



Anglesea Structure Plan

Where the bush meets the sea

Surf Coast Shire

Final Report, January 2012



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Address: PO Box 350, Torquay VIC 3228
Phone: (03) 5261 0600
Fax: (03) 5261 0525
Email: info@surfcoast.vic.gov.au
Web: www.surfcoast.vic.gov.au

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 - Jacinta Morahan
 - James Cox
 - Jenna Crawford
 - Lynne Hume
 - Maurice Goodear
 - Patrick Flanagan
 - Paul Weight
 - Peter Calvert
 - Prue Weber
 - Ryan Calvert

- **Surf Coast Shire Officers**
 - Jorgen Peeters – Senior Strategic Planner (Project Manager)
 - Mark Harwood – Coordinator Strategic Planning
 - Ian Waugh – Coordinator Recreation, Youth and Cultural Services
 - Peter Bromley – Recreation Officer (ex)
 - Nicky Angus – Community Recreation Officer
 - Janice Lane – Manager Community Development
 - Robyn Stevens – Manager Aged and Family Services
 - Peter McLean – Manager Engineering Services
 - Debbie Leeson-Rabie – Coordinator Design/Traffic
 - Vaughn Notting – Coordinator Infrastructure Development
 - Rowan MacKenzie – Manager Environment and Community Safety
 - Gayle Seddon – Coordinator Environment and Climate Change
 - Leanne Rolfe – Environment Officer
 - Gabrielle O’Shea - Environment Officer
 - Darren Spicer – Community Fire Safety & Environment Officer
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Executive Summary

Anglesea is an attractive small coastal settlement and tourism destination located on the Great Ocean Road between Torquay and Lorne. Anglesea's sensitive environmental and coastal setting provides natural boundaries to growth of the township, and the unique setting and character is highly valued by the community.

The primary role of Anglesea is as a seaside holiday resort and home for permanent residents. In 2006 the town's permanent resident population was 2,292 people (ABS, 2006), but in peak holiday periods the population increases to over 16,000 people. Tourism is the primary economic driver of the town. The coastal location and natural features, including the Anglesea River, beaches, parks, nature reserves and Anglesea Heath, are a drawcard for recreation and tourism.

While Anglesea is not a designated growth node, unmanaged growth or overdevelopment has the potential to impact upon the existing town character, tourist appeal, coastal landscape and bush setting as well as the sense of place and community pride.

A number of issues and opportunities have been identified by the community including:

- The desire to retain Anglesea's small scale village atmosphere and prevent overdevelopment.
- The need to protect Anglesea's natural assets, such as the river, beach, bush and heath.
- The need for traffic improvements to address traffic congestion and pressure on car parking during peak holiday periods.
- The desire to improve pedestrian and cycle paths and safe crossing of the Great Ocean Road.
- The wish for better public and community transport within town and to other destinations.
- Options to allow people to age in place and to attract young families.

The Anglesea Structure Plan has been developed to provide a strategic planning framework for the future growth and development of the town for the next 20-30 years and builds upon the town's qualities and opportunities and the community's vision and values.

The community vision for Anglesea is:

Anglesea will remain a small coastal village that offers a harmony of permanent and non-permanent living for all, in a healthy, sustainable environment. It will be a place which achieves a balance between the built environment and nature, celebrating and protecting its natural setting with the surrounding bush, heathland and ocean an integral part of the town. The town continues to be attractive to families and there is a range of accessible services, infrastructure and facilities including an integrated open space network, community hubs and a vibrant, attractive town centre to cater for community and visitor needs.

The vision is supported by the following five community values:

- **Responsible growth and development** – maintaining the low density, low scale, non-suburban coastal/bush character; promoting environmentally sustainable design; development/housing that has a low carbon footprint and protects native vegetation; retaining the small size of the town and village atmosphere.
- **A healthy and protected natural environment** – protecting the natural environment is of foremost concern; retaining the "bush meets sea" feel, open ocean views, natural coastal setting and treescape.

- **A sustainable community** – a place for people in which families, children and the elderly can safely interact with their community and natural environment to maximise wellbeing; a close knit community with a strong sense of belonging and active community networks; connected, inclusive, safe, sustainable; providing services (community, recreation) commensurate with the needs and aspirations of the community.
- **A prosperous local economy** – maintaining employment opportunities for local residents in retail/commercial, service business/industry and tourism; providing local goods and services to residents and visitors.
- **Sustainable transport options and infrastructure** – providing infrastructure commensurate with the needs and aspirations of the community; promoting sustainable forms of transport (e.g. public/community transport, walking, cycling); improving traffic flows and car parking.

The key directions of the Structure Plan are:

1. Reinforce the existing settlement boundary to protect environmentally significant land surrounding the township and to retain buffers to Alcoa. Encourage appropriate infill development and redevelopment of larger sites within the town boundaries.
2. Protect and enhance the natural, landscape and cultural values of the river, coast, heath and bush environment to maintain the unique attractive setting of Anglesea.
3. Protect and enhance Anglesea's valued non-suburban coastal/bush village character by ensuring development responds to and enhances the preferred town character and applies sustainable design principles.
4. Provide a diverse range of accommodation and housing options for all residents, including increased housing diversity in the central areas of Anglesea within walking distance (400m) of the Town Centre and other existing activity centres.
5. Reinforce the primary role of the Camp Road Shopping Centre as the retail/commercial focal point of Anglesea, providing for a viable and attractive town centre with a diverse range of retail and commercial activities, adequate car parking, good pedestrian and bicycle access and opportunities for incremental growth.
6. Support a vibrant and sustainable local tourism industry by encouraging tourist accommodation, tourist-related retailing and other activities in the Tourist Activity Precincts at Diggers Parade and Four Kings and to a lesser extent on other land fronting the Great Ocean Road opposite the River; and opportunities for sensitively designed, low scaled tourist accommodation and facilities elsewhere, including nature and adventure based activities which add to the diversification of the tourism offer.
7. Consolidate the industrial estate within its existing confines and rezone industrial zoned Crown land at the eastern end of the estate to Public Conservation and Resource Zone having regard to its environmental values and Crown land status.
8. Maintain a range of appropriate community and recreation services and facilities which meet community needs, including active and passive open space, facilities for older persons and youth, and safe pedestrian and bicycle linkages between facilities.
9. Consolidate and develop the McMillan Street community precinct as a multifunctional hub and develop site appropriate community activity hubs at the Carnival Site/Lions Park, Riverbank, Coogoorah Park and Point Roadknight.
10. Improve traffic movement through the town and provide sustainable transport choices, including public/community transport and opportunities for walking and cycling, with improved crossing of the Great Ocean Road.
11. Develop appropriate mitigation and adaptation strategies to respond to the impacts of climate change.
12. Reduce and manage the risks of environmental hazards (bushfire, flooding, erosion, CASS, salinity).

1. Introduction

1.1 Background

Anglesea's enviable lifestyle, abundant natural assets, distinctive character and emerging nature/adventure based tourism economy continue to attract people and make the town a desirable place to live and visit. Anglesea however also faces a series of critical challenges that must be addressed if we are to succeed in maintaining and enhancing the liveability of our town. These include:

- Changing demographics (ageing population, smaller households)
- Climate change and bushfire risk
- The need for more sustainable development and environmental management
- Increased pressure from tourists and visitors

Ensuring that the town we pass on to future generations is as liveable as the one we enjoy today is one of our most important responsibilities. To do this we need to strive to provide reliable, accessible (public) transport and enhance opportunities for walking and cycling, support environmentally responsive tourism industries that can generate more jobs and attract visitors, have the appropriate controls in place to protect and enhance the town's distinct coastal character, provide housing solutions and community facilities to meet the needs of the changing population, and adopt new and innovative approaches to protecting and restoring our natural environment.

To achieve this Surf Coast Shire Council is preparing and implementing a range of strategies, programs and projects. One of the key projects is the preparation of a new structure plan for Anglesea to provide a vision, principles and directions for future development and infrastructure provision.

1.2 Purpose and aims of the Structure Plan

The Anglesea Structure Plan is a strategic framework for the future planning and development of the township over the next 20-30 years. The plan has been prepared by Surf Coast Shire Council and will guide the future growth of Anglesea in a sustainable and inclusive manner that reflects the community's needs, values and aspirations.

The purpose of the Structure Plan is to:

- Establish a vision for Anglesea for the next 20-30 years, focusing on the town's key assets and the regional and local context and role of the town;
- Identify community aspirations and needs and the key strategic planning issues facing the township;
- Articulate the preferred future planning directions for the township, including the delineation of a clear settlement boundary and identification of appropriate planning controls which will protect and enhance the distinctive elements of the township, natural environment and landscape features; and
- Identify key actions and priorities for implementation of the Structure Plan.

The broad aims of the Structure Plan are to:

- Create a sustainable community:
 - Environmentally – adopt an environmentally sustainable focus to development and land use.
 - Socially – support the health and wellbeing of the community.
 - Economically – foster sustainable economic development opportunities.
 - Culturally – maintain the village character of the town and sense of place.

- Provide a mix of housing and social infrastructure that caters for all members of the community throughout the stages of life.
- Protect the natural assets and sensitive environment within and surrounding the township.
- Foster the community's sense of place and capacity to represent the community's local interests.
- Enable the township to respond and adapt to the impacts of climate change.
- Ensure the ongoing provision of quality infrastructure, including enhancing the quality of the pedestrian and cycling environment to allow people to travel safely and with ease around Anglesea.

The Structure Plan comprises of the following components:

1. A summary of **Key issues and influences** for the following topics:
 - Planning policy context
 - Demographic and social profile
 - Housing and residential development
 - Environment and climate change
 - Economic activity
 - Community and recreation facilities
 - Transport and physical infrastructure
2. **The Plan** consisting of a vision and values and principles, directions and actions that respond to the key issues and influences for each of the following core values:
 - Responsible growth and development
 - A protected and healthy natural environment
 - A sustainable community
 - A prosperous local economy
 - Sustainable transport options and infrastructure
3. **An Implementation and Review Schedule** including recommendations for the application of planning controls, further strategic work, other actions and review of the Structure Plan.

Detailed background information and analysis is included in separate Background Papers. Following the adoption of the Structure Plan a Planning Scheme Amendment will be prepared to make changes to the Local Planning Policy Framework, zones and overlays where recommended by this Structure Plan.

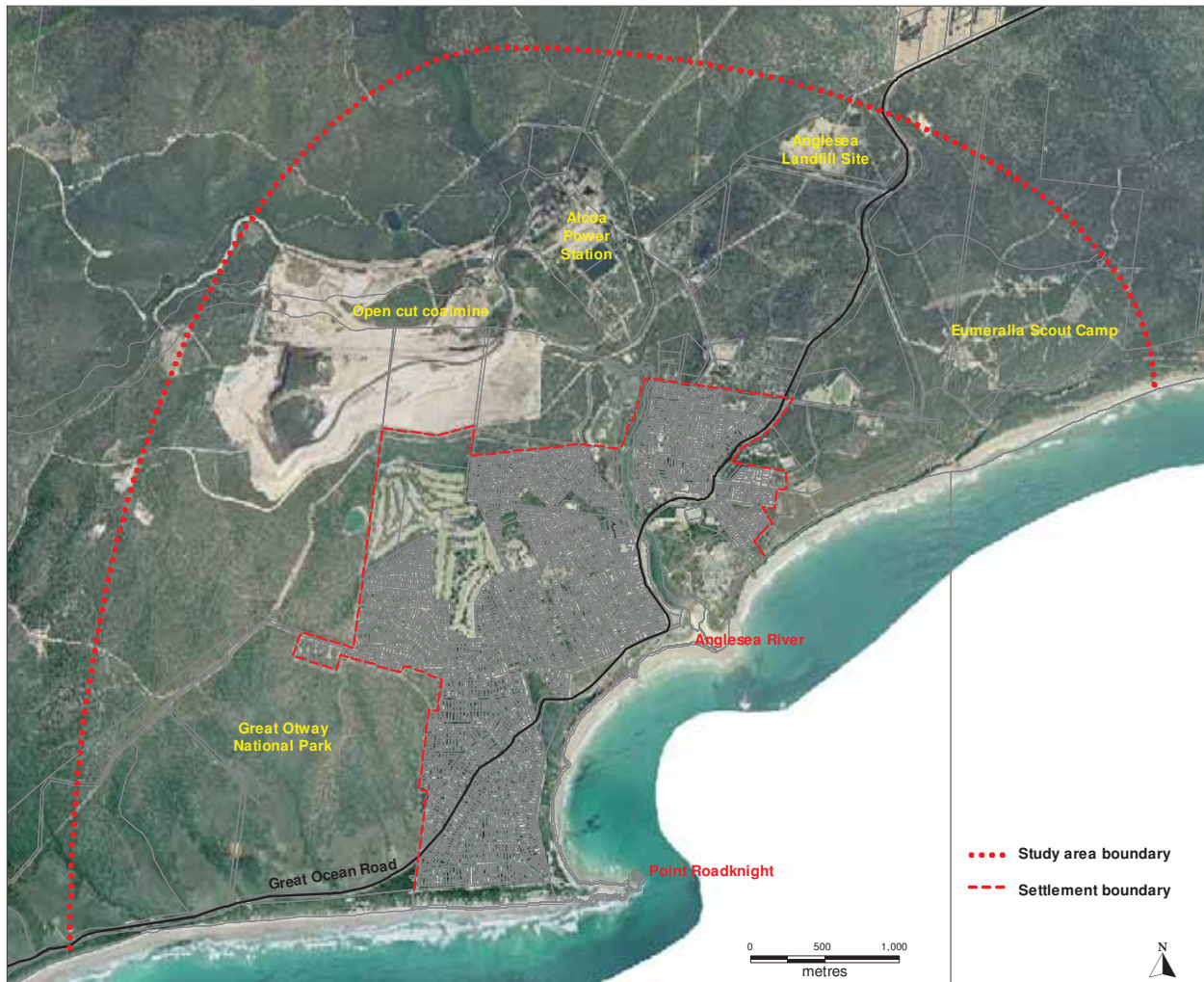
1.3 Role of the Structure Plan

The Structure Plan is a strategic planning document that sits within the context of a range of other Council plans, State Government policy and regional strategies. The Structure Plan is directly linked to the Council Plan 2009-13 and its five Strategic Objectives. It will be used by Surf Coast Shire Council as a tool to inform the application of local planning policies and planning controls for Anglesea through the Surf Coast Planning Scheme and will guide Council's consideration of proposed planning scheme amendments and planning permit applications. Council will also use the Structure Plan to determine the future provision of infrastructure and services in the township.

1.4 The Study Area

The Structure Plan applies to the township of Anglesea with consideration to its immediate surrounds as identified in Figure 1.

Figure 1: Study Area – Locality of Anglesea



Anglesea is a small coastal town on the Great Ocean Road between Torquay and Aireys Inlet. Anglesea had a permanent population of 2,292 in 2006 (ABS census) and this is projected to increase only marginally in the future due to limited opportunities for new residential development. Historically it has been a seaside resort village, serving a small permanent population and catering for a summer influx of holiday makers. During holiday periods the population of the area expands to over 16,000 people and becomes dominated by holiday makers, including day-trippers, overnight visitors and absentee homeowners making use of their holiday homes. Anglesea is also a popular destination for retirees and baby boomers making the sea change. Elderly persons comprise a large and growing proportion of the permanent population.

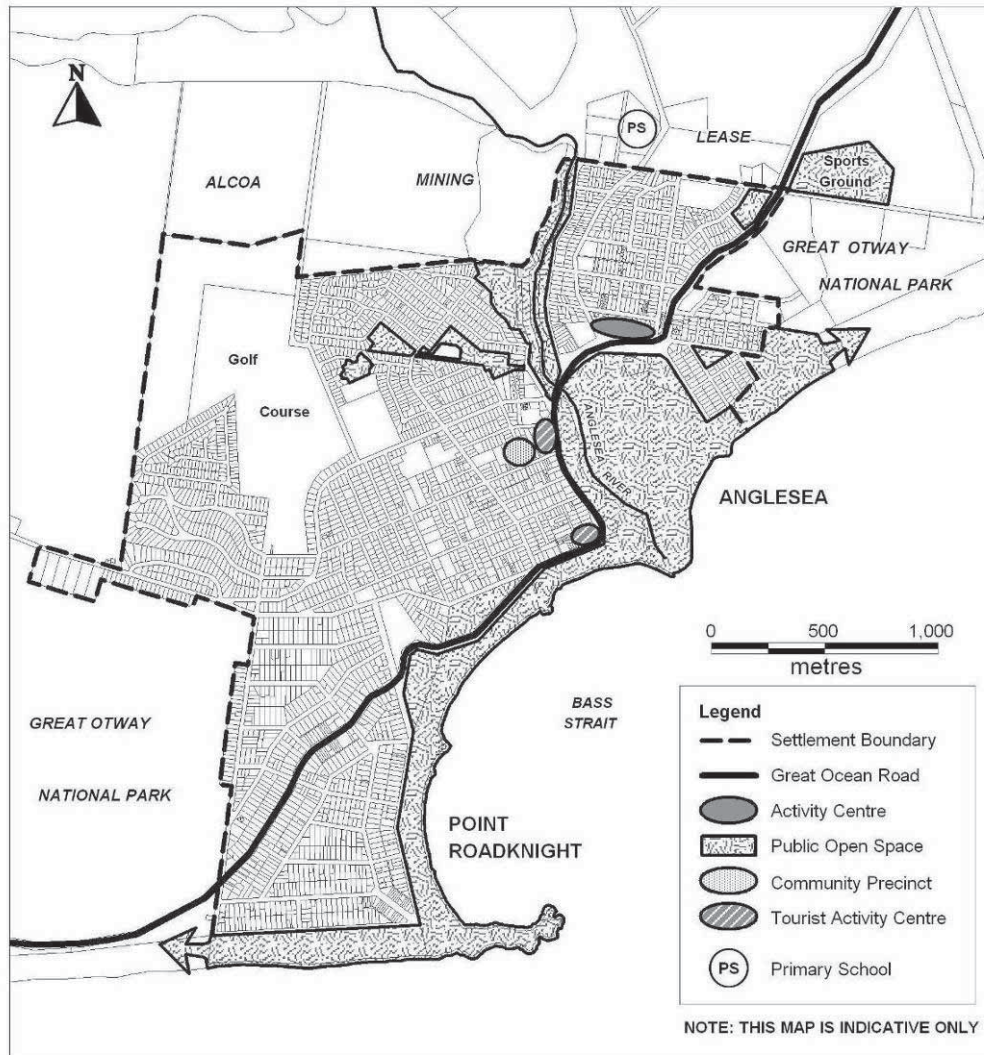
Anglesea is not identified as a growth centre within State, regional and local planning policies. Environmentally significant Crown land on three sides, including nationally significant heathlands containing rare orchid species, and the ocean to the south severely limit outward expansion of the town. Expansion options were investigated in 2001 (*Review of Residential Land Supply and Population Growth in Anglesea, 2001*) and Council did not support any expansion at the time.

Key features of Anglesea can be summarised as follows:

- It is located approximately 34km southwest of Geelong and 110km from Melbourne.
- It has a low-density character typified by a significant native vegetation cover that dominates the built form. The vegetation is dominated by Messmate Stringybark, with scattered occurrences of other gums such as Manna Gum, Swamp Gum and Narrow-Leaf Peppermint.

There are also isolated areas of Coastal Moonah Woodland vegetation on both private and public land.

Figure 2: Anglesea Township



- It contains a number of nature reserves of moderate to high conservation significance throughout the town.
- It contains the Anglesea River, which passes through the town from north to south, forming a natural spine through the centre of the area.
- It is characterised by undulating topography, with steep slopes in part, and with spectacular views to the ocean, cliff tops, Point Roadknight, river and natural bush from places within town.
- Buildings are generally low profile in height, have small footprints, are screened by vegetation and are unobtrusive with a sense of space and openness around properties, which is further enhanced by the use of post and wire fencing as opposed to solid fencing.
- Several roads are gravel and have an informal appearance, which is complemented by vegetation. Many roads lack footpaths. The vegetation cover, informal roads, low densities and unobtrusive built form all contribute to the distinctive non-suburban coastal character.
- It is well catered for in terms of retail and commercial services. The shopping centre at Camp Road is the primary commercial centre and focal point of the town. Other limited retail development is located at the corner of Noble Street and Great Ocean Road, Diggers Parade and at the 'Four Kings' corner.

- It contains a community precinct at McMillan Street featuring a community hall, community house, community garden, kindergarten and playgroup, ambulance station, medical centre and several community meeting spaces (including senior citizens centre, historical society, ANGAIR). Other community facilities in Anglesea include a primary school, nursing home, retirement village, CFA, Police, Ambulance and a broad range of sport and community clubs.
- It is one of the centres for outdoor adventure and nature based activities and is renowned for its school camps that attract thousands of students throughout the year.
- Alcoa holds a lease, which was extended in 2011 by the State Government for another 50 years, to mine brown coal on land to the north and west of Anglesea and operates a coal fired power station. Revegetation programs exist to ensure mined areas are re-established.
- Its location on the Great Ocean Road means Anglesea is used by many visitors as a through route to other destinations, such as Lorne, Apollo Bay and the Twelve Apostles.
- It is one of 52 high bushfire risk towns in Victoria and was severely affected by the Ash Wednesday fires in 1983.
- Anglesea has a strong sense of community and identity, with a proud and active community. This has resulted in a friendly village atmosphere where locals are known to each other, with a relaxed pace and lifestyle opportunities, active community groups, strong support and involvement in civic activities including conservation projects, sporting and recreational activities.
- It is prided for its village atmosphere, afforded by the confined and limited nature of commercial development, the relaxed and informal residential areas and lack of large scale tourist development.

A history of Anglesea is provided in *Farmland, Forest & Surf: Environmental History* (2009) and in the *The Grand Challenge: A History of the Anglesea Recreation and Sport Club 1911-2010* (G & P Weber, 2010). Post contact European settlement of Anglesea began in 1846 as part of the Angahook run. Anglesea was first known as Swampy Creek, an isolated fishing spot difficult to access. The creek was the dividing line between the Barrabool Shire (east side of the river) and the Winchelsea Shire (west side of river). In 1884 after a series of land subdivisions the area east of the creek was changed to Anglesea River and the west side was called Gladstone. By 1888 the little coastal township was becoming very popular and by 1916 it had become a small seaside village. In 1922 the first section of the Great Ocean Road was opened between Aireys Inlet and Eastern View. This caused additional residential development. In 1927 the Barrabool Shire acquired the coastal area to Eastern View from the Winchelsea Shire. Development of the town accelerated after the Second World War with greater availability of the motor car. The popularity of the town is expected to increase with further infrastructure improvements between Melbourne and the Surf Coast, increasing affluence, access to technology, the impending retirement of the Baby Boom generation and the ongoing love affair of Victorians with the coastal areas and associated lifestyle.

1.5 Methodology

The Structure Plan was prepared by officers of the Surf Coast Shire with input from a local community reference group, agencies and expert consultants. The Structure Plan was prepared over the following 5 stages:

1. Understanding Anglesea – Data collection and background research

- Sourcing of base maps/aerial photographs
- Physical/visual analysis of Anglesea
- Review of relevant policies, strategies and plans. These are outlined in Background Paper 1 – Planning Policy Context

- Assessment of population and housing, environment, economic activity, community and recreation facilities, and transport and infrastructure. A summary of these assessments are provided in Background Papers 2 to 6.

2. Listening to the community – Community and stakeholder consultation

- Community forums, listening post and surveys. The results of the community consultation are contained in the *Phase 1 Community Engagement Report - Summary of Community Comments/Feedback* (February 2011).
- Stakeholder consultation
- Community Reference Group

3. Identification of issues and opportunities

- Community comments and feedback
- Summary of values, issues and opportunities. These are captured in Background Paper 7.

4. Drafting the plan – Preparation of the draft Anglesea Structure Plan

- Draft principles (objectives), strategic directions and actions in response to issues and opportunities
- Public exhibition of draft Structure Plan
- Public information session/displays

5. Finalisation of the Anglesea Structure Plan

- Summary and analysis of public submissions
- Incorporation of public comments into final recommendations
- Adoption of final report by Council

Community engagement was an integral component of the structure plan process. Activities were undertaken at three key points during the process:

- Phase 1 – At the start of the process to identify community issues and aspirations
- Phase 2 – Upon completion of the background papers
- Phase 3 – During exhibition of the Draft Structure Plan

The community feedback has been combined with the outcomes of research and analysis compiled in the Background Papers to inform development of the Structure Plan.



