noted that the land on the southern side of the Anderson Peninsula ridgeline is classified by the National Trust. Furthermore the landscape character objectives and decision guidelines of the Significant Landscape Overlay (SLO2) and Council’s ‘Hilltop, Ridgeline and Prominent Coastal Landform Protection Policy’ at Clause 22.02 of the Bass Coast Planning Scheme will assist in ensuring that new development responds to the identified and significant landscape character of the area. The Decision Guidelines of the Rural Activity Zone will also assist to ensure that development is responsive to the surrounding landform.

To the north of Newhaven, the Anglicare Discovery Centre (former Boys Home) land and remaining heritage buildings, present an opportunity for the development of a hotel/conference facility, taking advantage of its picturesque setting and location.

The Phillip Island Airport is an important piece of infrastructure and its future should be determined with an investigation based on need and other development options. This investigation should include a detailed review of the vegetation and habitat contained on the airport and the adjacent coastal reserve and public access issues on the coastal reserve.

tourism accommodation

It is integral that a range of accommodation is retained within San Remo and Newhaven, from high-end resort style accommodation to caravan parks and to more traditional format accommodation such as motels, hotels and apartments. The diversity of accommodation afforded is integral to the popularity of the area as a tourist destination. The Caravan Park at Newhaven is an example of affordable accommodation choice in the study area and the potential to expand this facility, subject to environmental analysis, should be investigated.

tourism – principles

▪ Facilitate the development of tourism related activities in designated areas promoting commercial tourism at identified locations with main road frontage and recreational based tourism to the south of the Anderson Peninsula ridgeline.
▪ Ensure the retention of a diverse range of holiday accommodation.
▪ Maintain and upgrade current operations and infrastructure with an emphasis on avoiding inappropriate expansion.

tourism - directions

▪ Accommodate as much sustainable tourism in the study area as possible.
▪ Make environmental responsibility a key aspect of those parties developing for tourism and those visiting as tourists.
▪ Encourage local businesses to promote diversity and plan for long-term economic sustainability.
▪ Investigate opportunities for the expansion of Newhaven Caravan Park taking into account the possible impacts on the coastal environment of the Newhaven Swamp.

4.3.11 rural areas

The Anderson Peninsula is a predominantly rural area. Retention of this land use pattern is a fundamental aspect of Council’s Urban Growth and the Rural Land Use Strategies. The definition of settlement boundaries for existing towns is a valuable tool to contain urban development and growth and ensure that rural land not included in the proposed future urban area will be retained for rural purposes.
rural area - principles

- To ensure the preservation of the surrounding rural landscape and setting of San Remo coupled with its use primarily for rural purposes.
- To ensure that those areas currently zoned Farming Zone (FZ) earmarked for future growth do not allow new uses that will jeopardise future expansion of the town.
- To provide for other activities of a non farming nature in the rural areas outside the settlement boundaries provided they meet relevant policy, zone and overlay provisions.
- To ensure sustainable farming practices are retained and recognise the ‘right to farm’.

rural area - directions

- Retain existing Farming Zones outside the settlement boundary (except where a future Rural Review identifies otherwise), and retain the farming land within settlement boundaries until such time as demand warrants the need for future residential expansion within the limits of the settlement boundaries of each town.
- Ensure any land use activities within Farming Zones retain an agricultural focus and preserve the rural, environmental and landscape qualities of the land.
part b: implementation and review

5 implementation of the structure plan

Implementation of the Structure Plan is to be achieved through a variety of means, primarily through statutory implementation within the Bass Coast Planning Scheme to guide development on private land (via the rezoning and permit application process), undertaking further strategic work (to fill gaps identified through this Structure Plan review process but outside the capacity and scope of this Structure Plan) and by undertaking works (either by Council or other agencies).

The following implementation table summarises the process of implementing the major directions of the structure plan and the important agency stakeholders involved in undertaking or supporting those actions. Recommended changes to existing policies of the Bass Coast Planning Scheme to reflect the recommendations of the structure plan, is included within Appendix 1 of this document.

Potential or preferred timeframes for each initiative are also provided below. These are provided as a guide to when initiatives should realistically occur subject to funding, resources and the like. Their programming ensures there is an incremental rollout of the actions. Timeframes are as follows;

- Short Term – strategies to be achieved in 1-5 years;
- Medium Term – strategies to be achieved in 5-10 years; and
- Long Term – strategies to be achieved in 10-20 years.

<table>
<thead>
<tr>
<th>action</th>
<th>recommendation</th>
<th>priority</th>
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<tbody>
<tr>
<td>incorporating the structure plan into the planning scheme</td>
<td>Include the San Remo, Newhaven and Cape Woolamai Structure Plan as a reference or incorporated document to the Bass Coast Planning Scheme. The Structure Plan will then guide future Council decision making.</td>
<td>short term</td>
</tr>
</tbody>
</table>
| applying zones and overlays | San Remo
- Re-zone land to the east of the existing township to Potters Hill Road and south of Phillip Island Road to Shetland Heights Road from the Farming Zone (FZ) and the Low Density Residential Zone (LDRZ) to the Residential 1 Zone (R1Z).
- Apply to this land the following overlays:
  - Application of the Design and Development Overlay – Schedule 1 (DD01);
  - Application of the Development Plan Overlay (DPO) to this land; and
  - Application of the Development Contributions Plan Overlay (DCPO) to this land. | short term |
- Remove from this land the following overlay:
  - The Significant Landscape Overlay – Schedule 2 (SLO2).
- Re-zone existing FZ land to the south of Shetland Heights Road and to the west of Potter’s Hill Road to the Rural Activity Zone (RAZ).
- Rezone existing R1Z to the rear of the B1Z land fronting Marine Parade, between Bergin Grove and Woolamai Grove to Mary Grove to B1Z.
- Application of the DPO and DCPO to the existing undeveloped R1Z land known as ‘Keam’s land’ adjacent to Back Beach Road.