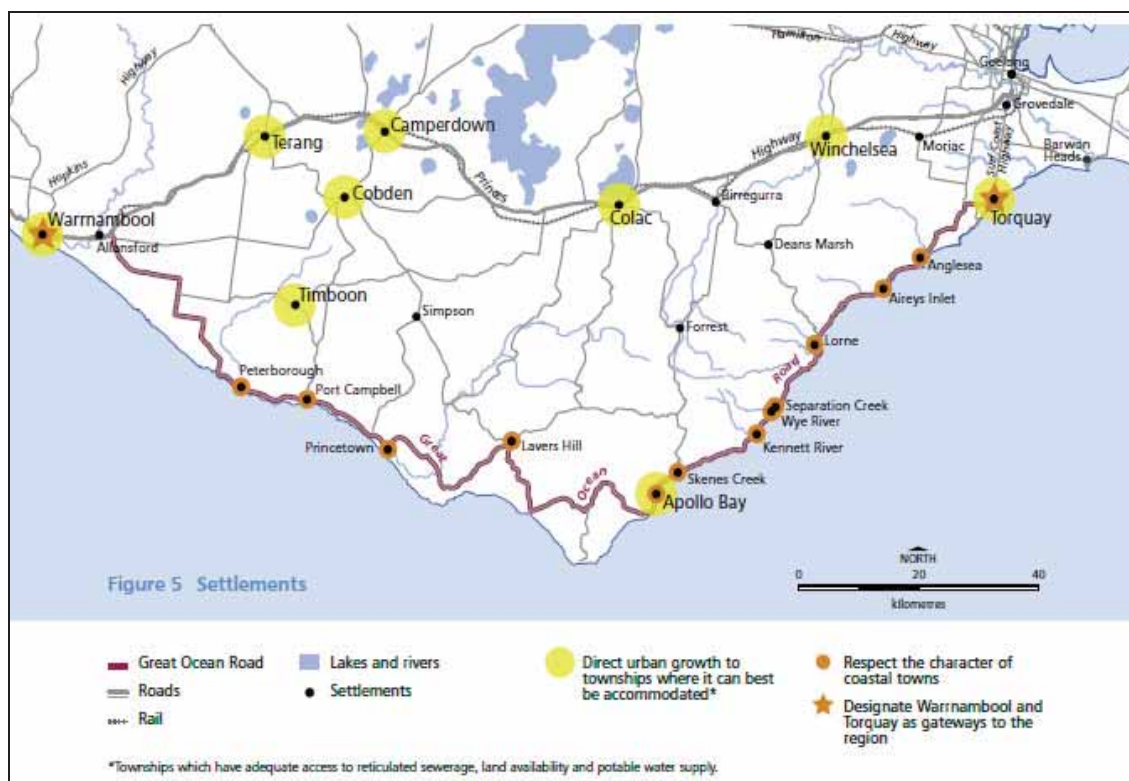
2. Key Issues and Influences

The Background Papers identified and discussed in detail key issues, opportunities and constraints, which assisted in determining the principles and directions of the Structure Plan. The following is a summary of these key issues and influences.

2.1 Policy Context and Review

- The objective for planning for urban settlement in the *State Planning Policy Framework (SPPF)* of the Surf Coast Planning Scheme is to ensure a sufficient supply of land is available for residential, commercial, industrial, recreational, institutional and other public uses and to facilitate the orderly development of urban areas.
- *Clause 11.05 Regional Development* of the SPPF encourages planning for sustainable urban settlements through the identification of clear settlement boundaries to ensure that growth is planned and coastal values protected.
- Anglesea is designated as a coastal settlement in State, regional and local policy with limited growth potential (see for example the *Victorian Coastal Strategy, 2008* and *Great Ocean Road Region Strategy, 2004*). Growth in the region is to be directed to towns where it can best be accommodated utilising existing services and infrastructure. This includes Torquay and Winchelsea – refer to Figure 3.

Figure 3: Settlement hierarchy in the Great Ocean Road Region



- The *Local Planning Policy Framework (LPPF)* of the Surf Coast Planning Scheme recognises Anglesea as one of the small coastal townships along the Great Ocean Road where growth is limited by physical constraints and where the individual coastal township character values of low urban

density, recessive built form, vegetated coastal landscapes and ecological values of the natural environment should be protected from inappropriate urban development.

- The key objective of current planning controls for Anglesea is to preserve and enhance the low density coastal character and retain the sense of houses in a bush setting.
- Council has undertaken a considerable amount of strategic work over the past years that is of direct or indirect relevance to Anglesea.
- An audit of existing planning controls shows that the controls are being appropriately implemented and generally achieve the desired outcomes. Apart from the odd development, most development in recent years has been sympathetic to the town's preferred character.
- The performance measures of the *Anglesea Residential Development Policy* (Clause 22.06 of the Surf Coast Planning Scheme) would benefit from being included in overlays to give them more weight in decision making and from fine-tuning to better achieve the objective of retaining a "sense of housing in a bush setting".
- There is imperative to investigate areas within 400 metres walking distance of the town centre and other commercial and community facilities to assess the suitability for encouraging medium and higher density housing (while respecting character and environmental or landscape constraints) to increase housing diversity.
- Fencing controls need to be more clearly drafted and more consistently applied.

Based on the assessment of the planning policy context, there is a need to:

- Ensure Anglesea's role as a coastal settlement with limited growth capacity is maintained.
- Ensure appropriate planning controls are in place to maintain Anglesea's low density, non-suburban vegetated character and to retain a sense of development in a bush setting.

2.2 Demographic and Social Profile

- Anglesea had a resident population of 2,292 in 2006 (ABS, 2006). The population is expected to grow slowly from around 2,400 in 2011 to 2,561 in 2031 due to limited growth potential (Id Consulting, 2010).
- Anglesea's population has the following characteristics compared to Victoria:
 - Significantly older population (higher proportion of people aged 55 years and over; lower proportion of people below 40 years of age). The median age is 46, which is much higher than the median age of 37 years for the state.
 - Lower proportion of family households and a significantly higher proportion of couples without children and lone person households.
 - Lower individual, family and household incomes.
 - Fewer people with full-time employment, with more people employed part-time or not in the work force.
- Anglesea is a popular holiday destination with a high proportion of vacant houses (35% occupancy rate in 2006) and a seasonal influx of large numbers of non-permanent residents, holidaymakers and other visitors. The peak overnight population increases to over 16,000 people¹, resulting in pressure on the natural environment, infrastructure and town services.
- The demographic profile is changing with a sharp increase in the number of people aged 55 years and over forecast to 2031 and a decrease in the number of people below 55 years of age. This reflects both the popularity of Anglesea as a retirement destination and the general trend of an ageing population.
- The household composition is also changing, with a decrease in the number of larger traditional families and an increase in the number of smaller (childless couples and lone person) households forecast.

¹ For the period December 2010 – January 2011 (Source: Economic Indicators Bulletin 2010/11, City of Greater Geelong)

- The demographic changes are likely to result in a change in housing preferences and require a response in terms of providing housing diversity and community facilities.

Based on the assessment of Anglesea's demographic profile, there is a need to:

- Ensure the provision of housing, community services and facilities and infrastructure is adequate to meet the needs and preferences of a changing population.
- Balance the needs of local residents and tourists.

2.3 Housing and Residential Development

- There are clear physical, environmental and landscape constraints to outward growth of Anglesea including the coastal reserves, Alcoa lease area and environmentally significant bush and heathland surrounding the township.
- As a result, Anglesea has limited opportunities to expand its settlement boundary. Residential growth in Anglesea is therefore restricted to urban land within the existing town boundaries. Population growth is a result of infill development and an increase in permanent occupancy.
- The estimated number of dwellings in Anglesea as at 30 June 2011 was 2,899² and the number of vacant lots was estimated at 199³. With an average construction rate of 30 dwellings per annum over the past five years, this equates to a land supply of 6.5 years. Further housing opportunities are available through subdivision of existing lots and redevelopment of larger sites, such as the old primary school site which was vacated in 2011.
- Take-up of land in the township has declined markedly since 2008. The drop in dwelling construction can be largely attributed to diminishing land supply, rising property prices and general economic conditions (e.g. global financial crisis).
- In terms of housing offer, there is an over-representation of larger, single detached houses (3-4+ bedrooms) and an under supply of smaller dwellings (1-2 bedrooms) to cater for smaller and single person households, in particular older persons looking for low maintenance accommodation close to commercial and community facilities.
- There is a relatively low provision of older persons housing and aged care facilities, which will need to be addressed to cater for future housing needs.
- There is potential to increase densities within walking distance of commercial and community services to increase housing diversity and encourage walkability.
- There is a lack of affordable housing. The median house price in Anglesea has risen strongly from \$202,000 in 1999 to \$610,000 in 2010. This is an increase of 200%. The housing market in Anglesea has outperformed those in Torquay, Aireys Inlet and the Shire as a whole.
- The old school site provides an opportunity for an integrated housing development with an affordable housing component.
- The community has expressed a strong desire to retain Anglesea's low density, low profile, non-suburban coastal/bush character and to avoid becoming another Torquay.

Based on the assessment of housing needs and development opportunities, there is a need to:

- Ensure appropriate planning controls are in place and reinforced to protect the low density, non-suburban coastal/bush character of the township.
- Reinforce the existing settlement boundary.
- Encourage greater housing diversity to respond to changing demographics and increase choice (in particular increase the provision of smaller, low maintenance dwellings in accessible locations).
- Investigate opportunities to provide affordable housing.
- Encourage environmentally sustainable design and development.

² Economic Indicators Bulletin 2010/11, City of Greater Geelong

³ As surveyed by Surf Coast Shire Council

2.4 Environment and Climate Change

- Anglesea is surrounded by environmentally significant land, including the Anglesea Heath, Great Otway National Park and coast.
- Anglesea contains environmentally significant nature reserves and vegetation communities, including Messmate Stringybark Woodland, Moonah Woodland and Heathland.
- The Anglesea River is an important environmental, social, cultural, recreational and economic asset, which is under threat from natural processes (e.g. acidity, salinity), development and recreational use.
- Parts of Anglesea (low lying areas along the river, beaches, cliffs) are vulnerable to the coastal effects of climate change (rising sea levels, coastal inundation, flooding, erosion).
- Anglesea is within an area of high bushfire risk. Other environmental hazards include flooding and inundation, salinity, coastal acid sulfate soils and erosion.
- The landscape and natural values of nature and coastal reserves are under threat from a range of development, infrastructure and recreational uses and facilities.
- Anglesea is expected to grow in popularity as a destination for retirees, sea-changers, holidaymakers and other visitors, which will place more pressure on Anglesea's environmental assets, natural values and liveability.
- Anglesea contains extensive areas of cultural heritage sensitivity, in acknowledgement of the pre-European habitation of the coastal area, as well as 11 identified significant post-contact heritage places. The Great Ocean Road is included in the National Heritage List.
- Some residents and community groups have expressed concerns about the health and environmental impacts of the coal mine and power station.

Based on the assessment of environmental values and threats, there is a need to:

- Protect and enhance the significant natural features of the area, including significant flora and fauna, heathland, Moonah woodland communities and native tree canopy.
- Monitor water quality issues to safeguard the health of the Anglesea River and estuary.
- Manage the risk of environmental hazards such as bushfire, flooding, salinity, erosion and CASS.
- Plan for the coastal effects of climate change by developing appropriate mitigation and adaptation strategies to protect assets and build resilience.

2.5 Economic Activity

- Anglesea provides local convenience and tourist-related retailing to a permanent resident population, holidaymakers and visitors staying in the locality, and to people travelling through town to other destinations along the Great Ocean Road.
- Retailing in Anglesea comprises just over 6,000m² of floorspace, the majority of which is located in the town centre (3,770m²) with the balance positioned in other locations along the Great Ocean Road, including the two 'tourist development precincts' at Diggers Parade and Four Kings. A further 1,170m² of commercial office floorspace is located in the town.
- The retail and hospitality industry is challenged by the highly seasonal nature of visitation and expenditure, with many businesses struggling to survive in the quieter months.
- Future opportunities for retail and commercial development in Anglesea are likely to be associated with an improved offer for the permanent residents in the catchment and for tourists and other visitors.
- Potential exists for the development of approximately 1,630m² of retail floorspace over the next 15 years and an additional 450m² of commercial office floorspace. This equates to a future land requirement in the order to 0.6ha. Only limited opportunities exist for the expansion of existing commercial centres in Anglesea.

- The current industrial estate is adequate to meet local service needs and no further expansion will occur. Surrounding residential landowners have experienced nuisance from industrial activities in the estate. The Anglesea Landfill site is a potential location to relocate the industrial estate in the long term, should detailed investigations confirm the site's suitability for such development.
- Tourism is a significant component of the local economy and opportunities exist to support and broaden the tourism industry to increase visitor length of stay and reduce seasonality through improvement of tourist accommodation options and activities, in particular eco-tourism and nature and adventure based tourism.
- The improved connectivity to Geelong combined with the projected population growth in Torquay, Geelong (Armstrong Creek) and Melbourne's West will likely see increased levels of visitation to Anglesea, providing both opportunities and challenges for the local community.

Based on the economic assessment, there is a need to:

- Maintain the primary role of the main shopping centre and allow for incremental growth to meet future demand.
- Encourage tourist related uses and activities to establish in the tourist development precincts at Four Kings and Diggers Parade.
- Consolidate the industrial estate within its existing confines and limit any environmental, visual and amenity impacts on surrounding areas.
- Promote tourism to increase visitor length of stay and greater off-season visitation, whilst maintaining the small town setting that attracts residents and visitors in the first place.

2.6 Community and Recreation Facilities

- Anglesea is well serviced for a town of its size, with a good range of community facilities and support services, including primary school, early childhood services, camps, medical centre, aged care services, emergency services and active volunteer organisations that contribute to the town's liveability.
- The majority of community facilities are concentrated in the Community Precinct in McMillan Street, which will be promoted as a mixed-use, inter-generational hub.
- Anglesea is well catered for in terms of recreational facilities and open space provision, including passive and active recreation reserves. It has access to a full range of mainstream recreational activities and a comprehensive network of walking tracks. There is however an imbalance in the distribution of open space, in particular active recreation reserves, with an over-reliance on foreshore and riverbank areas.
- Current and future deficiencies exist around residential aged care and accommodation, occasional and long day child care places, distribution of active open space and playgrounds, performance areas and well connected pedestrian/cycle pathways.
- Opportunities exist to support recommendations of previous studies to enhance community facilities, public open space and recreation areas and further develop and improve linkages between the existing range of facilities.
- In addition to providing new or expanded facilities, ageing of existing facilities will require continuous maintenance and renewal.

Based on the assessment of community and recreation facilities, there is a need to:

- Ensure the provision of community and recreation facilities and services is tailored to the demographic profile and forecast population changes and is cognisant of recent industry trends and best practice service models.

2.7 Physical and Transport Infrastructure

- A key infrastructure constraint is the reliance on the Great Ocean Road as the only main transport corridor through the township. In the peak holiday periods traffic congestion is a recurring issue, particularly at the Camp Road roundabout, as well as the lack of safe pedestrian crossings.
- Anglesea is a highly car dependent town with only limited public transport services linking Anglesea to other centres and within town itself.
- There is a perceived lack of car parking at peak times in the main shopping centre and at the beaches.
- There are opportunities to improve the pathways network in Anglesea to encourage more walking and cycling, improve safe crossing of the Great Ocean Road and provide better access to facilities and open space.
- There is an opportunity for streetscape improvements and urban design guidance, for example, the provision of street trees and beautification works along the Great Ocean Road between Noble Street and Four Kings.
- There are no servicing constraints in relation to the provision of reticulated water, sewer, electricity and telecommunications. Reticulated natural gas is not provided to the town.
- Urban stormwater runoff to sensitive environments and receiving waters such as the Anglesea River can be a threat to the water quality and biodiversity values of the estuary.
- Drainage improvements are being investigated and undertaken to enhance the quality of the Anglesea River and to avoid flooding of properties.

Based on the assessment of transport and infrastructure, there is a need to:

- Improve traffic flows and road safety (particularly on the Great Ocean Road), pedestrian/bicycle paths and crossings, car parking and public transport.
- Address the lack of a safe exit road or alternative route in the future long term planning for Anglesea.
- Provide for more sustainable travel options within and to the township, including enhanced opportunities for public transport, walking and cycling to reduce car dependency and reduce greenhouse gas emissions.
- Implement the recommendations of drainage studies.



3. The Plan

3.1 Vision and values

The vision guiding the future development of Anglesea is as follows:

Anglesea will remain a small coastal village that offers a harmony of permanent and non-permanent living for all, in a healthy, sustainable environment. It will be a place which achieves a balance between the built environment and nature, celebrating and protecting its natural setting with the surrounding bush, heathland and ocean an integral part of the town. The town continues to be attractive to families and there is a range of accessible services, infrastructure and facilities including an integrated open space network, community hubs and a vibrant, attractive town centre to cater for community and visitor needs.

The vision is supported by the following five community values:

- **Responsible growth and development** – maintaining the low density, low scale, non-suburban coastal/bush character; promoting environmentally sustainable design; development/housing that has a low carbon footprint and protects native vegetation; retaining the small size of the town and village atmosphere.
- **A healthy and protected natural environment** – protecting the natural environment is of foremost concern; retaining the “bush meets sea” feel, open ocean views, natural coastal setting and treescape.
- **A sustainable community** – a place for people in which families, children and the elderly can safely interact with their community and natural environment to maximise wellbeing; a close knit community with a strong sense of belonging and active community networks; connected, inclusive, safe, sustainable; providing services (community, recreation) commensurate with the needs and aspirations of the community.
- **A prosperous local economy** – maintaining employment opportunities for local residents in retail/commercial, service business/industry and tourism; providing local goods and services to residents and visitors.
- **Sustainable transport options and infrastructure** – providing infrastructure commensurate with the needs and aspirations of the community; promoting sustainable forms of transport (e.g. public/community transport, walking, cycling); improving traffic flows and car parking.

These values form the framework of the Structure Plan and will be the guiding principles when it comes to decision-making on land use and development matters in Anglesea.

3.2 Role of the Township

Anglesea will continue to be a small coastal settlement and tourism destination with a strong sense of community and identity. The role of Anglesea will be primarily that of a seaside holiday village and retirement centre, serving a small permanent population and an influx of visitors during the peak holiday periods, and to a lesser extent on weekends. As such, tourism continues to be the primary economic driver of the town.

The sensitive coastal and environmental settings of the township provide natural boundaries and preclude extensive township growth. The coastal location and natural features, including the Anglesea

River, Anglesea Heath and family beaches, are a drawcard for recreation and tourism and are highly valued by the community. Services and facilities are mainly limited to the provision of local needs and requirements, although Anglesea provides some support services for Aireys Inlet and caters for a large influx of tourists over the summer and Easter period.

The township's identified status as a coastal settlement with low growth capacity will be reinforced.

3.3 Overview of the Structure Plan

The five community values identified above form the framework of the Structure Plan. For each value, a desired outcome and a set of principles, strategic directions and actions has been formulated. An overview of the values and related outcomes and principles is provided below:

Values	Outcome / Principles
Responsible growth and development	<p>A compact township with a low density, vegetated, non-suburban coastal/bush built environment that exudes a village atmosphere with a strong sense of place. Development is sensitive to the natural coastal and treed landscape setting.</p> <ul style="list-style-type: none"> ▶ Restrained growth – Infill development and redevelopment within the existing settlement boundary. ▶ Housing diversity and choice - Diverse housing choices for a diverse community. ▶ Site responsive and sustainable design – Development that respects Anglesea's low density vegetated character and has a minimal environmental footprint.
A healthy and protected natural environment	<p>A protected and healthy natural environment that underpins the identity of the township as a place where the bush meets the sea and which provides opportunities for the community to interact with nature and maximise wellbeing. It will aim to minimise the use of resources, reduce greenhouse gas emissions and strengthen resilience to natural hazards, including bushfire and the projected effects of climate change.</p> <ul style="list-style-type: none"> ▶ Environmental assets – Protection of Anglesea's rich environmental assets and natural values. ▶ River and coast – Management of the ecological and recreation values of the river, estuary, coast and marine environment. ▶ Environmental hazards – Protection of life, property and natural values from the adverse effects of flooding, inundation, CASS, erosion and bushfire. ▶ Climate change – Development of strategies to mitigate and adapt to the effects of climate change and build resilience. ▶ Cultural heritage and landscape values – Cultural heritage and landscape values are appreciated and protected.
A sustainable community	<p>A place for people – inclusive and safe with good access to parks, facilities and services, providing opportunities for social and cultural interaction, participation, active and healthy lifestyles and improved wellbeing.</p> <ul style="list-style-type: none"> ▶ A connected community – Strengthening of the township's coastal village identity, sense of place and social cohesion. ▶ A healthy community – Provision of a diverse range of community services and facilities. ▶ An active community – Provision of a diverse range of accessible open space, recreation and sport facilities and infrastructure.
A prosperous local economy	<p>A sustainable economy with local goods, services and employment opportunities for residents and visitors that contribute to the health, wealth, character and liveability of the town.</p> <ul style="list-style-type: none"> ▶ Activity centres – Reinforce the primacy of the main shopping centre and provide tourist-related retailing in designated tourist activity precincts.

	<ul style="list-style-type: none"> ▶ Industry – Cater for local service businesses in the Anglesea Industrial Estate. ▶ Tourism – Provide opportunities for a sustainable nature and adventure based tourism industry.
<p>Sustainable transport options and infrastructure</p>	<p>A well connected and accessible town based on an integrated transport system that supports efficient traffic movement through town, connects people and destinations, and provides a variety of transport choices that support sustainable transport modes, including improved public transport, walking and cycling.</p>
	<ul style="list-style-type: none"> ▶ Public transport – Enhance the use of public and community transport. ▶ Walking and cycling – Enhance the quality of the pedestrian and cycling environment to allow people to travel safely and with ease around Anglesea. ▶ Traffic – Improve traffic flows and road safety throughout town. ▶ Car parking – Manage peak car parking demand. ▶ Infrastructure services – Provision of services commensurate with township development and needs.

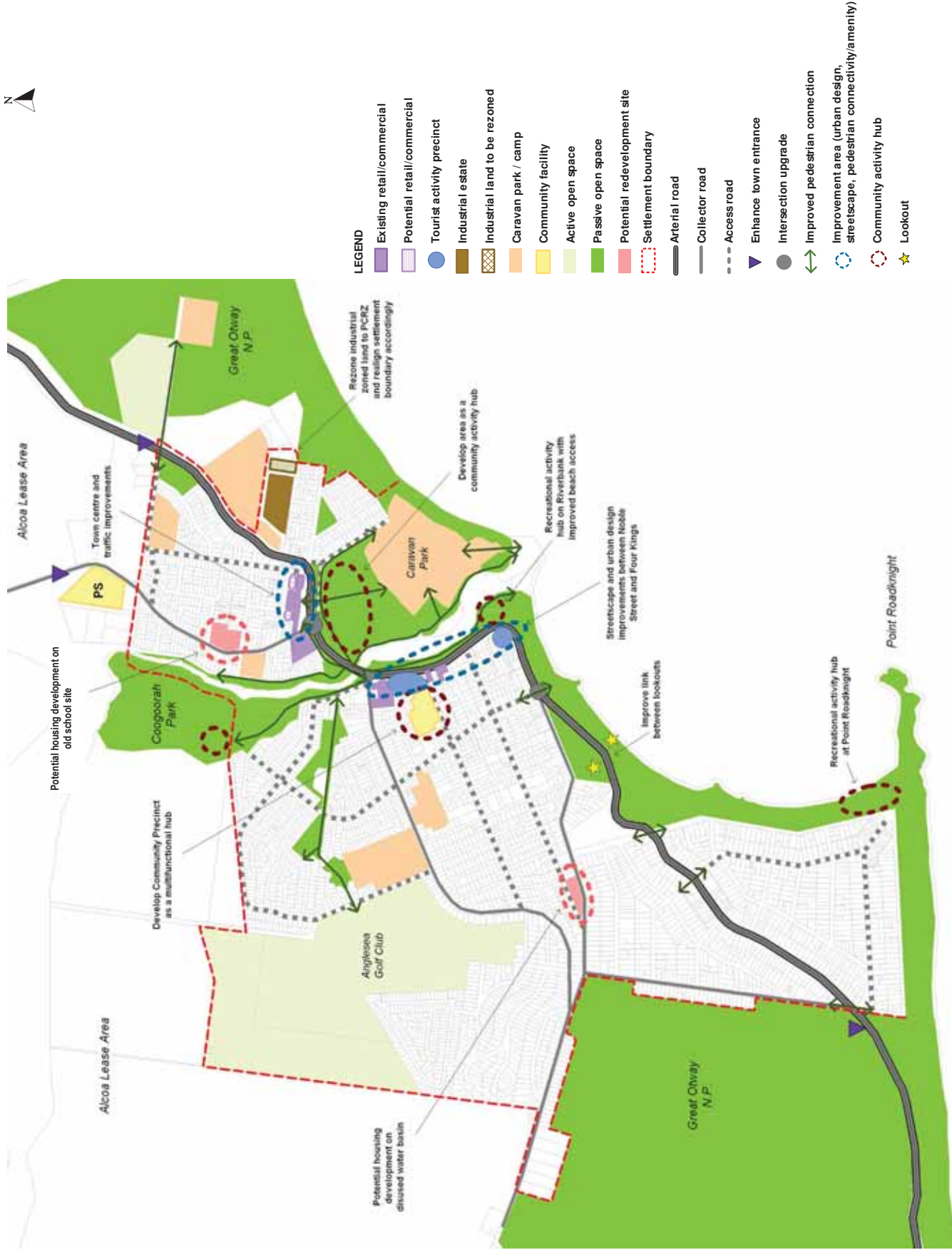
The Structure Plan Map at Figure 4 focuses on the township and its immediate surrounds and shows, in map form, many of the principles and strategic directions contained in the following section of the Structure Plan report.



Figure 4: Anglesea Structure Plan Map

Key directions

1. Reinforce the existing settlement boundary to protect environmentally significant land surrounding the township and to retain buffers to Alcoa. Encourage appropriate infill development and redevelopment of larger sites within the town boundaries.
2. Protect and enhance the natural, landscape and cultural values of the river, coast, heath and bush environment to maintain the unique attractive setting of Anglesea.
3. Protect and enhance Anglesea's valued non-suburban coastal/bush village character.
4. Provide a diverse range of accommodation and housing options for all residents, including increased housing diversity in the central areas of Anglesea within walking distance (400m) of the Town Centre and other existing activity centres.
5. Reinforce the primary role of the Camp Road Shopping Centre, providing for a viable and attractive town centre with a diverse range of retail and commercial activities, adequate car parking, good pedestrian and bicycle access and opportunities for incremental growth.
6. Support a vibrant and sustainable local tourism industry by encouraging tourist accommodation, tourist-related retailing and other activities in the Tourist Activity Precincts at Diggers Parade and Four Kings and to a lesser extent along the Great Ocean Road opposite the River; and opportunities for sensitively designed, low scaled tourist accommodation and facilities elsewhere.
7. Consolidate the industrial estate within its existing confines and rezone industrial zoned Crown land on the eastern edge to PCRZ.
8. Maintain a range of appropriate community and recreation facilities which meet community needs, including active and passive open space, facilities for older persons and youth, and safe pedestrian and bicycle linkages between facilities.
9. Consolidate and develop the McMillan Street Community Precinct as a multifunctional hub and develop community activity hubs at the Carnival, StieLions Park, Riverbank, Cogoorah Park and Point Roadknight.
10. Improve traffic movement through town and provide sustainable transport choices, including public/community transport and opportunities for walking and cycling, with improved crossing of the Great Ocean Road.
11. Develop appropriate mitigation and adaptation strategies to respond to the impacts of climate change.
12. Reduce the risks of environmental hazards (bushfire, flooding, erosion, CASS, salinity).



4. Elements of the Structure Plan

4.1 Value 1: Responsible growth and development

Anglesea is a compact township with a low density, vegetated, non-suburban coastal/bush built environment that exudes a village atmosphere with a strong sense of place. Development is sensitive to the natural coastal and treed landscape setting.



4.1.1 Restrained growth

State, regional and local strategies, including the *Great Ocean Road Region Strategy* (DSE, 2004), *Coastal Spaces* (DSE, 2006) and *Victorian Coastal Strategy* (VCS, 2008) identify Anglesea as a coastal settlement with low growth capacity. 'Low growth' is defined as "growth contained within existing urban or appropriate zoned land primarily through infill capacity and renewal within defined settlement boundaries." This low growth scenario is consistent with the community's vision for Anglesea to remain a 'coastal village' and sets a clear direction in limiting the growth potential of the town.

Anglesea's permanent population is expected to grow slowly from 2,406 in 2011 to 2,561 in 2031, which is an increase of 155 persons. The number of dwellings is expected to grow from 2,862 to 3,152 (+290) over this period (Id Consulting, 2010).

The availability of land for housing in Anglesea is significantly constrained by the existing settlement boundary, which restricts the outward expansion of the township into adjacent environmentally significant areas. The Structure Plan's direction is to retain this boundary. The forecast future demand for new housing will therefore be satisfied by exhaustion of the remaining supply of vacant lots and through dispersed infill development, rather than broadhectare greenfield development. In addition, several large sites within the established area are suitable for redevelopment, such as the old primary school site and the disused water basin on Harvey Street.

Through the effective use of existing vacant lots, infill development and redevelopment of larger sites a potential residential lot supply of around 780 lots could be realised⁴. At an average construction rate of 30 dwellings per annum, this equals a land supply of more than 25 years. The projected population and dwelling growth to 2031 can therefore be accommodated within the existing settlement boundary. Of course, these figures need to be treated with caution, as it is unlikely that each subdividable lot or potential redevelopment site will be developed.

Irrespective of the remaining lot supply and infill development potential, as a result of the restricted town boundaries, the growth of the population and number of dwellings will be limited and slow down as land supply diminishes. Given Anglesea is not a designated growth node in accordance with State and local policy it should not be expected that additional land outside the town boundaries will be rezoned for residential development. Land supply in Anglesea must be considered in the context of the role and function of the settlement within the wider municipality and region. Anglesea is situated only 15-20 minutes away from Torquay which is strategically supported for further urban development. Protection of the small town coastal character and sensitive environment of Anglesea is paramount.

⁴ A calculation of the potential lot yield is provided in Background Paper 2 – Population and Housing

It is recognised however that Alcoa freehold land north of Betleigh Street opposite the new primary school may qualify as a potential future development area should the community feel strongly about opening up more development opportunities in order to address issues of housing affordability and to attract/retain young families to keep the community vibrant and to support local businesses, sporting groups and the school (i.e. avoid the “Lorne syndrome”). It needs to be seen however whether the price of land and housing would be realistically affordable, without government intervention. The release of some land could potentially result in market competition, however the effects on prices would be short-lived and a large proportion of land is likely to be taken up by retirees or holiday home owners rather than families that seek permanent residency. For now, development outside the settlement boundary is not supported, however the long term growth options of the township should be revisited with the next review of the Structure Plan.

The water basin at 69B Harvey Street has been decommissioned and Barwon Water has indicated that it is open to redevelopment of the site, most likely for housing and potentially a small local park. This option should be actively pursued, as well as investigation of other suitable land use options for the site. Other redevelopment opportunities are the Narambi Caravan Park on Camp Road and potentially other caravan park and camp sites should they wish to cease operation or relocate, although their retention is encouraged to provide low cost accommodation for visitors and seasonal workers.

There are several parcels of land within the town boundaries that are incorrectly zoned. The Anglesea Bushland Reserve at Elizabeth Street is Crown land, but zoned residential. It is recommended that this land be rezoned to PCRZ. A large parcel of privately owned land bordered by Harvey Street, Great Ocean Road and Melba Parade is zoned PCRZ. The land is undeveloped and used by the public as quasi open space, but the zoning is inappropriate given its private ownership. The land should be rezoned to a more appropriate zone that reflects the private ownership but also limits development given the environmental and landscape qualities and constraints of the land.

Principles

- The low density, non-suburban, vegetated character of Anglesea as a small coastal village located within a sensitive environmental and significant landscape setting will be protected.
- Residential development will be contained within the existing settlement boundary and facilitated through exhaustion of vacant lots, dispersed infill development and redevelopment of larger sites, and through well designed medium density housing in appropriate locations.
- A range of suitable lot sizes and densities will be maintained that enable development to nestle in a bush setting, with sufficient space around buildings for the retention and re-establishment of vegetation.

Strategic Directions

- Contain urban development within the defined settlement boundary as defined on the Anglesea Structure Plan Map at Figure 4.
- Continue to apply minimum lot sizes and maximum development densities to provide a range of lot sizes and densities throughout town, whilst protecting Anglesea’s low density vegetated character.
- Encourage appropriate infill development and redevelopment of strategic sites that respects the low scale, non-suburban coastal village character of Anglesea.
- Encourage increased housing densities within walking distance of the Camp Road shopping centre and community facilities and at Diggers Parade and Four Kings, sympathetic to the town’s scale and character and taking into account the potential effects of sea level rise and storm tide inundation associated with climate change.
- Ensure land use and development does not encroach onto or has adverse effects on identified environmental assets within and surrounding the township.

- Retain buffer areas of natural bush between the township and the coal mine and power station.

Actions

- Modify the Anglesea Strategy at Clause 21.11 of the Surf Coast Planning Scheme to reflect the directions and principles of the Anglesea Structure Plan and include the Structure Plan as a reference document.
- Rezone the Anglesea Bushland Reserve at 44 Elizabeth Street from R1Z to PCRZ in recognition of its status as a Crown land reserve.
- Rezone land at 16-20 Harvey Street from PCRZ to an appropriate zone that reflects its private ownership and environmental constraints.
- In consultation with Barwon Water, and subject to appropriate community consultation, investigate the options for future use of the water basin site at 69B Harvey Street.
- At the appropriate time investigate the potential, if any, for residential development of land north of Betleigh Street. Such development is to result in net community benefit and be subject to a rigorous environmental assessment taking into consideration matters such as the environmental values of the land, impacts from the coal mine/power station and bushfire management.
- Monitor the supply of and demand for residential land and other growth drivers bi-annually and review the Structure Plan as necessary.

4.1.2 Housing diversity and choice

Housing diversity embraces a mix of dwelling types, sizes and tenures that meet the different needs of a wide range of people. A range of housing choices helps create diverse communities and allows people to stay in their community as they move through the lifecycle, including young families, single people and retirees. It also helps address housing affordability issues and provides for different lifestyle choices. Diverse housing in a local area helps build diverse and socially interesting places, avoiding housing 'mono-cultures'.

Anglesea's housing mix does not match its current and forecast demographic profile. Traditional family households of couples with children are decreasing, and the number of people living alone, couples without children and single parents is increasing. Currently, the typical housing product in Anglesea is represented by detached three or four bedroom houses and larger, however changing household demographics, including an ageing population, smaller (single or two person) households and people with a disability, mean this form of housing may be inappropriate for the needs of a large and growing segment of the community and will increase the demand for greater housing choice. It may also be contributing to increased living and maintenance costs, especially for smaller households. Options need to be available to allow local older people, who currently own a large single detached house, to relocate within their own community and age in place, and remain a vital and important part of the community. A more diverse housing mix is also important for young families and first home buyers.

There is an opportunity to encourage the construction of compact, well-designed dwellings or modest low-rise unit/apartment/townhouse style living in the central areas of Anglesea (generally within a 400 metre walking distance of retail and community centres) to increase housing diversity. Many community members identified an increased density and diversity of development as positive if well considered and appropriately located. Appropriate planning controls and incentives need to be in place to achieve the desired housing product, whilst providing a built form and landscape outcome that respects Anglesea's non-suburban vegetated character. The current market does not provide for this.

Population growth, tourist pressures, the popularity of the area as a 'seachange' destination for retirees and baby boomers and limited new housing development opportunities are pushing housing prices upwards and placing major stress on housing affordability. As a result of the strong growth in median house prices, locals who are not able to afford the high prices are being forced out of town and are of necessity moving to hinterland towns or larger centres such as Geelong which are more affordable. This has implications for the diversity of the community, as the remaining residents are often older, and the more affluent newcomers are often there only part-time. Providing a diversity of smaller and more affordable housing types can assist in maintaining a diverse population, which is important to ensure social cohesion and a local workforce, particularly in lower end and service industry employment.

Other types of residential accommodation, including retirement villages and residential aged care facilities, will also be encouraged. These specialised forms of housing will need to be on suitable land in appropriate locations.

The relocation of the Anglesea Primary school to the new site on Camp Road provides an outstanding development opportunity for the vacated school site. Council has expressed interest in achieving medium density and affordable housing outcomes on the site. A residential zone currently exists on the land and does not restrict the development of the land for standard housing purposes. An opportunity exists however for Council to enter into negotiations with relevant governmental agencies (Department of Education, Office of Housing) and/or a Housing Association to broker support for an integrated housing development with a component of affordable housing and public open space. It will also be necessary to investigate appropriate planning tools to guide future development, for example the application of a 'Comprehensive Development Zone' or 'Development Plan Overlay' that would detail design and development requirements.

Principles

- A greater range of housing types and sizes will be encouraged to suit different households, age groups and abilities. Such housing should be located close to existing commercial, community and other relevant services and facilities and in areas that do not compromise the non-suburban village character of Anglesea.
- A range of accommodation will be suitable for Anglesea's older residents, including compact low maintenance dwellings close to facilities, providing them with options to remain in their local community.
- Opportunities for accessible and well-located affordable housing for new and existing residents and the seasonal workforce will be encouraged through the provision of a greater choice in housing products.
- Mixed use developments, which include housing, retail and tourist uses, will be encouraged in commercial zones within the main shopping centre and the tourist activity precincts at Four Kings and Diggers Parade.

Strategic Directions

- Encourage a diversity of housing sizes, types and tenures, in particular a range of compact well-designed dwelling types that meet the needs of the community at different stages of life, in particular the elderly, within walking distance (400m) of the Camp Road Shopping Centre and other retail and community facilities, whilst maintaining the existing character and identity of Anglesea.
- Support medium density development at Four Kings and Diggers Parade that contributes positively to the character of Anglesea.
- Encourage multi-dwelling developments to incorporate:
 - a diversity in dwelling size, particularly the provision of 1 and 2 bedroom dwellings
 - dwellings designed to be accessible to persons with limited mobility
- Support the consideration of proposals for retirement villages and residential aged care facilities in appropriate locations.

- Support and facilitate proposals for affordable housing in appropriate locations and in keeping with the character of Anglesea.
- Encourage new dwellings to include adaptable features to provide for the lifecycle of residents and ageing in place.
- Retain caravan parks and school camps as an important provider of low cost visitor and temporary accommodation in Anglesea.

Actions

- Review the minimum lot size / density provisions in the central areas of Anglesea to encourage housing diversity.
- Undertake further research to develop a thorough understanding of the housing market in Anglesea, including the demand for smaller housing types (in particular from retirees and empty nesters wishing to downsize) and options/tools/incentives for delivery.
- Investigate with government departments and/or a registered Housing Association the options for affordable housing in Anglesea, in particular on the former primary school site.
- Rezone the former primary school site at 22-28 Camp Road from R1Z to CDZ to guide its future redevelopment for an integrated housing development, with a component of affordable housing and appropriate public open space.

4.1.3 Site responsive and sustainable design

Anglesea is characterised by a low-rise, low density non-suburban style of development. The *Anglesea Neighbourhood Character Study* (2003) identified that although there are distinct differences between various parts of Anglesea, the preferred character is consistent across the entire township. The valued coastal character is derived from buildings being unobtrusive and sited and scaled so that they appear to be nestled in a bush setting. Native vegetation cover, setbacks and building footprints that allow space for substantial vegetation, low profile buildings contained within the tree canopy, a sense of openness between properties due to a lack of fencing or the use of open style fencing (post & wire), building materials with a lightweight appearance and subdued or natural colours, and driveways and roads with an informal appearance complemented by roadside vegetation combine to create a distinctive streetscape and landscape character. The community has given strong indication that it is opposed to overdevelopment and wishes to retain the low-rise small township character, treed landscape setting and the functional separation of the town from Torquay and Lorne.

Anglesea is under increasing pressure to cater for residential demand by re-subdividing and developing existing lots. Further, old housing stock is being replaced with substantially larger houses, which have potential to dominate the landscape, interfere with views and detract from the neighbourhood character. Current planning controls, in particular the *Anglesea Residential Development Policy* (ARDP) and the Significant Landscape Overlay Schedule 3 (SLO3), restrict the number of dwellings on a lot (through minimum lot sizes and density controls) and the size and height of dwellings (through limits to building and hard surface site coverage and building height). A review of dwelling developments since the controls came into effect in 2005 reveals that generally the controls are working well and achieving reasonable outcomes in terms of consistency with the preferred neighbourhood character. The planning controls need to be kept in place and strengthened to ensure new development respects the treed character of Anglesea and allows for new vegetation to be planted around buildings. Transferring the performance measures of the ARDP into overlays will ensure the performance measures have more weight in decision-making. This change is also in line with State policy of utilising overlays where possible in place of local policy. It is important that landscape plans that are approved as part of development proposals are of a high quality and utilise indigenous species, in particular trees that assist

in screening a development within the streetscape, and that landscaping is carried out in accordance with the approved plans. This will require an appropriate level of planning enforcement.

A key determinant of Anglesea's character is fencing. The lack of fencing or the use of open style fencing such as post and wire contributes to the openness between properties and the informality of streetscapes. A balance needs to be found between maintaining this character and addressing the privacy needs of residents.

Sustainability is a concern of the local community and a key matter in enhancing healthy communities and addressing climate change. There is a need to encourage buildings – both new and existing – that are designed and oriented to take advantage of the local climate and reduce the use of energy (especially for heating and cooling), water and materials, and provide high levels of recycling and re-use of natural resources, materials and waste products. Housing that includes Ecologically Sustainable Design (ESD) features are more sustainable and provide benefits to the wider community through reduced greenhouse gas emissions and lower water demand. At the same time, ESD features improve the comfort of a home, provide direct savings to the households that live in them and are becoming must have items for environmentally conscious homebuyers.

Principles

- Preservation of the low rise, low density, vegetated character of Anglesea will be an overriding principle in considering development proposals.
- New development shall have a low profile building height and complement the preferred neighbourhood character in terms of siting and design; provide for the planting or protection of significant vegetation around buildings and minimise impacts on roadside vegetation; and protect heritage and environmental values of adjoining land.
- Well-designed housing will be encouraged that provides a healthy living environment for its occupants and is adaptable to different and changing needs.
- New development should be undertaken in an environmentally sustainable manner having regard to matters such as solar orientation, water conservation, stormwater reuse, energy use and sustainable materials.

Strategic Directions

- Encourage development that respects the coastal landscape and bush setting of Anglesea, by promoting contemporary coastal design that adopts a scale, height, setbacks, spacing, forms, materials and colours that contribute positively to the character of Anglesea.
- Require front and side setbacks that are adequate to achieve a sense of space around buildings and to allow for the retention and planting of substantial vegetation in front of and between buildings.
- Continue to apply minimum subdivision lot sizes and limits to site coverage and building size to enable sufficient space around buildings for the retention and planting of vegetation so that buildings are recessive to vegetation and achieve a sense of development in a bush setting.
- Maintain the typical low scale of buildings in residential areas of up to two storeys (or 7.5 metres) and ensure that roof profiles and upper storey elements are designed to reduce visual bulk.
- Encourage a lack of fencing or the use of open style fencing (e.g. post and wire) to maintain a sense of openness between properties.
- Ensure landscape plans are of a high quality and result in the planting of indigenous species, in particular canopy trees planted in front of buildings, and ensure landscaping is carried out in accordance with approved landscape plans.
- Encourage sustainable design practices in the siting and design of new development or retrofitting of existing buildings, including increased energy

efficiency and passive solar design, greater water efficiency and reuse of water, use of sustainable materials and adaptability of design.

- Protect those buildings included in the Heritage Overlay as per existing heritage provisions and undertake further heritage studies to identify other heritage places.
- Ensure that development provides for the reasonable sharing of views of the ocean, coast, foreshore, river and bush.

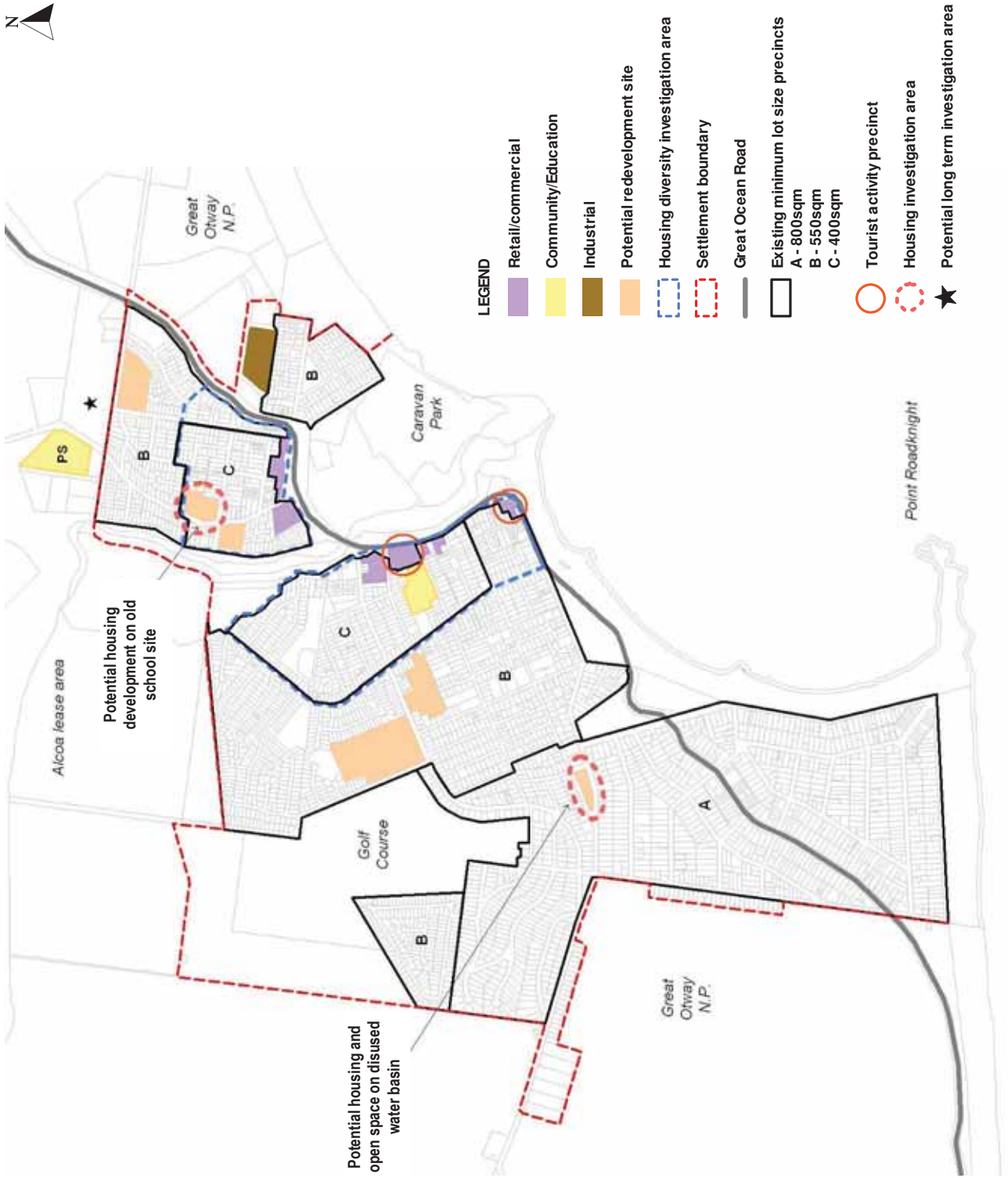
Actions

- Delete the ARDP at Clause 22.06 of the Surf Coast Planning Scheme and transfer the performance measures into overlays in order to give the performance measures more weight.
- Review the fencing controls of the ARDP and SLO3.
- Use the *Surf Coast Sustainable Design Book (2010)* to provide information to applicants and the local building industry to encourage design excellence and environmentally sustainable design practices.
- Identify educational activities that will promote the retrofitting of existing dwellings to encourage residents to make their homes more sustainable and adaptable for different life stages.



A sense of housing in a bush setting

Figure 5: Responsible growth and development



Key directions

1. Reinforce the existing settlement boundary and avoid encroachment of urban development into surrounding environmentally significant land.
2. Protect and enhance Anglesea's valued non-suburban coastal/bush character.
3. Retain buffers to Alcoa mine and power station.
4. Encourage increased housing diversity in the central areas of Anglesea. Consider minimum lot size, built form, housing types, landscaping and open space, and incentives/tools to deliver the desired outcome.
5. Investigate opportunities for an integrated housing development on the former primary school site on Camp Road.
6. Encourage appropriate infill development and redevelopment of larger sites.
7. Maintain minimum lot size precincts.
8. Promote medium density development and tourist-related retail and accommodation in the tourist activity precincts at Four Kings and Diggers Parade that respects Anglesea's character and the amenity of surrounding properties.
9. Investigate long term options for residential development of land north of Betteleigh Street.

LEGEND

- Retail/commercial
- Community/Education
- Industrial
- Potential redevelopment site
- Housing diversity investigation area
- Settlement boundary
- Great Ocean Road
- Existing minimum lot size precincts
- A - 800sqm
- B - 550sqm
- C - 400sqm
- Tourist activity precinct
- Housing investigation area
- Potential long term investigation area



4.2 Value 2: A healthy and protected natural environment

Anglesea will have a protected and healthy natural environment that underpins the identity of the township as a place where the bush meets the sea and which provides opportunities for the community to interact with nature and maximise wellbeing. It will aim to minimise the use of resources, reduce greenhouse gas emissions and strengthen its resilience to natural hazards, including bushfire and the projected effects of climate change.



4.2.1 Environmental assets

Anglesea is blessed with abundant environmental assets and is renowned for the quality and diversity of its natural environment, which contributes strongly to Anglesea's attractiveness and sense of place. Some distinctive features include:

- Nationally significant **heath and bushland areas** surrounding the town, with rich and diverse native flora and fauna, including rare orchids, wildflowers and endangered animals, mostly contained within the Anglesea Heath / Great Otway National Park.
- A dynamic **coastline and marine waters** that comprise sandy beaches, surf breaks, dune formations, cliff faces, rocky foreshores and reefs.
- **Nature reserves** of moderate to high conservation significance, including Coogoorah Park, Kuarka Dorla Nature Reserve, Edna Bowman Nature Reserve, Fairylands Nature Reserve, Lookout Reserve and Anglesea Bushland Reserve that harbour a diversity of vegetation communities such as swamp and riparian vegetation, grassy and heathy woodlands, Moonah woodland and coastal alkaline scrub and provide habitat for native fauna.
- The **Anglesea River and estuary**, which have significant conservation, recreation and tourism values. The estuary is subject to intermittent tidal inundation, fresh water flooding and natural closure and is an important breeding ground for native fish.
- An indigenous **tree canopy** of predominantly Messmate Stringybark, Manna Gum, Swamp Gum and Narrow-leaf Peppermint throughout the township and isolated areas of Coastal Moonah Woodland that dominates the built form, enhancing the natural feel of the town.