**Newhaven**
- Rezone the existing Western Port Water site at the corner of Phillip Island Road and Boys Home Road to the Special Use Zone (SUZ).
- Subject to the findings of a Coastal Hazards Vulnerability Study, support the re-zoning of the existing FZ land to the west of Boys Home Road earmarked for lower density residential living to the Residential 1 Zone (R1Z).
- Apply to this land the following overlays:
  - A Development Plan Overlay;
  - The Design and Development Overlay; and
  - The Development Contributions Plan Overlay.

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<tr>
<th>recommended further strategic work for Bass Coast Shire</th>
<th>San Remo</th>
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<tr>
<td>Preparation of master plans for existing public open space reserves.</td>
<td>Council to undertake investigations to improve traffic circulation of Marine Parade.</td>
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<tr>
<td>Preparation of a Street Tree Planting Strategy.</td>
<td>Council to actively advocate to VicRoads to facilitate improvements to roads/traffic flow.</td>
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<td></td>
<td>Undertake an investigation into all options including an east-west pedestrian and local road link between old San Remo and new San Remo to alleviate issues of access and community integration.</td>
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<td></td>
<td>Plan for a future public right-of-way between Potters Hill Road and Punchbowl Road.</td>
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<td></td>
<td>Provide for a future public trail through the Penniwell’s Estate.</td>
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<td></td>
<td>Provide for a designated pedestrian loop trail around the San Remo Township and upgrade the existing public trail network.</td>
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<td></td>
<td>Investigate alignment options and facilitate a future extension of Shetland Heights Road to the east of Potters Hill Road and north to Phillip Island Road to provide for alternative access into San Remo.</td>
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<td>Newhaven</td>
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<tr>
<td>• Facilitate the upgrade of facilities along the waterfront reserve adjacent to San Remo Pier, including the upgrade of the Fisherman's Co-op and piers.</td>
<td>short term</td>
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<tr>
<td>• Improve and upgrade facilities within the existing public open space adjacent to the corner of Forrest Avenue and Phillip Island Road and provide for an attractively landscaped space that forms a gateway to Newhaven.</td>
<td>short term</td>
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<tr>
<td>• Improve and upgrade facilities within the Newhaven Oval Reserve.</td>
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<tr>
<td>• Plan for a future east-west aligned road from Boys Home Road to service future proposed low density residential allotments to the east of Boys Home Road.</td>
<td>short term</td>
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<tr>
<td>• Facilitate an efficient loop road access for Marina and boat ramp traffic via Forrest Avenue, Cleveland Street, Seaview Street and Anderson Street with improvements and upgrades to intersections, on-street parking and carriageways.</td>
<td>medium term</td>
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<tr>
<td>• Plan for the future access of the Newhaven Tourist Precinct on the north side of Phillip Island Road with further investigation into a two way service road is proposed to serve the precinct between Beverley Road and the 'Churchill Island' turnoff.</td>
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<tr>
<th>Cape Woolamai</th>
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<tr>
<td>• Plan for the extension of Beresford Drive to Lantana Road.</td>
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<th>key agency relationships</th>
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<tr>
<td>A number of directions require the support of key agencies and/or Council support for the work of key agencies including:</td>
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<tr>
<td>• VicRoads – liaise regarding traffic management measures and the upgrade of key intersections including:</td>
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<tr>
<td>• Woolamai Beach Road and Phillip Island Road in Cape Woolamai.</td>
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<td>• Phillip Island Road and Forrest Avenue in Newhaven.</td>
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<td>• Phillip Island Road and Back Beach Road; and</td>
<td>short term</td>
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<tr>
<td>• Phillip Island Road and Bergin Grove.</td>
<td>short term</td>
</tr>
<tr>
<td>• Parks Victoria, DSE and Phillip Island Nature Park – ongoing liaison to ensure the recommendations of the structure plan are implemented including maintenance and improvements of public conservation land, future extensions to public conservation land and the provision of proposed coastal trails.</td>
<td>short term</td>
</tr>
<tr>
<td>• Parks Victoria – liaison to facilitate ongoing improvements to key park and foreshore areas.</td>
<td>short term</td>
</tr>
</tbody>
</table>
- Westernport Water – ongoing liaison to ensure the coordinated provision of sewerage and water supply and to ascertain ways of supplementing existing water supply and to provide additional capacity for wastewater treatment. **short term**

- Tourism Victoria – liaise to facilitate the development of tourism facilities. **short term**

- SP Ausnet – undergrounding of powerlines. **medium term**

- Department of Infrastructure – liaison to facilitate the development of integrated local bus services. **medium term**

- Department of Education – liaise over provision of education facilities. **medium term**
6 review of structure plan

The take-up of land and redevelopment within San Remo, Newhaven and Cape Woolamai needs to be regularly monitored and it is appropriate that a basic review of development and lot supply within the township be undertaken every 5 years. If such a review reveals that the existing lot supply has fallen to a rate of less than 10 years, (using accepted lot supply analysis criteria) a full review of the Structure Plan should be undertaken. This review would need to examine whether further growth of the town is appropriate and if required provide directions for growth and community needs and determine the appropriateness of the settlement boundary for each town.