The natural environment supports multiple values including scenic amenity, outdoor recreation, cultural heritage and biodiversity. Population growth, increased visitor numbers, tourism and development are increasing the pressure on the natural environment, as are natural processes such as climate change and erosion. Protecting and managing the natural environment is fundamental to achieving a sustainable future for the town.

Anglesea has retained much of its natural environment through the protection and management by public land managers, such as GORCC, DSE/Parks Victoria and Surf Coast Shire. A variety of community groups such as ANGAIR are also involved to a significant degree in the protection and improvement of the natural environs. The ongoing involvement by these agencies and groups will ensure that these areas are protected in the long-term.

There are a number of threats that may compromise or destroy the biodiversity and natural values in the absence of appropriate management. The degradation processes are often the direct or indirect result of urban development, infrastructure works and recreational/tourism pressures. Key threats include:

- **Environmental weeds** are plants that invade areas of native vegetation. Weed species are often garden escapees and include exotic plants but also native plant species that tend to spread

excessively and replace indigenous species, especially within the nature and coastal reserves and heathlands. Woody weed species also contribute to fuel loads.

- **Pest and feral animals** can have a significant impact on native fauna and flora through predation (foxes, cats and dogs) and destruction of native vegetation (rabbits).
- **Stormwater runoff** and drainage discharge into the Anglesea River from urban development, unsealed roads and car parks contributes to siltation and pollution of the river and estuary. Other threats to the river include sewerage spills, acidification and erosion.
- **Tourism and recreation** activities within sensitive areas can cause vegetation damage, soil destabilisation and compaction, disturbance of fauna, water pollution, erosion of tracks, dunes, cliffs and riverbank areas, creation of informal tracks, litter.
- **Development** can lead to vegetation clearance and loss of habitat as a result of construction of buildings, access, car parking, etc; and altered stormwater runoff regimes and stormwater pollution.
- High levels of **coastal erosion** are threatening the coast line, including an environmentally significant stand of Moonah Woodland at Point Roadknight.

Water, air and acoustic quality are also natural assets that play a vital role in ensuring the health of the community and protection of the environment. Anglesea's air quality and noise levels generally meet EPA standards with only infrequent exceptions, depending on specific circumstances and weather conditions. The major sources of air pollutants, including particulate matter and sulfur dioxide, in Anglesea are motor vehicles, woodfire heaters, the open cut coalmine and power station, and bushfires (both fuel reduction and wildfires). Noise generators include traffic, activities in the industrial estate and operation of the power station. Although the impacts of air and noise pollution cannot always be eliminated, providing separation distances between industry and other sensitive land uses serves to reduce the impacts on health, amenity and quality of life. This requires maintenance of buffers between the industrial estate and adjoining residential land and between the township and the Alcoa coal mine and power station.

Principles

- The biodiversity and natural values of the township and the ecological sensitivity of the surrounding environment are protected and enhanced.
- The water, air and acoustic environments are protected and managed to maintain the health and wellbeing of the community and the natural environment.
- Ongoing protection is given to the native tree canopy within residential areas of Anglesea, with particular emphasis on indigenous species.
- The resilience of the natural environment is strengthened to cope with increased visitation and human pressures.

Strategic Directions

- Protect environmentally significant land surrounding Anglesea from urban expansion by applying a strict settlement boundary around the township.
- Encourage the retention and re-establishment of indigenous vegetation and the removal of environmental weeds on private land, roadsides and nature reserves.
- Ensure that development adjacent to areas of environmental significance is undertaken in a manner which complements and does not impact adversely upon the natural values.
- Protect and enhance habitat areas and provide a viable network of connecting corridors to enable flora and fauna to move and adapt to changing conditions over time.
- Protect Coastal Moonah Woodland vegetation to reflect the listing of this community under the *Flora and Fauna Guarantee Act 1988* as a threatened species.
- Ensure the long-term protection of the environmental values of nature reserves and surrounding Crown land through their sensitive on-going maintenance while

providing, where appropriate, community access to and good linkages across public land.

- Achieve an appropriate balance between “tidying up” areas of remnant vegetation for fire protection purposes and promoting indigenous vegetation.
- When new development occurs on sites of low vegetation cover, require planting of new indigenous vegetation to increase the overall vegetation cover, where this does not increase fire risk.
- Give high priority to conserving and promoting environmental values in the planning and development of structures and facilities.
- Restrict access to sensitive soils, vegetation and fauna habitat of dunes, beaches and nature reserves in selected areas (e.g. significant Hooded Plover habitat at Point Roadknight).
- Sustainably manage extractive and mineral resources for potential future extraction, and ensure that appropriate buffers, environmental management plans and restoration programs are in place to protect natural values and the health and wellbeing of the community.
- Support public land managers, community groups and landowners in the ongoing management and protection of sensitive environmental areas.

Actions

- Encourage the use of indigenous species listed in the *Indigenous Planting Guide* (2003) and CFA’s *Landscaping for Bushfire* (2011) in landscape plans.
- Exempt the removal of environmental weeds identified in *Environment Weeds: Invaders of our Surf Coast* (2nd Edition, 2002) from planning permit requirements.
- Continue to develop and implement weed control programs in conjunction with local volunteer groups and public land managers, including removal of woody weed species that add to the fuel load within and adjacent the township.
- Continue to develop and implement domestic and pest animal control programs in cooperation with other agencies and community groups.
- Continue the enforcement of dog regulations and investigate the need for further regulation in sensitive areas and the potential for the provision of a dedicated, fenced off-leash area.
- Continue to prepare and implement management plans for Council owned and/or managed nature reserves.
- Participate with existing community organisations and networks such as ANGAIR and the Community House to raise awareness in the community of the importance of protecting indigenous vegetation.
- Work with GORCC to identify opportunities to mitigate high rates of coastal erosion to the north of the boat ramp at Point Roadknight, which is undermining Coastal Moonah Woodland.
- In cooperation with GORCC, DSE, Parks Victoria and Alcoa promote responsible recreational use of nature reserves and crown land, including through designated roads and tracks for vehicles, trail bikes, bicycles and walkers; closure and rehabilitation of informal tracks; review of parking locations; fencing off of sensitive areas to avoid disturbance; provision of directional and interpretive signage; and upgrading of lookouts and viewing platforms.
- Work with EPA and Alcoa to monitor the air quality in and around Anglesea and other environmental impacts of the coal mine and power station.

4.2.2 River and coastal management

Anglesea's river, estuarine and coastal environments are highly valued environmental, ecological, social, cultural, recreational and economic assets. The Anglesea River bisects the town and contributes to its identity. It is valued for its scenic qualities, recreational opportunities (e.g. fishing, boating, swimming) and provides walking/cycling tracks on both sides. The spate of fish deaths in late 2010 and early 2011, thought to be caused by acid run-off from upstream swamp areas, caused a high level of community concern regarding the ongoing management and health of the river.

The Anglesea River estuary is classified as an 'intermittently open east-facing open coast' estuary (DSE, 2008b). During periods of low river flows or after strong swell events and high tides, a build-up of sand in the river mouth forms a berm which closes off the river mouth. During periods of high river flows, river water will build-up until it overtops the berm and scours out a channel to the sea. On some occasions, and after evaluation of environmental impacts, the estuary may be opened artificially when the water levels reach a critical height (close to or above 1.7m AHD at the gauge board at the Great Ocean Road bridge) and there is a risk to assets and public safety. Management procedures and consents/permits are in place to artificially open the river mouth. New river opening procedures are being drafted by the CCMA.

Urban development, tourism and recreational use, vegetation clearing, stormwater runoff and water discharge and extraction are all increasing pressure on the health of the river, estuary, coast and marine environments. Climate change effects, such as sea level rise, increased erosion rates and extreme weather events including flooding, will exacerbate these pressures. A water quality monitoring station has been installed on the riverbank which records dissolved oxygen, temperature, pH, salinity and water levels. The data will inform on risk of flooding and pH levels and will result in a major improvement in knowledge and management of the river.

Vehicle access close to the river edge and frequent launching of canoes and other small watercraft has resulted in degradation and erosion of the riparian environment and destabilisation of the riverbank in places, particularly in the vicinity of the Wray Street bridge and elsewhere along Bingley Parade. Stabilisation works, revegetation, restriction of access and construction of boardwalks or platforms for pedestrian access, fishing and boat launching is required to revert these degradation processes.

Since 2004 an Estuary Management Plan has been in place for management of the Anglesea River. Most of the actions in the plan have been completed and a review of the plan is being undertaken by the CCMA with Shire input. A draft plan is expected mid 2012.

Whilst research and other information is available on the Anglesea River and Estuary, greater understanding and further research of the river system is required. The interaction between surface and ground water in the area is generally poorly understood and there is a lack of detailed information on CASS in and around the river and the sources of poor water quality. Two studies were commissioned in 2011 to contribute to the current understanding of the river:

- *Anglesea River Review* – commissioned by DSE and lead by Professor William Maher of the University of Canberra into the sources of poor water quality and the role of specific factors that are of concern to the community. This study confirmed the contribution of acid flush events.
- *Anglesea River Ecological Resilience Study* – commissioned by the Corangamite CMA capturing all known information on CASS and their associated impacts on estuaries.

GORCC has embarked on developing a new Coastal Management Plan (CMP) for the entire GORCC managed coastline from Torquay to Lorne. The CMP will set objectives and strategies for the protection and enhancement of the environmental, heritage and recreational values of the coast and guide management of the coastal reserves over the next five years and beyond.

Information and science around the river and coastal systems is likely to continue to evolve and it is important that the Structure Plan and future plans respond to more detailed information as it becomes available.

A number of commercial operators undertake adventure, education and environmental activities on Shire owned or managed land and coastal Crown land, in particular in Coogoorah Park, on the Anglesea River and at the beaches, mainly for school groups and corporate clients. Use has intensified and expanded over recent times, with the main activities being surfing lessons, kayaking, orienteering, mountain bike riding, challenge/team building exercises and environmental activities such as rock pool rambling. Not all of the companies have a Tour Operator and Activity Provider Licence as required by the Crown Land (Reserves) Act. Licensing is required to manage risks and mitigate impacts.

Principles

- The natural, biodiversity, aesthetic and scenic values of the Anglesea River, estuary, coast and marine environment are protected and enhanced and good water quality is maintained, whilst providing opportunities for recreational use.
- Adverse impacts from land use and development, infrastructure and recreational activities on the water quality, natural hydrological processes and ecological health of the river, estuary and marine environment are minimised.

Strategic Directions

- Protect, manage and rehabilitate riparian areas to maintain and enhance water quality and scenic, biodiversity, ecological, recreational and corridor values.
- Manage the quantity and quality of stormwater runoff from urban development, roads and public car parks prior to discharge into the river and ensure stormwater outlets and open drainage channels are upgraded in line with Best Practice Urban Stormwater Design Principles.
- Ensure structures, car parks and landscape elements near the river and coast have a low key profile, retain open views to the river mouth and ocean, and incorporate sustainable design principles.
- Protect, manage and enhance marine, estuarine and river habitats to sustain fish stock levels and maximise recreational fishing opportunities for the ongoing benefit of the community and local economy.

Actions

- Reinstate, stabilise and/or revegetate eroded areas along the riverbanks and restrict or manage access to the river edges (e.g. place bollards to prevent vehicle access close to the river and construct boardwalks or platforms for pedestrian access, fishing and boat/kayak/canoe launching).
- Investigate options for the appropriate protection of the environmental values of the Anglesea River through the Planning Scheme (e.g. application of the ESO).
- Continue to undertake regular monitoring of the water quality and health of the river and work with other agencies and organisations (e.g. CCMA, DSE, Parks Victoria, DPI, EPA, GORCC and Alcoa) to improve the river health.
- Undertake drainage improvements to existing car parks to minimise runoff of nutrients and contaminants into the river.
- Work with other agencies (GORCC, DSE, Parks Victoria, CCMA, EPA) to review and implement the Anglesea River Estuary Management Plan.
- Support studies and further research to create greater understanding of the river system, including the sources affecting water quality, the interaction between surface and ground water and detailed information on CASS.
- Participate in the development and implementation of a new Coastal Management Plan by GORCC to guide the future management of the coastal reserves.
- Licence all commercial operators who use Council managed land or Crown land.

4.2.3 Environmental hazards

Environmental hazards such as flooding, salinity, erosion, landslides, CASS and bushfires pose a significant risk to the community, buildings and infrastructure in Anglesea. Implementation of environmental hazard adaptation strategies will be achieved through building community resilience and preparedness, enhancing the resilience of natural systems, avoiding vulnerable development and infrastructure in hazardous areas and incorporating design measures that mitigate risks.

Flooding and inundation

Land along the Anglesea River is subject to flooding and inundation. The Flood Overlay (FO) has been applied to the watercourse of the river, whilst adjoining land that is at risk of flooding in a 1 in 100 year event is affected by the Land Subject to Inundation Overlay (LSIO). The main purpose of the overlays is to ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage and will not cause any significant rise in flood level or flow velocity. The LSIO needs to be updated to reflect recently mapped flood extents on land adjoining the estuary.

Salinity

The river environs have also been identified as salinity risk areas. A Salinity Management Overlay (SMO) has been applied to the river as well as adjoining land within a buffer area. The buffer area is underlain by shallow saline watertables where salinity is not evident but may develop in a relatively short timeframe or within the design life of a development (30-50 years). The purpose of the SMO is to ensure that development includes specified mitigation measures to prevent damage to buildings and infrastructure from salinity and that development does not further impact on the intensity and spread of salinity elsewhere or does not affect the natural salinity of saline ecosystems.

Coastal acid sulfate soils

Coastal acid sulfate soils (CASS) are naturally occurring soils containing iron sulfides. CASS form naturally when sulfate rich water (sea water, sewerage or mine waters) mixes with soils that contain iron and organic matter. CASS are generally found in low lying coastal areas and along the edges of water bodies, including rivers, estuaries, tidal flats and swamps. In Anglesea, any areas along the river up to the 5m AHD contour are likely to contain CASS. Additionally, once low lying areas which now extend beyond the 5m contour such as the sand dunes and areas that have been filled, are also likely to contain CASS.

In a water-logged state CASS are harmless, but if drained, excavated or exposed to air, the iron sulfides can oxidise and produce acid which can then leach into the environment and can have harmful effects on the environment, humans and infrastructure, including plant and animal kills, contamination of drinking water and corrosion of concrete and steel. There are currently limited controls in the Planning Scheme to address CASS, however the *Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soils* (DSE, 2010) detail indicators of CASS occurrence and set out management guidelines to avoid disturbing and manage CASS. Any applications for developments or works in areas with CASS probability that may cause the disturbance of CASS (e.g. through significant ground disturbance or changes to the groundwater table) should be assessed against the *Best Practice Guidelines* and be accompanied by a CASS Management Plan (or a Construction of Environmental Management Plan that contains a strategy for dealing with CASS) where a hazard has been identified.

In managing public open space and infrastructure within CASS risk areas, particularly in areas below the 5m AHD contour, Council and other public land managers need to consider the CASS risks and apply management plans where necessary when planning maintenance and new works that have potential to disturb CASS.

Bushfire

Anglesea is one of 52 identified high bushfire risk towns in Victoria. The Surf Coast Shire, DSE/Parks Victoria, CFA, GORCC, Alcoa, private landowners and the local community are all involved in activities to minimise the risk of a bushfire affecting Anglesea. A Township Protection Plan has been developed and two Neighbourhood Safer Places have been designated as a place of last resort in case of a bushfire emergency: the Anglesea Riverbank (opposite Minifie Avenue) and main shopping centre car park. Council has been working with private landowners within Asset Protection Zones to reduce fuel loads by removing woody understorey vegetation. Council is also responsible for the removal of environmental weeds and management of fire in Shire owned and managed nature reserves. All fire management activities seek to find a balance between reducing fire risk and protecting Anglesea's bush character by restricting vegetation removal. The CFA did not raise any further issues regarding the content of the draft Structure Plan when asked for comment.

A Bushfire Management Overlay (BMO) applies to identify areas where the threat of bushfire requires specified bushfire protection measures to be implemented. The purpose of the overlay is to ensure that the location, design and construction of development considers the need to implement bushfire protection measures and does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level. New bushfire hazard mapping and planning controls, including the new BMO (Clause 44.06), bushfire planning requirements (Clause 52.47) and exemptions (Clause 52.48), were introduced by the State Government in November 2011 to implement the recommendations of the 2009 Victorian Bushfire Royal Commission.

Principles

- As a first principle, development will be avoided in areas susceptible to environmental hazards such as flooding, erosion, bushfire, salinity and CASS.
- Where development cannot be avoided or where the risk is manageable, the risk from environmental hazards will be reduced by establishing mitigation strategies to minimise vulnerability.
- The resilience of the community, built environment, infrastructure, natural environment and economic sectors to environmental hazards shall be strengthened.

Strategic Directions

- Adopt appropriate design standards to minimise or mitigate the risks from environmental hazards.
- Avoid areas of unacceptable flood risk, including additional risks from climate change, and areas where development may unacceptably increase flood risk elsewhere.
- Avoid disturbing CASS and assess impacts and risks in accordance with the *CASS Best Practice Guidelines (2010)*.
- Promote integrated fire management practices to protect the Anglesea township and community from the devastating effects of bushfire.
- Ensure a reasonable balance is achieved between protection of the environmental values and character of the town and the implementation of bushfire protection measures.
- Ensure development is sited, designed and constructed to reduce the risk from bushfire.

Actions

- Review and prioritise maintenance requirements for Council's recreational facilities, public spaces and infrastructure assets at risk from environmental hazards.
- Require any development or works within CASS risk areas (generally below the 5m AHD contour) that may cause the disturbance of CASS to have been assessed against the *CASS Best Practice Guidelines (2010)* to determine hazard from CASS. If

a CASS hazard is identified a CASS Management Plan (or other suitable plan) consistent with the *Best Practice Guidelines* should be developed.

- Work with State Government departments and agencies to improve mapping and the level of information of environmental hazards.
- Continually update and implement Anglesea's Township Protection Plan for bushfire management with the CFA, DSE/Parks Victoria and the local community based on scientific evidence and best practice fire behaviour/risk models.
- Maintain close working relationships with DSE/Parks Victoria and the CFA to develop appropriate fire management strategies and community education campaigns to strengthen community resilience to bushfire.
- Work with the Municipal Fire Prevention Committee to consider the impact of bushfire protection measures on land use planning.
- Continue to develop and implement Fire Management Plans for Council owned and managed nature reserves.

4.2.4 Planning for climate change

The emerging global and national issues of climate change and peak oil are expected to have an increasing impact on the Surf Coast and Anglesea. It is increasingly recognised that climate change results from a rise in temperature due to increasing levels of greenhouse gases. Climate change is expected to result in rising sea levels and increased frequency and severity of extreme weather events that can cause storm surge, coastal inundation, riverine flooding, coastline erosion, severe storms and rainfall, heatwaves and bushfires. These hazards pose a significant risk to the community, the natural and built environment and infrastructure in Anglesea.

Land along the Anglesea River is affected by riverine flooding now and could be further affected by tidal surge events in the future with the expected sea level rise predictions. CCMA estimates project that the 1% Annual Exceedance Probability (AEP or 1-in-100 year event) storm tide level applicable to the Anglesea coast will be 2.04m AHD in 2040 and 2.8m AHD by 2100 based on predicted sea level rises and storm tide scenarios provided by the CSIRO (McInnes *et al.*, 2009). Areas likely to be at risk include:

- Coogoorah Park, Lions Park, Fairyland Reserve and adjacent Caravan Park.
- Low lying areas along the western margin of the estuary, including the Great Ocean Road around Minifie Avenue, the car park adjacent to the estuary entrance, and River Reserve Road.

Land uses and assets within these affected areas include open space and nature reserves; recreational assets (e.g. playgrounds, BBQ and picnic facilities, fishing platforms); roads, car parks and pathways; structures (e.g. visitor information centre, public toilets); caravan park; and several dwellings and businesses on private land.

As with managing environmental hazards, implementation of climate change adaptation and mitigation strategies will be achieved through building community resilience and preparedness, enhancing the resilience of natural systems, avoiding vulnerable development and infrastructure in hazardous areas and incorporating design measures that mitigate risks.

Planning for climate change will be informed by the projected sea level rise of 0.8 metre in 2100 outlined in the *Victorian Coastal Strategy* (2008) and any subsequent policy guidance from State government.

The *Surf Coast Shire Climate Change Strategy* (2011) provides an integrated framework for implementing local policies to reduce greenhouse gas emissions and build resilience to the effects of climate change. It describes programs and actions needed to support adaptation to climate change.

Measures that would help reduce Anglesea's greenhouse gas emissions include:

- Encouraging residents to make their homes (new or existing) more energy efficient
- Providing alternatives to car based travel, such as public transport, walking and cycling
- Providing opportunities for local food production and urban agriculture
- Providing opportunities for renewable energy production

Principles	<ul style="list-style-type: none"> • Strategies will be applied to reduce the risks to the natural and built environment, infrastructure and the community from the projected effects of climate change to minimise vulnerability and build resilience. • New development should be appropriately located and designed to ensure protection from the risks and impacts associated with climate change and coastal hazards. • Greenhouse gas emissions from development, land use and transport will be reduced.
Strategic Directions	<ul style="list-style-type: none"> • Avoid development in areas with high exposure to the effects of climate change. • Ensure new development is located, designed and constructed so that it can be appropriately protected from climate change risks and impacts. • Promote a reduction in energy consumption and increased use of renewable energy, public transport and walking/cycling so as to reduce greenhouse gas emissions and to maximise Anglesea's capacity to adapt to the impacts of climate change and peak oil. • Encourage water harvesting, water reuse and other water reduction strategies. • Promote ESD principles to achieve buildings that are designed and orientated to reduce greenhouse gas emissions. • Adopt the precautionary principle to planning and decision making when considering the risks associated with climate change, including the policy of planning for sea level rise of not less than 0.8 metres by 2100. • Identify and monitor areas at risk of sea level rise or other impacts of climate change. • Increase community awareness and influence behaviour regarding specific actions to reduce greenhouse gas emissions and to adapt to the effects of climate change and peak oil. • Ensure public open spaces remain 'fit for purpose' under the impacts of climate change and identify land for future open space provision. • Increase stored carbon through the retention or planting of trees and other vegetation (carbon sinks). • Support alternative energy projects (e.g. solar, wind, geothermal power). • Identify and protect areas that provide for the landward retreat of coastal habitats and species at risk from predicted sea level rise.
Actions	<ul style="list-style-type: none"> • In cooperation with State government and other organisations (e.g. DSE, CCMA, GORCC) undertake further climate change and peak oil vulnerability and risk assessments to identify local risks and inform future land use, infrastructure, transport, open space and natural resource management planning. • Implement appropriate planning scheme policies and overlays which control development occurring in areas sensitive to predicted risks from sea level rise. • Implement community engagement programs and support actions of community groups to encourage a low carbon, resilient and sustainable community. • Review and prioritise maintenance requirements for Council's recreational facilities, public spaces and infrastructure assets at risk from the impacts of climate

change.

- Undertake a study to investigate the impacts of future sea level rise and rising river levels on the stormwater drainage system around the Anglesea River and surrounding areas to identify appropriate infrastructure improvements.
- Work with GORCC to identify and implement measures to address coastal erosion.
- Minimise greenhouse gas emissions from the Anglesea landfill and investigate opportunities to capture and re-use landfill gas (methane).
- Implement the recommendations of the Surf Coast Shire Climate Change Strategy.

4.2.5 Cultural heritage and landscape values

Residents and visitors alike value the scenic quality and diversity of the landscape that surrounds Anglesea and defines the town's liveability and lifestyles. Much of Anglesea is visible from the Great Ocean Road and various public vantage points in and around town, with spectacular views of scenic landscapes and natural features including the ocean, cliff tops, Point Addis, Point Roadknight, Anglesea River and the natural bush and heathland surrounding the town. To remain attractive and functional, the landscape must continue to support biodiversity, scenic amenity and cultural heritage values and promote tourism and outdoor recreation. Large scale and highly visible development that has the potential to undermine the visual qualities of the landscape is to be avoided.

Anglesea harbours places of cultural heritage significance, both aboriginal and post-contact. Anglesea falls within the boundaries of the Wathaurong Aboriginal community. Community awareness of the local cultural history will be promoted and significant sites protected in consultation with the Wathaurong and in accordance with relevant legislation.

A Heritage Overlay has been applied to eleven post-contact places to protect their heritage values. A further study will be undertaken to identify any remaining sites and places of significance.

The Great Ocean Road and scenic environs, comprising approximately 13,400ha between Torquay to the east and Allansford to the west, was included in the National Heritage List in June 2011 in recognition of its cultural history and environmental and landscape values. Any proposed action, including projects, developments and activities, that is likely to have a significant impact on the road's values must be referred to the federal environment minister under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Principles

- The scenic landscape qualities and their contribution to Anglesea's liveability, character, attractiveness and sense of place will be protected, managed and enhanced.
- Development, infrastructure and activities shall be designed and located to protect, manage and enhance the landscape values.
- Anglesea's cultural heritage, including historic places and traditional Aboriginal cultural heritage sites, shall be appreciated, protected and managed.
- Aboriginal traditional owners will be recognised as stakeholders, involved in planning, and their relationship with the land, sea and natural resources understood and respected.
- Indigenous vegetation and geomorphological features shall be the dominant features of the landscape, particularly when viewed from the Great Ocean Road and other public viewing points.

Strategic Directions

- Preserve important scenic amenity areas, view corridors and viewpoints and keep them clear of intrusive development.
- Minimise the visual impact of development within the landscape by ensuring

development is sited and designed to:

- not protrude above the tree canopy;
 - not protrude above ridgelines to form a silhouette against the sky;
 - retain native vegetation that helps screen development from view;
 - blend in with the natural environment by being finished in subdued/natural external colours and materials; and
 - achieve a reasonable sharing of views of significant landscape features.
- Ensure that infrastructure such as roads, access tracks, car parks, powerlines and signage does not visually dominate the landscape and has a non-suburban and informal appearance.
 - Ensure that areas and places of cultural heritage significance are given due protection and ensure development in or adjacent to those places does not compromise their cultural heritage significance.
 - Protect the heritage and landscape values of the Great Ocean Road and surrounds.

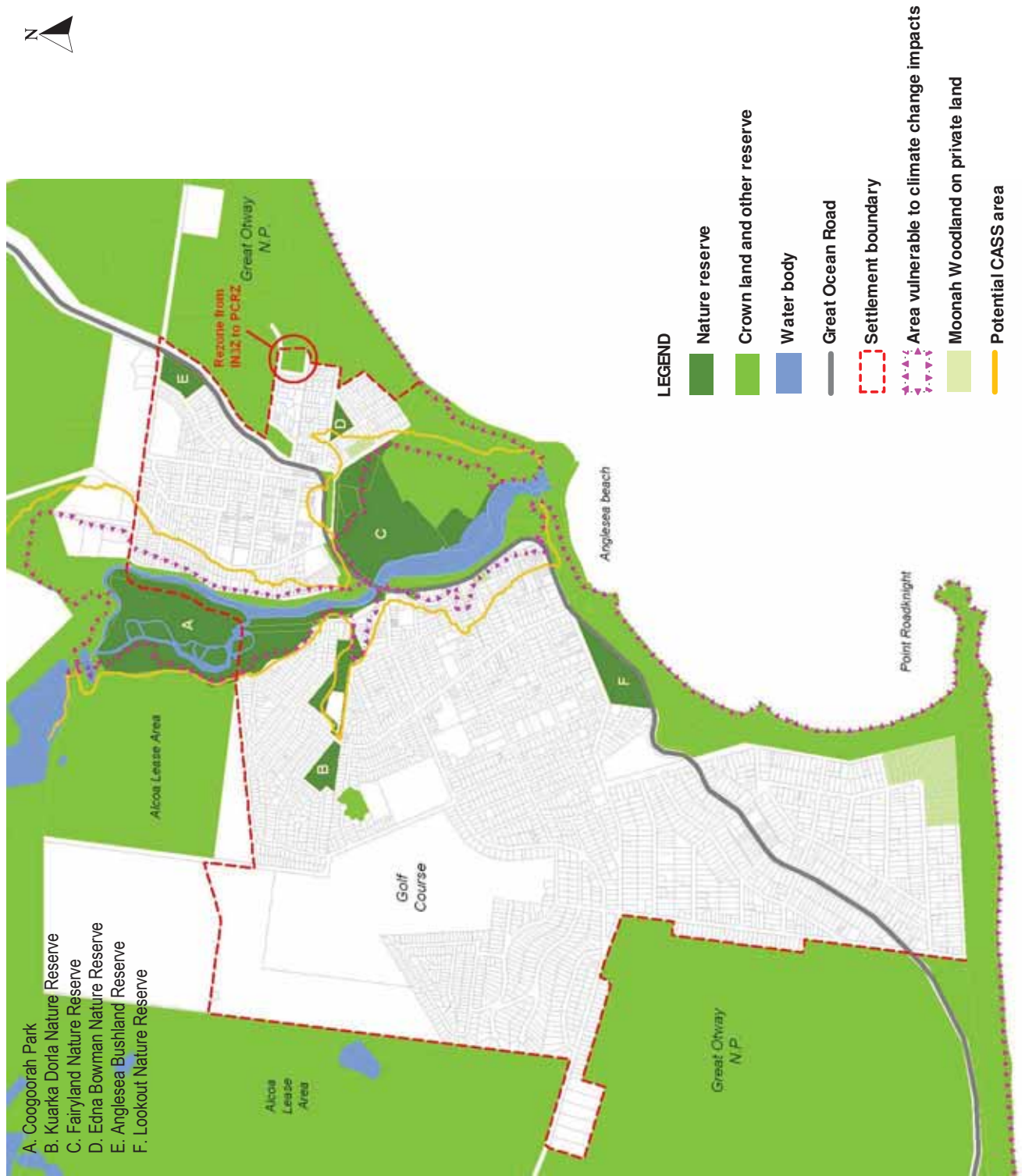
Actions

- Conduct an assessment of remaining potential heritage places in Anglesea as part of the next stage of the Surf Coast Shire Heritage Study.
- Engage with traditional owners through recognised cultural group organisations on planning and natural resource matters that may affect their native title rights or traditional cultural heritage values.





Figure 6: A healthy and protected natural environment



Key directions

1. Reinforce the existing settlement boundary and protect surrounding environmentally significant land.
2. Protect and enhance the environmental and landscape qualities of Anglesea's nature reserves and open spaces.
3. Protect and enhance the ecological and recreational values of the Anglesea River and Estuary, coast and marine environment.
4. Protect Coastal Moonah Woodland vegetation.
5. Develop adaptation and mitigation strategies to reduce the risk of climate change impacts.
6. Promote integrated fire management practices to protect the Anglesea township and community from the devastating effects of bushfire.
7. Minimise and manage the risks of environmental hazards such as flooding, CASS, salinity, erosion, etc.
8. Rezone a parcel of industrial zoned Crown land on the eastern edge of the industrial estate to PCRZ.
9. Protect the heritage and landscape values of the Great Ocean Road and surrounds.
10. Protect and enhance Anglesea's vegetated character afforded by the indigenous tree canopy.
11. Enhance opportunities for appropriate use of the coast whilst protecting its inherent and ecological values.



4.3 Value 3: A sustainable community

Anglesea is a place for people – inclusive and safe with good access to a range of parks, facilities and services, providing opportunities for social and cultural interaction, participation, active and healthy lifestyles and improved wellbeing.



Sustainable communities are vibrant places that are economically productive, environmentally responsible and socially inclusive. They foster a liveable, cohesive, connected community enjoying quality of life now and ensuring protection of these elements for future generations. They provide a place where the needs of all community members throughout all life stages are provided for.

Anglesea's socio-demographic profile is forecast to change markedly over the next 20-30 years. Demographic factors, such as an ageing population, declining fertility rates and an influx of older migrants are expected to increase the number and proportion of older people and smaller households living in town. The implications of these changes are important land use and infrastructure planning considerations. An ageing population will need access to a diverse range of housing and accommodation choices, appropriate community and health services, recreation and leisure opportunities, and public transport to 'age in place'.

As a small coastal town Anglesea has a desirable level of social infrastructure provision, and given its size, there is acceptance that some services will be accessed in nearby townships such as Torquay and Geelong. Consultation on community and recreation facilities determined that the existing services and facilities including health services, playgrounds, primary school and recreation facilities, amongst many others, are generally working well and should be retained and strengthened. In particular ageing buildings and infrastructure will need to be upgraded or replaced to meet future requirements. There is also a need for better access to and links between facilities.

Best practice planning and design of the built environment encourages physical activity and healthy lifestyle choices. There are key links between health, community wellbeing and the physical environment. The health of a community is determined by a range of factors including population characteristics, social cohesion and sense of community, access to social infrastructure and local support services, safety and perceptions of safety, housing choice and affordability, transport and accessibility, exposure to pollutants and hazards, physical activity and the availability of open space, employment opportunities, community networks, and a variety of venues and spaces for activities.

4.3.1 A connected community

Cohesive, inclusive and healthy communities have a strong sense of identity and place, and access to a range of services and facilities that meet diverse community needs.

Sense of place is found in the distinctive features of an area's physical landscape, built environment, population characteristics, economy, arts and cultural heritage. It is also based upon the relationships, connections and networks between the people who live and work in a community. A sense of belonging to and identifying with a place is an essential part of building a sustainable community.

The Anglesea community has expressed a strong desire to be 'heard' and involved in decisions that affect them. Community engagement and development fosters the relationship between Council and the community regarding policy, planning and service issues. This includes information sharing,

community consultation and, in some instances, active participation in Council decision-making. Involving people in planning and decision-making processes can improve planning outcomes and create a greater community understanding and ownership of those outcomes. An ongoing relationship between Council and the community through community partnership groups should be fostered to implement projects arising from the Structure Plan and from other initiatives in Anglesea, such as implementation of the Riverbank Master Plan project.

Public art is an effective way to explore the history and the unique identity of an area and can strengthen a sense of place and belonging. There is potential to build on existing initiatives and link public art projects with the history and cultural and natural values of the township, such as around the Lions Park, Riverbank, Community Precinct and coastal walks, and to showcase local artists. Interpretive and historical markers can be incorporated into art or positioned along walkways for interest.

Principles

- The township's coastal village identity and sense of place will be strengthened through appropriately managed development and appropriately designed public and private spaces.
- A strong, functional, inclusive, attractive, vibrant, safe and connected community will be fostered and supported, with a strong sense of community, friendliness and balance between locals and visitors.

Strategic Directions

- Strengthen the sense of identity and place in Anglesea through appropriate and discreet local artwork, signage, landscaping and urban design at key locations and at the town entrances.
- Incorporate community engagement in planning processes and decision-making, enabling local communities to identify, articulate and contribute their views.
- Promote land use and development that reflects local character, identity and values.
- Create vibrant, versatile community spaces that resonate the character of Anglesea and accommodate a broad range of uses (including informal recreation, social gathering and informal play), age groups and seasonal fluctuations in use.
- Support community and social interaction through high quality public spaces and a vibrant town centre.

Actions

- Implement community development and capacity building strategies and programs.
- Establish community partnership groups to develop and implement plans, projects, etc.
- Provide unique and interesting signage, landscaping and appropriate art installations at the key gateways to Anglesea and in public areas.

4.3.2 A healthy community

Anglesea contains a good range of community facilities and services for a township of its size, servicing a broad cross section of the community, including early years services, medical services, aged services, leisure and recreation facilities, community meeting and activity spaces, volunteer organisations and emergency services. The majority of community facilities are concentrated in the McMillan Street Community Precinct, which will be promoted as a mixed-use intergenerational hub consistent with the endorsed *McMillan Street Community Precinct Master Plan (2009)*. The co-location of facilities allows for shared usage and efficient utilisation of car parking and other infrastructure.

As part of the consultation for the Master Plan, residents identified the following social infrastructure needs or wants: a static library or extension of library services, aged persons accommodation and care, expanded childcare facilities and hours, more space and activities for young people, performance space and cinema.

Demographic data projections for Anglesea do not foresee growth in the early years service age group (0-4 year olds), yet current service trends indicate that there is a need for further children's services, such as expanded capacity at the kindergarten and occasional care, and provision of long day care services. The introduction of Universal Access in 2013, resulting in longer hours for 4 year old kinder (15 hours per week), and changes to carer to child ratios will put further pressure on the demand for pre-school services. New licensed space for 3 year olds programs may be required.

The new primary school on Camp Road was opened in 2011. The school has capacity for approximately 150 - 175 students, which is sufficient to meet foreseeable future demand. The nearest secondary schools are located in Lorne and Geelong. Consequently, Anglesea students have to travel quite some distance to school. A secondary school in Anglesea cannot be justified, however the proposed secondary school for Torquay would shorten this travelling distance.

The forecast increase in the number of aged persons will lead to a medium to long term requirement for low-care and high-care older years services and other community infrastructure required to meet the future social and economic needs of the ageing population, including health care, aged care facilities, nursing homes, housing (including retirement accommodation), home care and support, advocacy services, support and community groups, respite care, social activities, recreation and leisure opportunities, learning and education services, community transport and suitable infrastructure.

There is opportunity to provide an aged care facility based on the 'Abbeyfield model' (i.e. independent, low care residences) at the community precinct to meet future needs for aged care accommodation. A facility in this location would be able to take advantage of strong links to the Barwon Health Medical services and the Lion's Village.

The *McMillan Street Community Precinct Master Plan (2009)*, *Early Years Plan 2009-13* and *Positive Ageing Strategy (2009)* provide broad recommendations relating to the provision and enhancement of community facilities and services. These actions are supported as being consistent with resident needs identified within the Structure Plan, and are considered to be of significant benefit to the community through the provision of improved facilities and service levels for all ages.

Principles

- A diverse range of accessible community services and facilities, including education, health, early childhood, youth and aged services, will be provided commensurate with community needs and aspirations and the size and role of the township.
- The needs of an ageing population will be planned for, including housing options suitable for older people, retirement and aged-care accommodation, access to services and public transport, and use of 'universal design' in development to create an age friendly town that enables people to 'age in place'.
- Community facilities and services will be co-located and integrated to improve service delivery and form accessible hubs and focal points for community activity.

Strategic Directions

- Apply the principles of 'universal design' and 'access for all' to the development and improvement of buildings, outdoor spaces and infrastructure to encourage participation by all groups within the community and enable people to age in place.
- Support initiatives that increase access to fresh food within the urban environment, including provision of space for farmers markets, urban agriculture

and community gardens.

- Provide appropriate public spaces and facilities for arts, cultural activities, events and festivals.
- Promote the use of existing facilities for increased delivery of community services.
- Provide multi-purpose, flexible and adaptable community facilities that can respond to changing and emerging community needs over time.
- Improve physical, visual and functional links between existing community facilities.
- Support the further development of the McMillan Street Community Precinct as a multi-functional, inter-generational hub that encourages the integration of groups of all ages and enables the sharing of knowledge, wisdom and energy between generations.
- Ensure the adequate provision of early years services, including long day care, occasional care and improved facilities at the kindergarten and playgroup.
- Encourage and support the provision of programs, activities and meeting places for young people.
- Provide a range of low-care and high-care older years services and facilities, such as appropriate social, recreation and leisure opportunities, home care and nursing homes to meet future needs.
- Ensure people of all abilities are able to access, enjoy and care for the natural environment.
- Promote the availability of accessible and safe public and community transport.
- Plan for appropriately designed and affordable housing stock to meet the needs of an ageing population.

Actions

- Implement the recommendations of the McMillan Street Community Precinct Master Plan.
- Investigate the feasibility of providing an Abbeyfield model aged care facility at the McMillan Street Community Precinct.
- In accordance with the Surf Coast Early Years Plan 2009-13, develop a Community Hub Plan that incorporates early years and universal services and activities (kindergarten, day/occasional care, playgroups, toy library, library, leisure, GPs, maternal and child health, specialist and all other local support services and activities).
- Investigate opportunities for increased accessibility to nature reserves and beaches for people with mobility issues (improve access, availability of beach wheelchairs).
- Continue to engage with the Departments of Human Services, Housing, Transport and Planning and Community Development in planning for service provision for all ages in Anglesea.
- Continue to develop and lobby for improved transport initiatives as part of the Transport Connections Program.
- Monitor service capacity and demand as the population grows and changes to inform coordinated and responsive service and facility planning.

4.3.3 An active community

Anglesea is blessed with a natural environment that facilitates a high level of participation in a range of physical activities, including water sports, walking, cycling, horse riding, fishing and environmental appreciation. Anglesea also offers a wide range of organised sporting activities such as football, cricket, netball, golf, bowls and tennis. The open space network in Anglesea, consisting of public parks, nature reserves, foreshore and riverbank areas, beaches, trails and sporting and recreational facilities, preserves and protects significant areas for public access, supports healthy behaviour, social activity and

physical and psychological wellbeing, contributes to the liveability of the town and enhances the town's economic sustainability through tourism and events.

An active recreation hub is located at Ellimatta Reserve. The reserve contains two ovals, netball courts and associated club rooms and is likely to satisfy the town's competitive sporting needs for years to come. Upgrades to facilities and amenities are gradually being undertaken as part of the *Ellimatta Reserve Master Plan* (2007). If the need for more active recreation facilities arose, the preferred option would be to share facilities at the new primary school such as the oval and indoor arena. The facilities should be made available for community use outside school hours.

The *Surf Coast Open Space Strategy* (2004) states that the overall provision and distribution of open space is reasonably satisfactory, but inadequate in the western parts of Anglesea, where significant numbers of residents live more than 400-500m safe walking distance from open space. The Strategy recognises that there is little scope for future larger scale development in Anglesea and thus virtually no opportunities to create new public open space.

The *Surf Coast Shire Playground Strategy* (2011) identifies significant gaps in existing playground provision in Anglesea. Although the playground ratio (number of playgrounds per capita) exceeds industry benchmarks, the playground distribution is very poor, particularly in Anglesea West due to a lack of available and suitable land. The Strategy acknowledges the need for one new regional playground on the riverbank and one new local playground at Point Roadknight within the next 10 years, with good pathway access required to existing playgrounds in Anglesea from the Anglesea West area. In the medium to long term, opportunities for land leasing or purchase should be explored. Future redevelopment of the water basin site in Harvey Street may provide an opportunity for development of a small local park or playground.

Given the natural features and geography of Anglesea, surf sports, angling and other aquatic based activities (e.g. surf life saving, rowing, kayaking, recreational boating) play an important role in the recreational profile of the community. Participation in these activities requires appropriate access to the river and coast and support infrastructure including car parks, public toilets, viewing platforms, park furniture, boat launching facilities, angling infrastructure, etc. Participation in a host of water based recreation activities, and associated demand for river and coastal facilities and infrastructure, is growing associated with the increasing permanent and visitor population, improved transport access (i.e. Geelong Ring Road), regional growth (e.g. Torquay, Armstrong Creek) and increasing popularity of water sports. The effect of these recreational developments on Anglesea's natural and landscape values and the role of public land managers to deal with these pressures requires attention.

Overall the provision of public open space and recreation facilities in Anglesea is considered adequate. Priorities for the future include:

- Regular maintenance and renewal of recreation facilities to meet future needs and industry standards.
- Improving the quality and use of public open space reserves, including providing opportunities for active recreation in passive open space areas (e.g. children's play areas, basketball rings, fitness stations, sheltered activity spaces).
- Linking existing facilities and improving opportunities for walking and cycling.
- Providing a more equitable distribution of open space and recreation facilities.
- Establishing dedicated non-powered boat launching facilities on the river to help prevent current erosion from informal launching from the riverbanks.
- Increasing use of the Memorial Hall and School Stadium for indoor sport and leisure activities.
- Upgrading the skate park and Lions Park playground.
- Constructing a regional playground on the Anglesea Riverbank and a local playground at Point Roadknight.

- Allocating public open space for development in the long term to respond to the impacts of climate change and future population and visitor growth.

There are also opportunities to develop and strengthen several community activity ‘hubs’ or ‘destinations’ around existing and planned community and recreation facilities. It is envisaged that these nodes be low key and respectful of the natural and cultural setting in which they are located. They should have a range of elements for all ages, be accessible for all abilities and supported by accessible infrastructure with car parking, toilets, picnic facilities, pathways, etc. The following activity hubs will provide for recreational pursuits:

- **Carnival Site / Lions Park / Bowling Club:** this area contains a number of existing facilities including the bowling club, gravel car parks, large open grassed area, playground and skate park. Redevelopment of the Lions Park playground and construction of a Men’s Shed have commenced and there are plans to upgrade the skate park and bowling club. Plans have been approved by Council to develop this area into a flexible community activity space with a range of passive and active recreation pursuits, an events/performance space and improvements to landscaping, car parking, access, pathways, drainage and facilities.
- **Riverbank opposite Four Kings:** improvements to this area are planned as part of the implementation of Stage 4 of the *Anglesea Riverbank Master Plan (2006)*. Elements to be provided include low level coastal and riparian vegetation, a regional play space with natural elements and art works, picnic/BBQ facilities, new pathways/boardwalks connecting the riverbank with the beach and a boat launching facility for small watercraft.
- **Coogoorah Park:** this area is popular for play and passive and active recreation, including walking, cycling, fishing and kayaking. It contains playgrounds, picnic/BBQ facilities, walking/cycling trails and a boat shed. Continued improvements are required to ensure the area remains attractive, accessible and fit for purpose. Access to the park for pedestrians and cyclists via River Reserve Road, Weir Street and Wray Street should be improved.
- **Point Roadknight Beach:** this is a popular family beach and features gravel car parks, seasonal kiosk, public toilet, boat ramp and the Motor Yacht Club set amongst a valuable area of Coastal Moonah Woodland. A local playground is proposed in the area as part of the *Playground Strategy (2011)*. There is potential to facilitate an upgrade of the Motor Yacht Club building and enhance opportunities for shared use to enable greater community use.

For each public space the principles of ‘safety by design’ and ‘Crime Prevention Through Environmental Design’ (CPTED) should be followed to ensure spaces are safe and accessible.

Principles	<ul style="list-style-type: none"> • A diverse range of adequate, accessible and well-located public open space, recreation and sport facilities, and cycling and pedestrian infrastructure will be maintained that enables residents and visitors, of all ages and abilities, opportunity to participate in a diverse range of passive and active leisure activities. • An integrated, high-quality, diverse and accessible open space network will be maintained and enhanced to cater for a range of community and environmental needs and that can support the increasing demands of a growing resident and visitor population. • Healthy and safe environments that encourage community activity, participation and healthy lifestyles, and prevent crime will be developed. • The natural, open feel of Anglesea’s open space and recreation areas shall be maintained and intrusion by new structures and signage minimised.
Strategic Directions	<ul style="list-style-type: none"> • Support the provision of new recreation and sport facilities and improvements to existing facilities based on community needs and demand, demographic changes and industry trends.

- Continue to enhance the quality and accessibility of existing public open space and recreation facilities, including provision of and improvements to seating, picnic facilities, shade structures, landscaping, pathways, public toilets, lighting, play areas, drainage and way-finding or interpretative signage.
- Continue to improve walking and cycling trails in and around Anglesea.
- Promote the development of site appropriate community activity hubs at the Carnival site/Lions Park, Riverbank, Coogoorah Park and Point Roadknight.
- Facilitate the provision of active recreation activities in passive open space areas.
- Apply the principles of safety by design and Crime Prevention Through Environmental Design (CPTED) to create safer environments.
- Encourage the use of open spaces such as the Riverbank, Lions Park, Coogoorah Park and the carnival site for markets, summer open air cinema/plays or other community events and activities.
- Encourage community use of the stadium at the new primary school for indoor sports activities (e.g. basketball, volleyball, badminton, gymnastics, indoor soccer, martial arts) outside school hours.
- Maximise public access to and enjoyment of the foreshore and riverbank environs through creating a series of activity destinations connected by quality walking and cycle links, whilst protecting and enhancing core environmental values, the natural open feel of the area and views to the river mouth.
- Continue to play an active role in advocating for coastal infrastructure improvements that cater for existing usage pressures and growing recreational demand.
- Encourage the upgrade and use of club houses as multi-purpose buildings for use by the wider community (e.g. SLSC, Yacht Club, Football Club, Bowling Club, CFA Station).

Actions

- Incrementally implement the outstanding works arising from Council's Pathways Strategy and periodical review.
- Liaise with State and Federal governments and their agencies (e.g. DHS, DPCD, Sport and Recreation Victoria) to attract funding and resources to support recreation projects that meet the needs of the community.
- Develop a new regional play space on the Riverbank near the beach car park and a local playground at Point Roadknight in accordance with the Playground Strategy.
- Incrementally implement the remaining stages of the Anglesea Riverbank Master Plan and the landscape plan for the Carnival Site / Lions Park.
- Facilitate the redevelopment of the Anglesea Skate Park and Bowling Club.
- Support the ongoing development of the Anglesea Bike Park as a regional facility.
- Work in partnership with local sport/recreation clubs and community groups to plan, develop, upgrade and operate facilities.
- Identify areas for the development of public open space in the long term to respond to the impacts of climate change and future population and visitor growth.
- Develop closer working relationships with other agencies directly involved in land use and recreational management in Anglesea (e.g. Parks Victoria/DSE, GORCC).

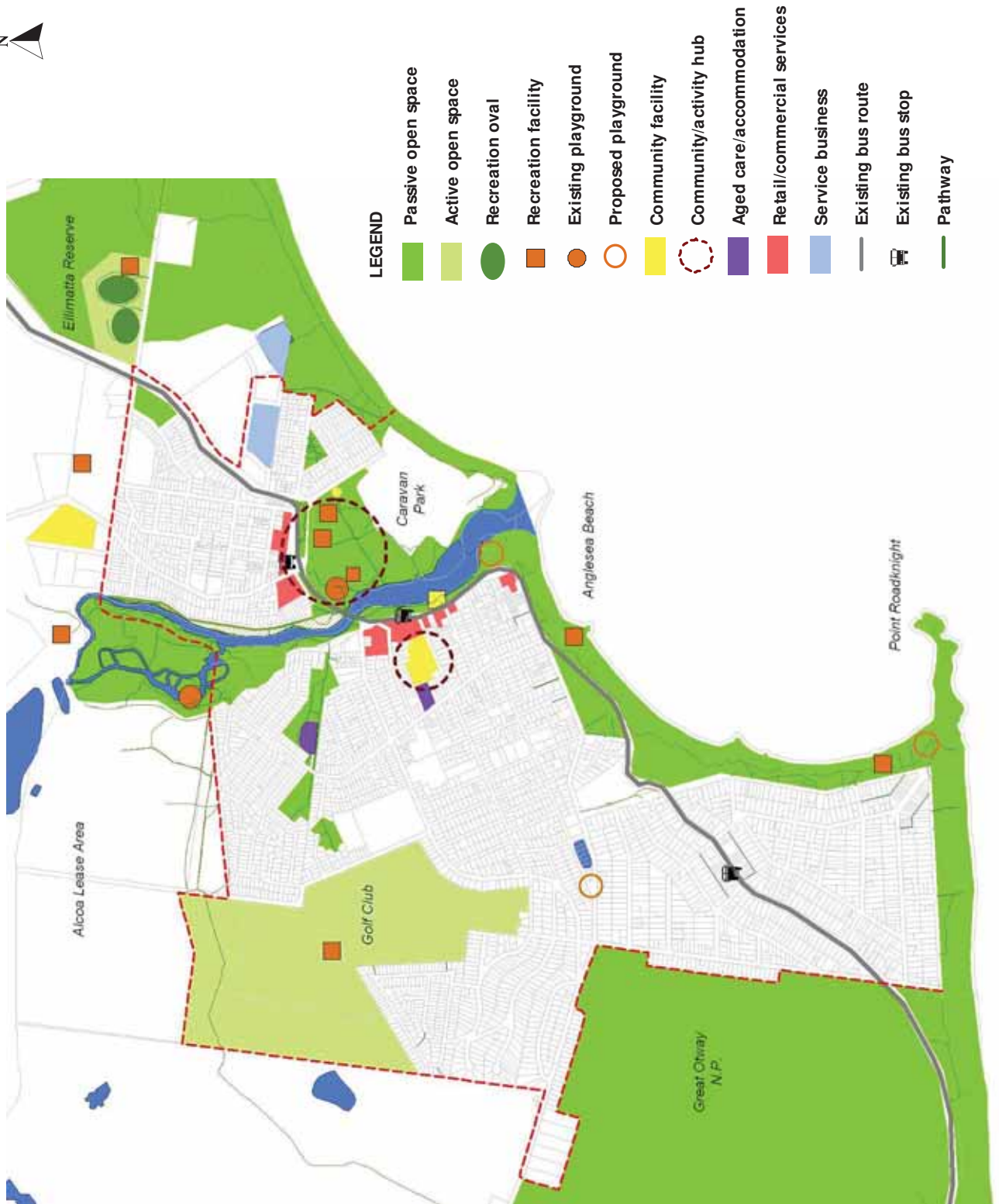


Figure 7: A sustainable community

Key directions

1. Provide a diverse range of accessible community services and facilities and improve links between them.
2. Enhance the quality and accessibility of existing public open space and recreation facilities.
3. Develop the McMillan Street Community Precinct as a multi-functional, inter-generational hub.
4. Create community activity hubs at the Carnival site/Lions Park, Riverbank, Point Roadknight, Coogoorah Park.
5. Improve walking and cycling trails in and around Anglesea.
6. Maximise public access to and enjoyment of the foreshore and riverbank environs.
7. Implement the Anglesea Riverbank Master Plan, Community Precinct Master Plan and Pathways Strategy.
8. Develop a new regional playground on the riverbank and a local playground at Point Roadknight.
9. Upgrade the Anglesea Skate Park and Lions Park.
10. Improve river and coastal infrastructure to cater for growing recreational demand and existing usage pressures.
11. Encourage the upgrade and use of club houses as multi-purpose buildings for use by the wider community.
12. Investigate the feasibility of providing an Abbeyfield model aged care facility at the community precinct.

4.4 Value 4: A prosperous local economy

Anglesea will have a sustainable economy with local goods, services and employment opportunities for residents and visitors that contribute to the health, wealth, character and liveability of the town.



4.4.1 Activity centres

Anglesea provides local convenience and tourist-related retailing to a limited permanent resident population, visitors staying in the locality and people travelling through the town to other destinations along the Great Ocean Road. The Camp Road Shopping Centre is the main activity centre in Anglesea and acts as the town centre. A number of smaller retail precincts are situated along the Great Ocean Road parallel to the Anglesea River – at Noble Street, Diggers Parade and Four Kings. Council recognises the importance of providing commercial services to both the residents of Anglesea and its visitors. In doing so, the Planning Scheme seeks to preserve the primacy of the Camp Road Shopping Centre, while encouraging tourist-related uses such as tourist retailing, cafes and accommodation in the ‘Tourist Development Precincts’ at Diggers Parade and Four Kings.

The existing Town Centre should remain the focus for commercial development within the township, to foster vitality and avoid fragmentation of uses and activities. To maintain its compact, village character and overall retail energy and vibrancy, any expansion will need to be contained and carefully considered.

The Tourist Development Precincts at Diggers Parade and Four Kings are zoned Special Use Zone 5 (SUZ5). The primary purpose of the SUZ5 is to provide for a range of tourist-related uses, including tourist-related retailing, without detracting from the core retail and service roles reserved for the Camp Road Shopping Centre. In these precincts, various land uses that would threaten the primacy of the main shopping centre are prohibited. The limitations to the type of retail and commercial activities have been criticised by landlords and real estate agents as they are deemed to be too restrictive and would inhibit development. Strictly tourist-related retail and associated uses are not viable all year round, given the relative short peak period in which trade is profitable. There has been relatively little new development within the SUZ5 areas since 2000, which may be due to a combination of the zone limitations and market conditions. Relaxation of the zone controls will be considered to encourage more development and viable activity all year round.

The continued use of land for commercial purposes in the Residential 1 Zone (R1Z) along the Great Ocean Road between Noble Street and Four Kings is considered appropriate for the location, being located opposite the Anglesea River in a popular tourist and pedestrian area. The land has been used for commercial purposes for many years and is likely to continue operating as such in one form or another. Limited expansion of tourist-related development and cafes/restaurants is supported.

There is potential for approximately an additional 2,320m² of retail floorspace over the next 15 years in Anglesea, based on a growth scenario that reflects the realistic retail development opportunities in Anglesea having regard to the potential to improve retail market share from residents and attract additional turnover from visitors. Taking into consideration approved, but not yet constructed retail developments such as at the vacant site next to Four Kings, this equates to an additional 1,630m². In

addition to the retail floorspace, potential exists for the development of approximately an additional 450m² of commercial office floorspace.

Opportunities to expand the existing retail and commercial locations in Anglesea are constrained due to the developed nature of surrounding land uses. Having regard to the future requirement of only 0.6 ha of land for retail/commercial development and the likelihood that a large proportion of this development would be tourist-related, the following provides commentary on the potential locations where this development could be accommodated:

- **Camp Road Shopping Centre:** The town centre is highly constrained in terms of being able to accommodate new development. Potential locations for expansion include land to the northeast and northwest of the existing Business 1 Zone (B1Z) on the south side of Walker Street. Any commercial development in these locations is likely to comprise secondary uses which do not rely on exposure to passing foot traffic. Office development may be suited to these locations. Potential for additional commercial floorspace may also be derived from the redevelopment of existing single storey shops, with ground-floor retailing and upper level office space.
- **Diggers Parade:** This area is underdeveloped, with several vacant parcels on Diggers Parade. There has been little interest in developing additional shops or accommodation. The informal appearance of the road, uncoordinated parking and lack of visibility from the Great Ocean Road further reduce its attractiveness. There are several vacant parcels of land that may be able to accommodate small-scale retail tenancies or offices, with first floor apartments. Improvements to urban design and streetscape works would enhance the attractiveness of this precinct.
- **Four Kings:** Assuming the proposed mixed use development at 137-143 Great Ocean Road is developed, vacant land in this precinct will be exhausted.
- **Noble Street:** Additional retail development in this location is restricted due to the fully developed nature of the site. The existing R1Z which applies to this land restricts the use of the retail premises for shops. Rezoning to SUZ5 may be appropriate to facilitate a broader range of shops, whilst restricting retail that would compete with the Camp Road Shopping Centre.
- **Other locations:** Potential for limited tourist-related retail development may exist for R1Z zoned land fronting the Great Ocean Road between Four Kings and Diggers Parade. This may be in the form of a mixed use development or cafes/restaurants.

Any new development in the activity centres should be of a design, scale and built form that reflects the low scale, coastal village atmosphere of Anglesea and should respect the amenity of surrounding residential properties. Future redevelopment should also focus on making the centres more appealing for local shoppers and visitors such as improvements to shop fronts, landscaping, streetscape works, active spaces and outdoor dining.

Principles

- Retail development in Anglesea will be consistent with the established retail hierarchy and provision will be made for incremental growth in appropriate areas.
- The primary role of the Camp Road Shopping Centre as the retail/commercial focal point of Anglesea will be reinforced.
- Development in the commercial centres shall be attractively designed and reflect Anglesea's village character.

Strategic Directions

- Continue to provide for the convenience needs of the local community and visitors in the Camp Road Shopping Centre and discourage the establishment of non-tourist related retail outside the centre.
- Encourage infill development and redevelopment of existing sites within and adjacent the established shopping centre, including the development of office and accommodation uses above ground level retail floor space, where such

development meets all parking and access requirements.

- Encourage a built form in the shopping centre that complements the coastal village setting of Anglesea and maintains the linear nature and existing scale of buildings in accordance with the *Anglesea Streetscape Project 1996*.
- Enhance the integration of the shopping centre with parking and recreation areas on Cameron Road, including providing safe pedestrian crossings across the Great Ocean Road.
- Promote a mix of tourist-related uses, including cafes and restaurants, accommodation and tourist-related retail within the tourist development precincts at Four Kings and Diggers Parade and to a lesser extent on other sites fronting the Great Ocean Road between Noble Street and Four Kings.
- Ensure commercial development is of a design, scale and built form that reflects the low scale, coastal village atmosphere of Anglesea and respects the amenity of surrounding residential properties.
- Support the continued operation of a seasonal kiosk or convenience store near Point Roadknight beach to serve visitors and the local holiday population.

Actions

- Relax the shop provisions of the SUZ5 to encourage more viable year round retail and commercial activities that do not compete with the main shopping centre.
- Prepare and implement an Urban Design Framework or Structure Plan for the Camp Road Shopping Centre to guide the form and location of future growth, the interface and (pedestrian) connectivity with surrounding areas, access and parking, and public open space and amenities.
- Prepare and implement urban design guidelines and a streetscape plan for the west side of the Great Ocean Road between Noble Street and Four Kings to enhance pedestrian amenity and connectivity and strengthen links with the river environs.
- Investigate the suitability of rezoning the Noble Street shops from R1Z to SUZ5.

4.4.2 Industry

The Anglesea Industrial Estate at Inverlochy Street is the sole industrial node in Anglesea. It provides for the local service needs of the community, including automotive servicing and repairs, plant nurseries, landscape gardening and storage. The estate is severely restricted in terms of development and expansion potential due to surrounding environmentally significant land and residential properties. It is considered that further industrial growth is not required or desirable.

An undeveloped parcel of industrial zoned Crown land at the eastern end of the estate exists. This land was reserved for future expansion of the industrial estate, however this is no longer supported due to the environmental significance of the land. The Anglesea Strategy at Clause 21.11 of the Surf Coast Planning Scheme recommends rezoning the land to Public Conservation and Resource Zone (PCRZ) consistent with adjoining Crown Land. This will limit the capacity of Anglesea to cater for employment growth associated with industrial and service business type uses, but is an appropriate environmental response. Nearby Torquay has the long term capacity to provide employment in these sectors for Anglesea workers and services for Anglesea residents.

A major industrial employer in Anglesea is Alcoa Australia, which owns and leases an area of 7,350 ha north and west of Anglesea to search for and mine brown coal in accordance with the Mines (Aluminium Agreement) Act 1961. The State Government extended the lease for a further 50 years in 2011, giving Alcoa the option to extend the current mine area from 419ha to 665ha. The brown coal is used to fuel the local power station, which in turn supplies 40% of the energy needs of Alcoa's Point Henry

aluminium smelter in Geelong. Gravel and sand deposits are also mined commercially from the lease area. Revegetation programs are in place to ensure the landscape is re-established as close to its original state as possible. Since 1969, around 100 ha of disturbed land have been rehabilitated.

Given the lease renewal, the coal mine and power station will continue to operate for the foreseeable future. However with discussions around the carbon tax and transition to a clean energy future, as introduced by the federal government, and general macro economic conditions (e.g. Australian dollar, commodity prices, state of the global economy) there may be a point in the future when circumstances make further mining unviable or environmentally unacceptable. With continued mining, strategies should be in place to monitor what the effects are on Anglesea and the community in terms of tourism, views, biodiversity and health, as well as identification of potential opportunities should the mine cease to operate.

Principles	<ul style="list-style-type: none"> • The Anglesea industrial estate at Inverlochy Street will cater for local businesses servicing the basic needs of the population. • Due to the environmental significance of surrounding land, expansion of the estate is not supported. Broader industrial needs will be serviced by nearby towns such as Torquay.
Strategic Directions	<ul style="list-style-type: none"> • Consolidate the industrial estate within its existing confines with light industrial and service business uses that minimise amenity impacts on surrounding land. • Ensure industrial development is compatible with adjoining residential development, limits environmental impacts and enhances the visual appearance of the estate.
Actions	<ul style="list-style-type: none"> • Rezone industrial zoned Crown land on the eastern edge of the industrial estate to Public Conservation and Resource Zone (PCRZ). • Investigate long term opportunities for relocation of the industrial estate afforded by the future closure of the Anglesea landfill site. • Monitor the effects of continued mining operations and identify opportunities should the mine cease to operate.

4.4.3 Tourism

Tourism is an essential part of Anglesea's economy and vitality and continued growth of sustainable tourism is to be supported. The expanses of beaches and river, nature reserves, scenic coastal views, and significant flora and fauna are natural attractions that are at the core of Anglesea's desirability as a tourist destination.

Anglesea attracts a significant number of visitors staying in a variety of accommodation types, in particular holiday homes and caravan parks and to a lesser degree commercial accommodation. The peak overnight population during the summer holiday period swells to more than seven times the permanent population. This puts pressure on local services and facilities, roads, car parking and service infrastructure and affects the amenity of local residents and the natural environment. Tourism must be supported by corresponding growth in infrastructure, facilities and resources, whilst respecting the needs and aspirations of local residents and ensuring measures are in place to preserve the resources that are instrumental in attracting tourists, e.g. the natural environment, cultural and community values, recreational opportunities, relaxed lifestyles, and the distinctive small scale village atmosphere.

State, regional and local tourism strategies are focused on increasing visitation and increasing length of stay to reduce seasonality by targeting a wider range of market segments, widening the tourism product

and improving facilities for visitors. There is an opportunity to promote a variety of tourist facilities and activities in and around Anglesea. Some opportunities include:

- Promotion of adventure-based tourism, including outdoor activities and experiences such as bushwalking, mountain biking, horse riding, canoe/kayaking, surfing.
- Development of nature-based tourism, including eco-tourism, nature retreats, environmental appreciation.
- Provision of marine, coastal and river related infrastructure (e.g. jetties, boat ramps) to support fishing and boating.
- Capitalisation on Anglesea's location as a base to visit Marine and National Parks.
- Development of conference and health and wellbeing facilities (spa, health programs, massage).
- Promotion of events outside the peak periods, e.g. cycling, running, mountain biking, triathlon, golf and surf carnival events, music and art festivals, markets.
- Provision of a broader range of accommodation options, in particular high end four and five star accommodation at key locations along the Great Ocean Road.

Anglesea is well placed to capitalise on these opportunities given its significant natural assets. Some properties outside the settlement boundary, such as north of Wilkins and Betleigh Streets and east of Forest Road, may provide opportunities for less intensive development and could provide appropriately designed low scale, low density tourist accommodation and activities. Tourist operations on these parcels are envisaged as low level development, preferably eco-tourism and cottage or cabin style accommodation, although a conference style facility that maintained a low density and profile may also be acceptable, as are ancillary uses such as health/spa treatments, small dining/restaurant and passive recreation. Any applications for such uses and developments would need to be subject to rigorous assessment of environmental impacts and risk management associated with environmental hazards, including bushfire. One problem however is the zoning of land outside the settlement boundary is restrictive and often does not allow for such uses or only in a limited form. A relaxation of regulatory barriers, as recommended by the Victorian Competition and Efficiency Commission (VCEC, 2011), is desirable. Rezoning of private sites to the Rural Activity Zone could be considered for an appropriate development that addressed all environmental, built form, need, infrastructure and landscape setting issues.

The existing low cost accommodation in Anglesea such as camping and caravan parks with access to the coast should be retained.

The Anglesea Golf Course should continue to offer an active recreational role for locals and visitors. Any future buildings or works associated with the Golf Course use (e.g. redevelopment of the clubhouse, accommodation) should be appropriately designed and scaled to limit adverse impacts on the amenity of adjoining landowners and the environment.

Principles	<ul style="list-style-type: none"> • Tourism is recognised as a vital component of the local economy and opportunities exist to lengthen the tourism visitation period by supporting and improving tourist accommodation options, activities and facilities. • The natural assets of Anglesea, including the foreshore reserves, beaches, river, nature reserves and bush and heathland, will continue to attract visitors and a balance needs to be achieved between promoting tourism and protecting Anglesea's environmental values and character.
Strategic Directions	<ul style="list-style-type: none"> • Promote a sustainable nature and adventure based tourism and recreation industry that provides economic and social benefits to Anglesea, including but not limited to: <ul style="list-style-type: none"> – Adventure/leisure activities for tourists and the corporate market, including activities such as canoeing/kayaking on the Anglesea River, mountain biking in

the National Park, surfing classes, bush/coastal walking, team building exercises.

- Environmental interpretation activities, e.g. orchid spotting, nature trails.
- Health and wellbeing facilities, e.g. spa, massage.
- Promote limited opportunities for eco-tourism facilities on land outside the settlement boundary. Such developments are to be small scale, low density, nature and adventure based, ecologically sustainable and compatible with the surrounding rural or natural environment.
- Support the development of a range of quality visitor accommodation and conferencing facilities in appropriate locations.
- Promote tourist accommodation, tourist-related retailing and other tourist uses in the tourist development precincts at Four Kings and Diggers Parade.
- Ensure tourist developments are designed to complement the natural values of the area, respect the non-suburban village character of Anglesea and incorporate environmentally sustainable design principles.
- Explore opportunities to position and market Anglesea as an Outdoor Adventure Hub, promoting access to regional walking and cycling trails, BMX/Mountain bike facilities, foreshore, river and community camps.
- Support appropriate infrastructure improvements to walking tracks and mountain bike trails, fishing and boating facilities, transport, car parking, beach access, lookouts and public facilities to cater for the demands of projected population growth and increased visitation.
- Ensure appropriate controls and management plans are in place to protect those assets that attract visitors and are valued by the community, including the village character, bush, beach, river and the natural environment.
- Retain caravan parks as an important provider of low cost visitor accommodation in Anglesea.
- Support the role of the Anglesea Golf Course as a major tourist attraction.
- Recognise the important role of school/recreation camps and local organisations such as the Anglesea SLSC in attracting and accommodating overnight visitors.

Actions

- Investigate opportunities for a local shuttle bus service during the summer school holidays and other peak periods.
- Lobby V/Line to operate more frequent bus services during peak periods.
- Develop economic stimulus strategies to attract visitors to Anglesea to ensure shops are viable year round, including promotion of Anglesea and organisation of events.



Figure 8: A prosperous local economy



Key directions

1. Reinforce the primary role of the Camp Road Shopping Centre as the retail/commercial focal point of Anglesea.
2. Allow for incremental growth of the shopping centre to the NE and NW.
3. Enhance the integration of the shopping centre with parking and recreation areas on Cameron Road, including providing safe pedestrian crossing across the Great Ocean Road.
4. Promote tourist-related retail, accommodation and other tourist uses at Four Kings and Diggers Parade.
5. Allow limited tourist-related retail and cafes/restaurants along the Great Ocean Road between Noble Street and Four Kings and prepare urban design guidelines and a streetscape plan to enhance pedestrian amenity and connectivity.
6. Ensure development in the commercial and tourism centres is attractively designed and reflects Anglesea's coastal village character.
7. Consolidate the industrial estate within its existing confines and limit adverse impacts on surrounding land.
8. Rezone industrial zoned Crown land on the eastern edge of the industrial estate to PCRZ.
9. Promote a sustainable nature and adventure based tourism industry.
10. Promote limited opportunities for eco-tourism facilities on land outside the settlement boundary, subject to rigorous environmental and bushfire assessment.
11. Investigate opportunities for a local shuttle bus service during the summer school holidays and other peak periods.



4.5 Value 5: Sustainable transport options and infrastructure

Anglesea is a well connected and accessible town based on an integrated transport system that supports efficient traffic movement through town, connects people and destinations, and provides a variety of transport choices that support sustainable transport modes, including improved public transport, walking and cycling.



At peak periods the quiet seaside village character of Anglesea is severely impacted by cars, motorbikes and other traffic, with regular gridlocks occurring on the Great Ocean Road through Anglesea and chaos at the main shopping centre car park during the Christmas-New Year holiday and Easter weekend. The noise, pollution and congestion are all adverse to the health, environmental quality, safety and amenity of the town and the community.

Like many small towns in regional Victoria, Anglesea is a highly car dependant community. Although private cars will continue to be used into the future for the majority of trips, with an ageing population, oil supply vulnerability and a need to manage congestion, reduce car dependency, support households without cars and reduce greenhouse gas emissions in response to climate change, alternative more sustainable forms of transport such as public transport and walking and cycling must be made more viable and attractive to provide sustainable travel choices to support the accessibility needs of all members of the community.

The provision and management of transport and physical infrastructure in Anglesea needs to find a balance between catering for peak holiday periods with their high traffic volumes, parking demand and pressure on town services, and the underlying year round needs of the local community. Solutions require a balanced and innovative approach as an alternative to more traditional supply measures such as wider roads and expanded parking areas. The costs associated with major infrastructure works are not considered to be equitable or efficient when taking into account the relatively short period of the year that increased capacity is required and the detriment these works will have on the village character of Anglesea and the environment. Efforts should focus on undertaking a number of physical enhancements to facilitate an improved movement network, more efficient use of existing parking areas and encouragement of alternative forms of transport.

4.5.1 Public transport

Public transport provision to and within Anglesea is limited to a V/Line bus service that operates along the Great Ocean Road between Geelong and Apollo Bay, providing a direct connection with Torquay and Lorne with four daily services each way during the week and two on weekends. Bus stops are located on the Great Ocean Road in Point Roadknight, opposite the river and at the Camp Road Shopping Centre. The limited provision of public transport reinforces the strongly car-based nature of Anglesea and is an issue that was identified in public consultation.

Public transport provides access for the wider community, including those who do not have access to a private vehicle or who choose not to drive. The potential for establishing more effective public transport in Anglesea is limited by its small and dispersed population base compared to larger towns. As the permanent population and visitors continue to grow, and with an ageing population, opportunities for improved bus services should be investigated with relevant State bodies and service providers. It is considered a priority to introduce a more frequent and time efficient bus service between Anglesea and Torquay, Geelong, Waurin Ponds and Marshall, as well as enhancing transport options within Anglesea

such as revised routes past neighbourhoods where large numbers of elderly residents live, such as Murray Street and Weir Street. The viability of a community or shuttle bus service during peak holiday periods linking key destinations within town should also be investigated to reduce traffic congestion when it is most needed. This could be supported by Anglesea traders and tourist accommodation providers as a mechanism for business patronage. The existing condition of bus stops is considered poor, and requires improvement to provide quality shelter, timetable information, seating and access.

It is not possible however for the public transport system to meet the specific accessibility needs of all people. Even with improved accessibility, public transport is not a viable option for some because of significant barriers to use, such as people with a disability and the very frail elderly. Tailored solutions which seek to address barriers to travel may include initiatives such as demand-responsive services, more community bus facilities and the Multi-Purpose Taxi Program. A community-based transport solution will provide access to activities and services, reducing community isolation and encouraging social interaction.

Principles	<ul style="list-style-type: none"> Public transport options will be improved to enhance mobility for people of all ages and abilities and to reduce reliance on private transport. Anglesea will be well connected to local and regional destinations by public transport.
Strategic Directions	<ul style="list-style-type: none"> Encourage the provision of improved public transport services, including increased bus frequencies and better connections to key activity centres such as Torquay, Geelong, Waurin Ponds and Marshall Train Station. Support community-operated transport services within town and to other destinations. Facilitate the upgrade of bus stops through the installation of high quality shelters, seating, lighting, litter bins and timetable information.
Actions	<ul style="list-style-type: none"> Investigate the opportunities for a seasonal local shuttle or community bus that loops around town and stops at key destinations (e.g. Point Roadknight, Surf Club, main beach, riverbank, shopping centre). Advocate the State Government and local providers for improved public transport services. Continue to support and lobby for the development of locally responsive transport initiatives through the Transport Connections Program. Develop a 'Community Transport Strategy'.

4.5.2 Walking and cycling

Walking and cycling offer affordable and sustainable modes of transport and provide opportunities for physical activity and social interaction in the township, as well as significant environmental benefits. While pedestrian networks throughout Anglesea are generally good, including some excellent recreational pedestrian pathways along the riverbank and the Surf Coast Walk, there is a need for a consistent and more comprehensive approach to planning and delivering pathways infrastructure.

The consultation for the Structure Plan and previous consultation for the Shire's Community Plan, Open Space Strategy and Pathways Strategy found that many people in Anglesea would like to see more footpaths and safer crossing of the Great Ocean Road, particularly in the following locations:

- between the main shopping centre and the bowling club
- either end of the Great Ocean Road bridge
- Noble Street intersection

- between Four Kings and the foreshore/beach
- at the Surf Life Saving Club

There is also a desire to encourage the use of bicycles within the township by providing dedicated bicycle lanes (on-road or off-road) and bicycle parking facilities at main destinations such as shops.

To increase opportunities for walking and cycling pathways need to be safe, continuous, suitable for a broad range of users – including the elderly, young children, parents with prams and people with mobility aids – include way finding signage and provide convenient and direct access to key destinations such as shops, community and recreation facilities, beaches and parks, and tourist accommodation (caravan park, school camps, etc). To facilitate the safe crossing of the Great Ocean Road, there needs to be significantly greater pedestrian priority around key locations. Marked pedestrian crossing points/refuges, traffic calming treatments and reduced speed limits are some of the solutions that may assist in creating safer environments for pedestrians and cyclists.

In particular the crossing between the main shopping centre and the bowling club has been identified by the community as a priority area for consideration. There is a need for measures to assist in safely crossing the road, for example by making this a pedestrian priority area, providing pedestrian operated traffic signals and/or reducing traffic speeds (down to 30 or 40 km/h) during peak periods.

Improved pedestrian crossing facilities and connectivity would also be desirable at the eastern and western ends of the shopping centre. Enhanced pedestrian links to and from the eastern and north-eastern parts of Anglesea would increase pedestrian safety and ease of movement between the shopping centre and residential properties in the Purnell Street area, the industrial estate and recreation camps. This would also increase foot traffic and the trade potential for shops at the eastern end of the shopping centre, which seem to struggle with pedestrian activity mainly concentrated within the central village area. A more effective pedestrian crossing is also required at the western end across Camp Road. Multiple vehicle entrance and egress points exist in this location, making crossing for pedestrians complicated and hazardous.

Other locations on the Great Ocean Road that would benefit from safer crossing facilities are between the Harvey Street Lookout and the cliff top lookout and the intersections at Ellimatta Road/Betleigh Street, Melba Parade, Third Avenue and O'Donohue Road.

In providing enhanced pedestrian crossing facilities it is important to find a balance between pedestrian safety and traffic operation, and also to provide solutions that are in keeping with Anglesea's character. Further, some solutions (e.g. traffic lights) would provide less benefit outside peak holiday periods when pedestrian and traffic volumes are notably less. Installation of median islands or pedestrian refuges with kerb outstands could be considered in some locations. These measures provide improved pedestrian crossing opportunities by minimising the crossing distance, are relatively cost effective and do not inhibit traffic flow.

The pathway network in Anglesea is progressively being improved through implementation of the *Pathways Strategy* (2006). The Strategy includes a collection of proposed footpaths, bicycle routes and shared paths throughout Anglesea to enhance safe walking and cycling and to build on the existing pathway network. The Strategy was reviewed in 2011 to ensure that the planned work aligns with current community expectations, to identify any pathways that are considered necessary but not included in the strategy (gaps) and pathways that are no longer required, and to confirm a revised strategy that sets priorities until 2022. The review also looked at funding mechanisms to deliver the pathways.

Principles

- Walking and cycling are promoted to reduce car dependency, create healthier environments, and increase personal health and well-being.
- Anglesea will be more walker-friendly for all ages and abilities, by improving pedestrian links and access to beaches, open space, nature reserves and commercial and community facilities.
- Pathways shall be provided in appropriate locations and have an informal appearance consistent with Anglesea's natural, non-suburban character.

Strategic Directions

- Continue to deliver a direct, continuous, safe, pleasant and legible pedestrian/cycle network in and around Anglesea, ensuring pathways link with existing pedestrian crossing points and use appropriate paving materials to allow for all season access and access for all (including the elderly, young children on bikes and scooters, parents with prams and people with mobility aids).
- Improve pedestrian access and safety along and across the Great Ocean Road.
- Ensure pedestrian crossings are located as close to the direct line of travel for pedestrians as possible to minimise diversions.
- Enhance pedestrian connectivity between the Camp Road Shopping Centre and surrounding areas and destinations.
- Provide well defined pedestrian routes to link the main shopping centre, Lions Park, Riverbank, Community Precinct, Diggers Parade, Four Kings, beach and Surf Life Saving Club.
- Improve the appearance and pedestrian amenity of the Great Ocean Road between Noble Street and Four Kings with boulevard style streetscape works, including paving, planting, signage and other design elements to encourage street activation, pedestrian movement and slow vehicle speeds.
- Encourage the provision of directional/way-finding signs for cyclists and pedestrians around town to enhance orientation and give clear direction to main destinations.
- Encourage the provision of cycle lanes on main roads within and outside town and bicycle parking facilities at main destinations.
- Promote traffic calming and a reduction of vehicle speeds to facilitate safe pedestrian and cyclist movement in peak pedestrian areas.
- Enhance amenities for walkers and cyclists, including public toilets, seating, shade, drinking fountains, lighting, directional and interpretive signage, bins, bike racks, etc. at key destinations and along main pedestrian routes, where appropriate.
- Encourage and enable school students to walk to school by ensuring networks are safe and walking bus programs and the like are established.

Actions

- Incrementally implement the outstanding works arising from Council's Pathways Strategy and any periodical review.
- Review the adequacy of and provide recommendations for improvement of pedestrian crossing facilities in the following locations:
 - between the main shopping centre and bowling club
 - Great Ocean Road bridge
 - Noble Street intersection
 - Surf Life Saving Club
 - intersection of Great Ocean Road and Ellimatta Road
 - between the Harvey Street and cliff top lookouts
 - between the northern and southern sections of Melba Parade
 - intersection of Great Ocean Road and O'Donohue Road
 - intersection of Great Ocean Road and Third Avenue
- Develop well defined pedestrian routes and directional signage to discourage

pedestrian use of the Great Ocean Road verge between the shopping centre and the bridge.

- Construct a continuous and accessible trail circuit on the east riverbank adjacent to Fairylands and the caravan park to improve pedestrian connections between the shopping centre, beach, caravan park and residential areas to the east.
- Rationalise the track system on the east riverbank to minimise the number of tracks, revegetate informal tracks and introduce fencing the full extent of the caravan park boundary to discourage informal access.
- Improve pedestrian/cycle access and directional signage to Coogoorah Park.
- Investigate opportunities to enhance pedestrian connectivity between the eastern end of the main shopping centre and the eastern and north-eastern parts of Anglesea (including Purnell Street, industrial estate and recreation camps), including provision of a footpath along the Great Ocean Road and pedestrian crossings in appropriate locations.
- Review the effectiveness of the pedestrian proof fence on the bend of the Great Ocean Road at Four Kings and investigate opportunities to enhance the pedestrian amenity and connectivity in this area.
- Support the completion of the Surf Coast Walk between Torquay and Lorne.
- Explore the establishment of a community bike hire scheme.
- Identify appropriate speed limit and design standards for roads and pedestrian priority areas to support safe walking and cycling.
- Develop an education campaign to promote bike use and walking in conjunction with the Pathways Strategy and other related plans or strategies.

4.5.3 Traffic management

The capacity of existing transport infrastructure has consistently been raised by the community as needing attention. Specific issues in relation to traffic management that have been identified for consideration in the Structure Plan include:

- Congestion on the Great Ocean Road, particularly at the Camp Road roundabout.
- The desire for a bypass around Anglesea to ease summer congestion and safety concerns.
- Speeding on local roads, in particular Noble, McMillan, Parker and Harvey Streets.
- The desire for permanent 50 km/h speed limit on the Great Ocean Road.

The Great Ocean Road is the only main road through Anglesea and carries substantial traffic loads during peak holiday periods, resulting in traffic congestion and delays (particularly at the Camp Road roundabout), amenity impacts and difficulties for pedestrians attempting to cross the road. The road performs the dual role of leading locals and visitors in and out of Anglesea, as well as guiding traffic through the township to other destinations along the coast. The lack of an alternative route around town is felt by some community members to pose safety concerns in case of an emergency, such as a bushfire or major accident.

As with many coastal tourist towns, extreme traffic volume fluctuations can place short term pressure on road and car parking capacity. The difficulty is in managing these fluctuations without over-designing for the relatively short periods of the year that an increased capacity is required. A balance needs to be struck between investing in infrastructure for the peak holiday periods and meeting the underlying year round needs of the local community now and into the future.

VicRoads has undertaken preliminary investigations into traffic capacity improvements at the Great Ocean Road/Camp Road roundabout by widening it to two lanes. This investigation has not progressed to the point where a project proposal has been scoped, as the proposal would be unlikely to attract

funding at present. It would be appropriate to mark this as a priority proposal to elevate it in the hierarchy of projects and expedite funding.

There is a diverse range of views within the community about the need for or desirability of a bypass. There is no clear support for a bypass in the short term. Most residents acknowledge there are traffic issues at peak periods, but are realistic about the options to solve the problems and prepared to “live with it” or “put up with it” as a consequence of living in Anglesea. Many believe a bypass around town would compromise the National Park and natural environment, would be prohibitively costly, may negatively affect local traders and is unnecessary for the short time of the year that alternative access is required. VicRoads is not intending to initiate any study into a bypass for Anglesea, however has indicated that Council, through the Structure Plan, could identify the issue and put it on the agenda for future investigation. The effects on traffic volumes on the Great Ocean Road as a result of the Geelong Ring Road and the forecast increase in visitation throughout the year should be monitored to formulate appropriate responses.

In the interim, continued effort is required to facilitate traffic movement as efficient as possible through the existing road system, although a certain level of temporary inconvenience of congestion and delay will need to be accepted. Congestion might be alleviated by continuing the use of directional signage and traffic information at Waurn Ponds to advise motorists of alternative (inland) routes to Lorne and other towns further along the Great Ocean Road. Improving opportunities for walking and cycling and public transport will provide alternatives to the car, ultimately resulting in less pressure on car parking and the road network.

The immediate actions and short term projects endorsed by Council arising from the *Anglesea Local Area Traffic Management Plan (2010)*, which was prepared for the area bounded by Anglesea River, Great Ocean Road, Harvey Street, Noble Street, Golf Links Road and Fraser Avenue, are supported to alleviate the most pressing traffic and road safety issues on local roads. The LATM and action plan include proposals for upgrades to the Noble Street, Tonge Street and Harvey/Murray Street intersections, as well as recommendations to address speeding on local roads. Any traffic management solutions should be in keeping with Anglesea’s village character and informality of the street network.

Anglesea has several gravel roads, often with heavily vegetated roadsides and lack of formal pedestrian and drainage infrastructure. These roads contribute highly to Anglesea’s informal non-suburban character and any proposal to seal the roads may clash with community preferences. However the sealing of certain roads may be required on safety, amenity or environmental grounds and to improve traffic flow or drainage. In these situations, consideration should be given to ensuring that future construction and sealing occurs in a way which retains their informal appearance.

Principles

- A safe and efficient movement network shall be provided throughout the township.
- The provision and management of transport infrastructure in Anglesea needs to find a balance between catering for peak holiday periods with its high traffic volumes and parking demand, and the underlying year round needs of the local community.
- Traffic management measures and infrastructure improvements should be achievable and consistent with township character objectives.

Strategic Directions

- Enhance traffic management and road safety conditions throughout Anglesea.
- Address peak season traffic congestion by encouraging seasonal traffic management measures and alternative means of transport such as cycling, walking and public/community transport.
- Encourage the implementation of a year-round 50 km/h speed limit on the Great

	<p>Ocean Road through Anglesea.</p> <ul style="list-style-type: none"> • Ensure traffic management solutions are low key, reflect the coastal village character of the township and do not impede pedestrian amenity and safety. • Retain the informal appearance of streets, driveways and roadsides when constructing new roads or upgrading existing roads.
Actions	<ul style="list-style-type: none"> • Implement measures recommended in the Anglesea Local Area Traffic Management Plan and subsequent action plan, subject to further community consultation and review, including: <ul style="list-style-type: none"> – Measures to upgrade the Noble Street, Tonge Street and Harvey Street/Murray Street intersections. – Appropriate measures to address speeding on local roads, in particular Parker Street, McMillan Street, Noble Street and Harvey Street. • Liaise with VicRoads to identify measures to improve traffic flows on the Great Ocean Road during peak holiday periods, including seasonal traffic management measures and promotion of alternative (inland) routes to the Great Ocean Road for through traffic. • Investigate with VicRoads the feasibility of upgrading the Camp Road roundabout. • In the longer term, investigate potential alternative routes in and around Anglesea. • Continue to lobby VicRoads to review the speed limit on the Great Ocean Road through Anglesea (encourage the implementation of a year-round 50 km/h speed limit and 40 km/h seasonal speed limit in high pedestrian areas). • Encourage emergency management agencies (e.g. DSE, CFA, Victoria Police) and Surf Coast Shire to more actively engage in dialogue with the community on perceived safety and risk issues associated with single access in and out of town.

4.5.4 Car parking

As with traffic congestion, demand for car parking is highly seasonal, with car parking at the main shopping centre, beaches and Surf Life Saving Club at capacity during peak holiday periods.

The key issues for car parking in Anglesea as raised by the community revolve around:

- The need to provide adequate parking during peak holiday periods.
- Parking associated with visits to the beach and Surf Life Saving Club and impacts on nearby residential streets, particularly around Tonge Street, Harvey Street and Murray Street.
- The conditions of informal car parks at the Bowling Club, Lions Park, Riverbank, Coogoorah Park and Point Roadknight and whether more efficient use could be made of these areas.
- The need for designated bus and caravan parking in and near the main shopping centre.

While a formal car parking study assessing supply and demand has not been undertaken for the purposes of the Structure Plan, anecdotal evidence suggests that parking reaches or exceeds capacity during peak visitation periods, however for most of the year the car parking supply in the main shopping centre, at the beaches and on the riverbank is more than adequate. Providing more car parking would not be justified for the short periods it is needed. Rather than constructing new car parking areas, more efficient use should be made of alternative areas. Through rationalisation and formalisation of existing informal overflow parking areas, for example by realigning car spaces and delineating parking bays (through the use of appropriate materials), the number of car spaces could be increased. Improved directional signage pointing drivers to these parking areas and improved pedestrian links would encourage use of these spaces and would reduce traffic congestion by enabling motorists to find parking spaces without unnecessary circulation and encouraging them to walk to their destination. Making more efficient use of current parking capacity would be environmentally, socially and economically

more responsible. Adequate levels of enforcement of existing parking restrictions should be undertaken to ensure parking spaces are used appropriately and to encourage turnover at times when demand is high.

There is designated parking for buses and long vehicles, such as cars with caravans/trailers and recreational vehicles, near the bowling club in Cameron Road and along the Great Ocean Road adjacent the riverbank opposite Parker Street. The former area is conveniently located near the public toilets and shops in the main shopping centre, however space is limited. Consideration should be given to other locations for buses and long vehicles near the shopping centre. A possibility is to have a dedicated drop off area in an appropriate location, but for buses and coaches then to move to parking bays elsewhere. This is done in many tourist areas. Bus and long vehicle parking within the main shopping centre car park should be discouraged.

Concerns were raised about the operation and capacity of the Point Roadknight beach car park. Works were undertaken by GORCC to improve the visual appearance, however the number of car spaces has been reduced and access modified.

Principles	<ul style="list-style-type: none"> • The provision of car parking at activity centres, public reserves and beaches should be adequate to meet off-peak demand. • Informal car parking areas shall be enhanced to accommodate the absolute peak parking demand.
Strategic Directions	<ul style="list-style-type: none"> • Encourage the efficient use of existing parking areas within and surrounding the town centre. • Improve the efficiency and use of informal parking areas through rationalisation/formalisation, delineation of parking bays, provision of directional signage and improved pedestrian links. • Improve drainage conditions, provide landscaping and maintain the informal appearance of informal parking areas by retaining the unsealed surface and using materials sympathetic to the coastal environment (e.g. informal topping, bollards, timber edging). • Continue to encourage bus and long vehicle parking on Cameron Road opposite the main shopping centre and discourage bus and long vehicle parking within the shopping centre car park.
Actions	<ul style="list-style-type: none"> • Undertake a parking study for the town centre to establish the true parking demand and to identify recommendations for improvement. • Review the adequacy of and provide recommendations for improvements to the informal car parking areas at the Bowling Club, Lions Park, Coogoorah Park and Riverbank. • Investigate options to increase parking capacity at and in the vicinity of the Surf Life Saving Club. • In consultation with GORCC, review the effectiveness and capacity of the Point Roadknight beach car park and investigate possible improvements to the O'Donohues beach car park. • Investigate options to provide additional parking for buses and long vehicles. • Install directional signage to encourage use of the informal car parking areas near the bowling club and Lions Park as overflow parking facilities for visitors to the town centre and riverbank. • Undertake an adequate level of enforcement of parking restrictions during peak periods to improve parking compliance and to encourage parking turnover.

4.5.5 Service and other infrastructure

Improvements to the stormwater management system are required to improve the quality of stormwater runoff into the Anglesea River and estuary and to avoid flooding of properties, particularly in the Camp Road and Cameron Road areas where flooding has been an issue. With forecast climate change impacts, including sea level rises, heavy rainfall events and associated rises in the water level of the river, 'future-proofing' of drainage infrastructure will be required as existing drains will become submerged, backflow from the river will exacerbate and larger volumes of stormwater will need to be accommodated.

No new major capital improvements are required for water and sewerage services to the township given the slow growth and lack of greenfield development opportunities. Barwon Water has advised that the existing sewerage and water supply systems are operating satisfactorily and that small additional infill can be serviced from the existing systems. Of note is Barwon Water's Anglesea Borefield project, which when completed will supply up to 20 million litres of water a day into the distribution network. Barwon Water also advised that there is limited potential for additional supply of recycled water from the Water Reclamation Plant with the existing private network. Should the Shire wish to investigate an additional recycled water scheme, Barwon Water could investigate the potential for off-peak recycled water supply or supply to a suitable storage.

Both electricity and telephone services are provided throughout the town and can be expanded to meet the limited forecast growth. Anglesea is not supplied with reticulated gas. This is not an essential service and the supply of a reticulated network is demand driven. It is not expected that demand will be sufficient to warrant the provision of such a service to Anglesea, nevertheless the opportunities should be closely monitored.

Access to high speed broadband will be available through the roll-out of the National Broadband Network (NBN). It is expected that the advent of the NBN will provide opportunities for more people to work from home, support growth in the number of home based businesses, and improve access to services for businesses and residents.

Some areas of Anglesea are known for poor TV reception, particularly the lower lying areas, and some areas experience difficulties receiving some or all digital TV channels (Anglesea is in a 'moderate coverage area' as per www.digitalready.gov.au). The self-help transmitter site serving Anglesea and Aireys Inlet operated by the Surf Coast Shire Council is on the broadcaster candidate list for upgrade for conversion to digital. The site is in the Melbourne switchover area which is scheduled to switch to digital-only broadcasting on 31 December 2013. The site is unlikely to be converted until close to the switchover date.

The Anglesea Landfill site on Coalmine Road to the northeast of the township is classified as a Type 2 'valley fill' landfill accepting approximately 20,000 tonnes per annum of waste, including putrescible waste, solid inert waste and fill material. As an ongoing commitment to protecting the environment, Council undertakes quarterly groundwater monitoring at the landfill site and has scheduled the Stage 2 rehabilitation of Cell 1 during the 2010/11 financial year.

Council will install a landfill gas collection system in 2011/12 that will capture and treat methane, an important and potent greenhouse gas, from approximately 10 per cent of the landfill waste disposal area. It is estimated that this will result in a reduction of landfill gas from the site of around 600 to 700 tonnes of CO₂ per annum. The treatment system has been sized to accommodate an expansion of the gas collection system into all future landfill cells at the site, which will result in substantial further greenhouse gas reductions. The initial gas treatment method will be flaring as the cleaning, storage and distribution of the methane is not economically viable. However, promising new technologies are being

investigated and future economic drivers could make reuse of the gas for energy recovery a viable option.

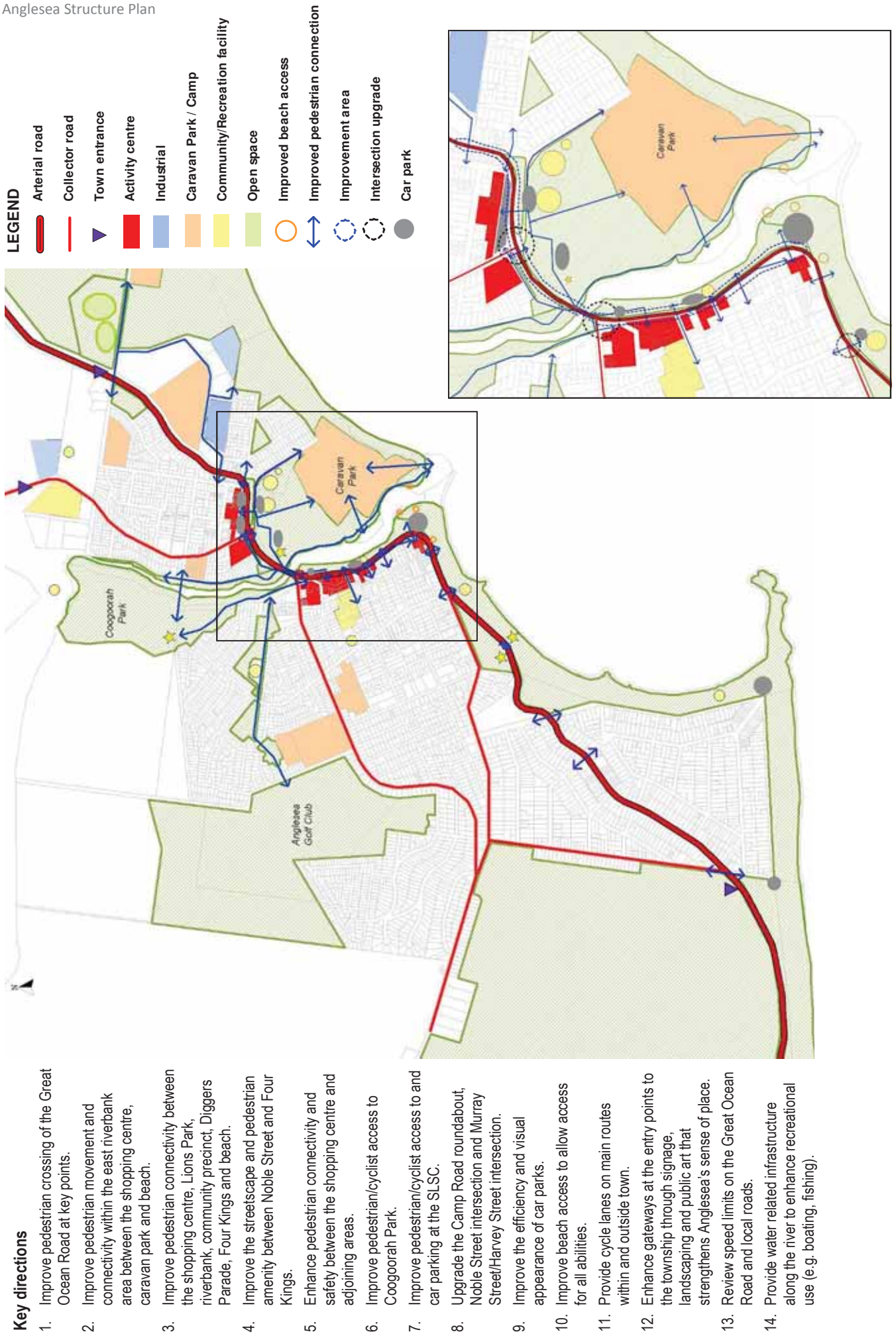
There are limited coastal recreational boating and fishing facilities such as jetties, moorings and boat ramps in and around Anglesea. There is a boat ramp at the Yacht Club in Point Roadknight and one at the foreshore caravan park. These have been assessed to be both in poor condition and lacking parking facilities to accommodate boat trailers. Further, the boat ramp at the caravan park is not publicly accessible⁵.

Several fishing platforms and boardwalks have been constructed along the Anglesea River as part of previous riverbank works, which provide valuable infrastructure for recreational anglers. There are no formal access and launching facilities for small boats on trailers along the river. A launching facility for small, non-motorised water craft such as kayaks, canoes, dinghies and sail boats could be provided to replace current informal areas, particularly in and around Coogoorah Park (e.g. on Bingley Parade at the end of Wray Street, and adjacent the boat shed near the playground) and on the west bank south of the Great Ocean Road bridge (e.g. at the paddle boat site or near the Four Kings beach car park). This would avoid erosion of riverbank areas and sedimentation of the river water by vehicle access, foot traffic and uncoordinated boat launching, and mitigate risks to users.

Principles	<ul style="list-style-type: none"> • Service infrastructure will be provided in an efficient and cost effective manner that meets community needs and minimises effects on environmental and landscape values.
Strategic Directions	<ul style="list-style-type: none"> • Ensure stormwater run-off is managed to protect the environmental values of receiving waters and to minimise damage to properties. • Facilitate the provision of appropriate recreational water-related infrastructure. • Encourage the development and use of renewable energy sources. • Reduce the need for new landfill sites by minimising waste and maximising re-use and recycling, including facilitating the provision of resource recovery facilities.
Actions	<ul style="list-style-type: none"> • Investigate the adequacy of the existing stormwater drainage system and suggest appropriate improvements, including measures to avoid backflow into the Great Ocean Road stormwater drains. • Implement actions relevant to Anglesea in the Surf Coast Shire Stormwater Management Plan. • Develop and implement drainage plans for the Camp Road and Cameron Road areas. • Undertake the necessary infrastructure upgrades to ensure Anglesea can receive digital TV signals upon switchover to digital-only broadcasting. • Lobby the State government to provide reticulated natural gas to Anglesea. • Continue to investigate opportunities to extract and use methane gas at the Anglesea landfill site. • Facilitate the rollout of the National Broadband Network. • Investigate options for the provision of formal launching facilities for small non-motorised watercraft along the Anglesea River. • Lobby relevant State government departments and agencies for the provision of improved, safe and accessible recreational boating facilities in Anglesea.

⁵ TNS Social Research, 2011; Western Coastal Board, 2010

Figure 9: Sustainable transport options and infrastructure



5. Implementation and Review

5.1 Implementation Schedule

This Structure Plan provides a high level strategic framework for planning and development in Anglesea over the next 20-30 years with identified principles and strategies to provide a basis for future decision making.

Implementation of the Structure Plan will follow three broad pathways:

1. **Planning Scheme changes and use or review of policy.** Following its adoption by Council, the Structure Plan's strategic intent will be embedded in the Surf Coast Planning Scheme via a planning scheme amendment process. This will see the key elements of the Plan translated into policy (e.g. the values, principles and strategic directions) and various changes to zones and overlays.
2. **Further strategic work to be undertaken.** The Structure Plan identifies a number of areas and matters where more detailed work will be required to strengthen aspects of the Plan. Examples are:
 - Investigating options to deliver housing diversity in the central areas of Anglesea.
 - Investigating the land use options and development potential of the old primary school site, disused water basin site and land north of Betleigh Street.
 - Preparing plans (e.g. urban design framework, urban design guidelines, streetscape plan) for the Camp Road Shopping Centre and Great Ocean Road boulevard.
 - Reviewing the adequacy of and providing recommendations for improvements to intersections, car parking areas and pedestrian crossing facilities.
3. **Other actions critical to attain the principles and directions of the Plan.** This includes specific implementation actions that sit outside the statutory planning framework, including capital works, partnerships, advocacy, lobbying, education, etc by Council and/or other organisations.

An implementation schedule is included at Appendix A. Proposed rezonings and investigation areas are shown on Figure 10.

5.2 Review

A review of the Structure Plan will be undertaken every five to ten years from the date of adoption by Council.

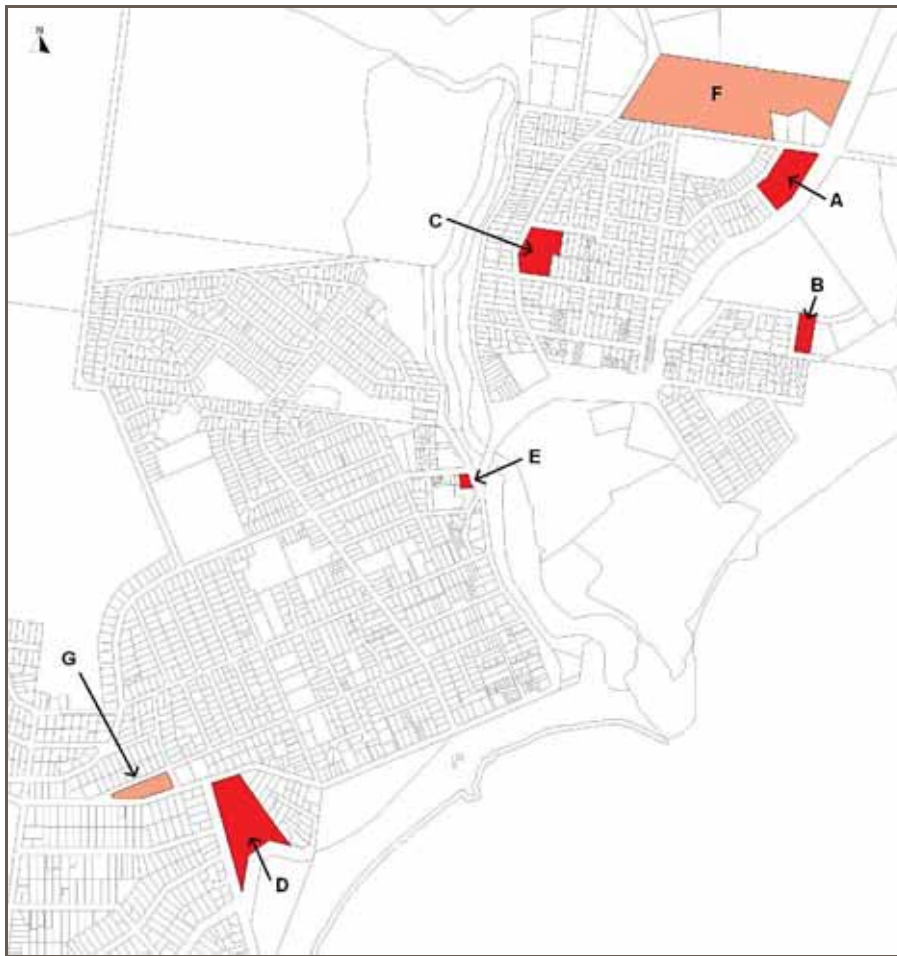
In relation to climate change, coastal acid sulfate soils and bushfire management, any strategies or actions in this Plan should be reviewed as further scientific data and mapping becomes available and when new state or national benchmarks or policies are established.

5.3 Funding

A range of funding sources will be explored to implement the actions of the Structure Plan. Sources include Council's Capital Works Program, operational budgets, grants, levies, etc.

To equitably assist with infrastructure funding in the municipality, Surf Coast Shire Council has resolved to implement Development Contributions Plans (DCP's) in several townships. A DCP is a statutory tool used to levy the proponents of new development for fair contributions towards specific, pre-scheduled physical and community infrastructure items. Following further investigation, Council may prepare a DCP for Anglesea to assist with the cost of delivering the infrastructure items needed to support the town's future growth and development.

Figure 10: Proposed rezonings and investigation areas



Site No.	Land	Recommendation
A	44 Elizabeth Street	Rezoning from R1Z to PCRZ
B	10 Ellimatta Road	Rezoning from IN3Z to PCRZ
C	22-28 Camp Road	Rezoning from R1Z to CDZ to pursue integrated housing development
D	16-20 Harvey Street	Rezoning from PCRZ to a more appropriate zone
E	103 Great Ocean Road	Rezoning from R1Z to SUZ5 (subject to further review)
F	75 Camp Road	Investigate future long term development potential
G	69B Harvey Street	Assess options for future use of the site

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Glossary

Access for all	A term indicating that no-one is discriminated against directly or indirectly regardless of disability. It may refer to any activity within the built, natural, social and economic environment.
Activity centre	An area that provides the focus for services and employment; where people shop, work, meet, relax and sometimes live. Centres range in size and use. They may be a shopping or community centre at the local or regional level.
Adaptable housing	Housing designed to be used by all people to the greatest extent possible. This includes families with children in prams and people with a temporary or permanent injury or a chronic illness. It is based on the premise that well designed housing reduces the risk of injury, ill health, and institutionalisation.
Adaptation	Adjustments in human or natural systems to climate changes that will occur despite efforts to reduce greenhouse gas emissions. Adaptation can help human and natural systems reduce their vulnerability to climate change and create new economic opportunities.
Affordable housing	Well-located housing, appropriate to the needs of a particular household, for households earning less than 80% of median income where the cost (whether mortgage repayments or rent) is no more than 30% of that household's income. Exceeding this percentage places people under 'housing stress', with housing costs adversely impacting their capacity to fund other basic and essential needs.
Ageing in place	This refers to an existing resident population ageing in their current location. Also a philosophy that advocates older residents being able to choose to remain in their homes with the help of external support services, rather than moving into residential care or retirement accommodation or out of their community.
Best practice	High operational standards considered the most effective and efficient means of achieving desired outcomes.
Biodiversity	The variation of taxonomic life forms within a given ecosystem or area. Biodiversity is often a measure of the health of biological systems to indicate the degree to which the aggregate of historical species is viable versus extinct.
Built environment	A man-made area consisting of buildings, infrastructure, parks, gardens, etc.
Carbon sink	A natural or man-made reservoir that accumulates and stores carbon for an indefinite period, e.g. a tree plantation or park.
Carrying capacity	The maximum number of people who can use an area without an acceptable alteration in the physical environment and a decline in the quality of the experience. The term refers to physical and biological factors and to social issues.
Climate change	Any change in climate over time whether due to natural variability or as a result of human activity. Human induced climate change is a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods.
Community housing	Broadly refers to some form of affordable or suitable housing provided by a not-for-profit community-based organisation. The intent is to provide additional housing stock for low and moderate income households, who cannot otherwise afford appropriate housing in a suitable location provided by the private sector.
Conservation	The protection, maintenance, management, sustainable use, restoration and enhancement of the natural environment.
Conventional density housing	Housing at a density of 10-15 dwellings per hectare.
Dwelling	A building used as a self-contained residence which houses people and includes a separate house, apartment, townhouse.
Ecologically Sustainable Development (ESD)	Using, conserving and enhancing the community's resources so that ecological processes, on which life depends, are maintained and the total quality of life, now and in the future, can be increased.
Ecosystem	A dynamic complex of plant, animal, fungal and micro-organism communities, and the associated nonliving environment interacting as an ecological unit.
Ecotourism	Ecologically sustainable tourism with a primary focus on experiencing natural areas that fosters environmental and cultural understanding, appreciation and conservation.
Empty nesters	Parents whose children have left the family home to establish new households elsewhere.
Environmental hazard	A naturally or human induced occurring event which poses a threat to human health, life

	and the built or natural environment. Hazards can be geological (e.g. landslides, erosion, CASS), hydrological (e.g. flooding, salinity), climatic (e.g. droughts, heatwaves, storms) or bushfires.
Estuary	A semi-enclosed coastal body of water where salt from the open sea mixes with freshwater draining from the land.
Greenfield development	Development occurring on broadhectare vacant land rather than within existing residential areas.
Greenhouse gas	A gas which absorbs heat radiation in the atmosphere. Includes water vapour, carbon dioxide, methane, nitrous oxide and ozone.
Higher density housing	Residential developments at a density of 30 dwellings per hectare or higher. Generally located in or on the boundary of activity centres, where there is excellent access to public transport, retail facilities and open space.
Housing diversity	A variety of housing options, including different house sizes, designs, types and tenures which provide opportunity and choice to a diverse community and meet the changing needs of all household types and population groups over time.
Housing stress	Condition of households paying more than 30 per cent of their gross income on mortgage or rental repayments.
Infill development	Development, usually of a relatively small scale, on existing lots or redevelopment sites in established urban areas. Also referred to as 'intensification' of existing areas.
Invasive species	Species that are either introduced or Australian plants, animals, invertebrates and pathogens that become problems outside of their home ranges.
Key workers	Generally low and medium waged workers and casual employees who provide essential services, typically in sectors such as aged care, retail, hospitality, construction, health care, childcare, emergency services, education and social support sectors.
Medium density housing	Residential development with a density of one house per 300-400m ² of land or 20 dwellings per hectare. Generally located close to and around the edges of activity centres and generally defined as more than one dwelling on an ordinary house block, or any form of attached housing such as townhouses or apartments.
Mitigation	Activities that are undertaken to reduce negative effects (e.g. the effects of climate change).
Multi-unit development	Development that involves building two or more residential buildings on a single lot.
Natural environment	Areas that exist in, or are formed by, nature, that is not artificial; incorporates cultural aspects.
Nature-based tourism facility	Any facility that enables visitors to enjoy a range of opportunities around natural attractions including (but not limited to): amenities (e.g. visitor and information centres), roofed accommodation (e.g. eco-lodges and standing camps), camping areas, tracks and walkways, bridges, roads, car parks, toilets, signage and interpretation panels, viewing platforms, wharves and boat ramps.
Occupancy rate	The proportion of dwellings that are permanently occupied by a household. It excludes holiday homes that are only temporarily occupied in a year.
Occupied private dwelling	These are all dwellings that are occupied by a household.
Peak oil	Refers to when the rate of global oil production reaches a peak i.e. it is the point at which the extraction of conventional crude oil from all oil fields in the world is at its maximum rate and signals when the rate of oil being produced will begin to decline and oil prices are likely to rise.
Precautionary principle	A term used to describe an approach where the lack of full scientific certainty is not used as a reason for postponing cost-effective measures where there are threats of serious or irreversible damage.
Public housing	Housing funded and provided by the government, which is leased to low-income or at-risk households.
Redevelopment sites	These are sites in already established areas not originally developed for residential uses, but identified for conversion to residential use. Examples include former school sites, derelict industrial land, former petrol stations and the like.
Renewable energy	Energy sources that are practically inexhaustible. Alternatives to non-renewable fossil fuels (such as coal and oil), including solar, hydro and wind energy.
Residential aged care facility	A building used to provide accommodation and personal or nursing care for the aged.
Resilience	The ability to absorb disturbances, to be changed and then to reorganise and still have the same identity (retain the same basic structure and ways of functioning). It includes the ability to learn from the disturbance.

Retirement village	Land used to provide permanent accommodation for retired people or the aged.
Risk	The probability that a situation will produce harm under specific conditions. Risk is generally defined as a combination of the likelihood of an occurrence and the impact or consequence of that occurrence.
Sense of place	A characteristic that some geographic places have and some do not. It is often defined as those characteristics that make a place special or unique, as well as those that foster a sense of authentic human connection.
Setting	Describes the character of a place, which takes into account its physical, social and cultural features.
Settlement boundary	A management tool to contain urban areas and limit their expansion. It divides land that is urban (used for housing, shops, factories, etc) from land that is nonurban (used for conservation, agriculture, mineral extraction, etc). The settlement boundary encourages urban consolidation and protects valued non-urban areas from urban development.
Single detached house	A free standing dwelling located on a separate lot.
Social housing	Rental housing that is provided and/or managed by government or non-government organisations, including public and community housing.
Sustainable development	Development carried out in such a way as to meet the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable tourism	Tourism that meets the needs of present generations without compromising the needs of future generations. More commonly perceived as tourism that does not negatively impact the environment, economy, culture and society of a particular destination; ecotourism is a form of sustainable tourism.
Tenure type	Tenure types include owner (fully owned or being purchased/ with mortgage), renter (private housing or public housing/community housing), rent free, life tenure scheme, shared equity or rent/buy scheme.
Universal design	The design of buildings and environments that can be used by all people, to the greatest extent possible, without the need for adaptation or specialised design.
Vulnerability	A combination of exposure (risk) and capacity to respond (resilience).
Walkability	Walkable communities make pedestrian activity possible and inviting, thus expanding sustainable transportation options, and create townships and streetscapes that foster walking, ensuring safe and inviting pedestrian corridors, linkages and facilities. Typically, most people will consider walking up to 400m (5 minutes) to local attractors or daily activities, and 800m (10 minutes) to a major attractor or town centre.
Young families	One and two parent families with young children, generally of pre and primary school age.

Acronyms

ABS	Australian Bureau of Statistics
AHD	Australian Height Datum
ANGAIR	Anglesea Aireys Inlet Society for the Protection of Flora and Fauna
ARDP	Anglesea Residential Development Policy
B1Z	Business 1 Zone
CASS	Coastal Acid Sulfate Soils
CFA	Country Fire Authority
CCMA	Corangamite Catchment Management Authority
CDZ	Comprehensive Development Zone
DDO	Design and Development Overlay
DEM	Digital Elevation Model
DEECD	Department of Education and Early Childhood Development
DHS	Department of Human Services
DOT	Department of Transport
DPCD	Department of Planning and Community Development
DPI	Department of Primary Industries
DSE	Department of Sustainability and Environment
EPA	Environment Protection Authority
ESD	Ecologically Sustainable Development or Design
ESO	Environmental Significance Overlay
EVC	Ecological Vegetation Class
FO	Floodway Overlay
GORCC	Great Ocean Road Coast Committee
IN3Z	Industrial 3 Zone
LATM	Local Area Traffic Management Plan
LPPF	Local Planning Policy Framework
LSIO	Land Subject to Inundation Overlay
MSS	Municipal Strategic Statement
NCO	Neighbourhood Character Overlay
OOH	Office of Housing
PCRZ	Public Conservation and Resource Zone
PPRZ	Public Park and Recreation Zone
R1Z	Residential 1 Zone
RCZ	Rural Conservation Zone
RDV	Regional Development Victoria
SLO	Significant Landscape Overlay
SMO	Salinity Management Overlay
SPPF	State Planning Policy Framework
SUZ5	Special Use Zone Schedule 5
VCC	Victorian Coastal Council
VCEC	Victorian Competition and Efficiency Commission
VPO	Vegetation Protection Overlay
VPP	Victoria Planning Provisions
WCB	Western Coastal Board
WMO	Wildfire Management Overlay

Appendix A: Implementation Schedule

No.	Action	Timeframe	Lead Party	Partners	Funding
0. Planning Scheme changes					
0.1	<p>Prepare an amendment to the Surf Coast Planning Scheme to:</p> <ul style="list-style-type: none"> - Modify Clause 21.11 (Anglesea Strategy) of the MSS reflecting the directions and principles of the Anglesea Structure Plan and include the Structure Plan as a reference document. - Delete the Anglesea Residential Development Policy (ARDP) at Clause 22.06 and transfer the performance measures into overlays. - Apply a NCO and DDO to R1Z zoned land, incorporating the performance measures of the ARDP, and modify the SLO3 to limit its scope to vegetation controls only. - Rezone the Anglesea Bushland Reserve at 44 Elizabeth Street from R1Z to PCRZ in recognition of its status as a Crown land reserve. - Rezone land on the eastern edge of the industrial estate from IN3Z to PCRZ in recognition of its environmental significance. - Rezone land at 16-20 Harvey Street from PCRZ to an appropriate zone that reflects its private ownership as well as the environmental constraints. - Rezone the former primary school site at 22-28 Camp Road from R1Z to CDZ to guide its future redevelopment for an integrated housing development. - Rezone the Noble Street shops at 103 Great Ocean Road from R1Z to SUZ5 (subject to further review). - Correct overlay anomalies. 	Short term	SCS	DPCD	SP

1. Responsible growth and development

1.1 Restrained growth

1.1.1	Investigate the options for future use of the water basin site at 69B Harvey Street.	Short term	SCS	Barwon Water	SP
1.1.2	At the appropriate time investigate the potential, if any, for residential development of land north of Betleigh Street.	Medium term	SCS	Alcoa, DSE, DPCD	SP
1.1.3	Monitor the supply of and demand for residential land and other growth drivers bi-annually and review the Structure Plan as necessary.	Ongoing	SCS		SP

1.2 Housing diversity and choice

1.2.1	Review the minimum lot size / density provisions in the central areas of Anglesea to encourage housing diversity.	Short term	SCS		SP
1.2.2	Undertake further research to develop a thorough understanding of the housing market in Anglesea, including the demand for smaller housing types (in particular from retirees and empty nesters wishing to downsize) and options/tools/incentives for delivery.	Short term	SCS		SP
1.2.3	Investigate the options for affordable housing in Anglesea, in particular on the old primary school site.	Short term	SCS	OOH, HA	SP, CD

No.	Action	Timeframe	Lead Party	Partners	Funding
1.3 Site responsive and sustainable design					
1.3.1	Review the fencing controls of the ARDP and SLO3.	Short term	SCS		SP
1.3.2	Use the <i>Surf Coast Sustainable Design Book (2010)</i> to provide information to applicants and the local building industry to encourage design excellence and environmentally sustainable design practices.	Ongoing	SCS		
1.3.3	Identify educational activities that will promote the retrofitting of existing dwellings to encourage residents to make their homes more sustainable and adaptable for different life stages.	Ongoing	SCS	Sustainability Victoria	E
2. A healthy and protected natural environment					
2.1 Environmental assets					
2.1.1	Encourage the use of indigenous species listed in the <i>Indigenous Planting Guide (2003)</i> and CFA's <i>Landscaping for Bushfire (2011)</i> in landscape plans.	Ongoing	SCS		
2.1.2	Exempt the removal of environmental weeds identified in <i>Environment Weeds: Invaders of our Surf Coast (2nd Edition, 2002)</i> from planning permit requirements.	Ongoing	SCS		
2.1.3	Continue to develop and implement weed control programs in conjunction with local volunteer groups and public land managers, including removal of woody weed species that add to the fuel load within and adjacent the township.	Ongoing	SCS	DSE, GORCC, CCMA, local groups	E, External
2.1.4	Continue to develop and implement domestic and pest animal control programs in cooperation with other agencies and community groups.	Ongoing	SCS	DSE, DPI, CCMA GORCC, local groups	E, External
2.1.5	Continue the enforcement of dog regulations and investigate the need for further regulation in sensitive areas and the potential for the provision of a dedicated, fenced off-leash area.	Ongoing	SCS		LL
2.1.6	Continue to prepare and implement management plans for Council owned and/or managed nature reserves.	Ongoing	SCS		E
2.1.7	Participate with existing community organisations and networks such as ANGAIR and the Community House to raise awareness in the community of the importance of protecting indigenous vegetation.	Ongoing	SCS	Local groups	E, CD
2.1.8	Identify opportunities to mitigate high rates of coastal erosion to the north of the boat ramp at Point Roadknight, which is undermining Coastal Moonah Woodland (see also 2.4.6).	Short term	SCS	GORCC	E, GORCC
2.1.9	Promote responsible recreational use of nature reserves and Crown land, including through designated roads and tracks for vehicles, trail bikes, bicycles and walkers; closure and rehabilitation of informal tracks; review of parking locations; fencing off of sensitive areas to avoid disturbance; provision of directional and interpretive signage; and upgrading of lookouts and viewing platforms.	Ongoing	SCS	GORCC, DSE, ParksVic, Alcoa	CWP, External
2.1.10	Monitor the air quality in and around Anglesea and other environmental impacts of the coal mine and power station.	Ongoing	SCS	EPA, Alcoa	E, External
2.2 River and coastal management					
2.2.1	Reinstate, stabilise and/or revegetate eroded areas along the riverbanks and restrict or manage access to the river edges (e.g. place bollards to prevent vehicle access close to the river and construct boardwalks or platforms for pedestrian access, fishing and boat/kayak/canoe launching).	Short term	SCS	CCMA, GORCC	CWP
2.2.2	Investigate options for the appropriate protection of the environmental values of the Anglesea River through the Planning Scheme (e.g. application of the ESO).	Short term	SCS	DSE, GORCC	SP

No.	Action	Timeframe	Lead Party	Partners	Funding
2.2.3	Continue to undertake regular monitoring of the water quality and health of the river and work with other agencies and organisations to improve the river health.	Ongoing	SCS	CCMA, DSE, EPA, ParksVic, DPI, GORCC, Alcoa	E, External
2.2.4	Undertake drainage improvements to existing car parks to minimise runoff of nutrients and contaminants into the river.	Short term	SCS		CWP
2.2.5	Review and implement the Anglesea River Estuary Management Plan.	Short term	CCMA	SCS, GORCC, DSE, ParksVic, EPA, DPI	E, External
2.2.6	Support studies and further research to create greater understanding of the river system, including the sources affecting water quality, the interaction between surface and ground water and detailed information on CASS.	Ongoing	SCS	DSE, CCMA	
2.2.7	Participate in the development and implementation of a new Coastal Management Plan by GORCC to guide the future management of the coastal reserves.	Short term	GORCC	SCS	GORCC
2.2.8	Licence all commercial operators who use Council managed land or coastal Crown land and manage the liability risks.	Ongoing	SCS	DSE, GORCC	E, LL, External
2.3 Environmental hazards					
2.3.1	Review and prioritise maintenance requirements for Council's recreational facilities, public spaces and infrastructure assets at risk from environmental hazards.	Short term	SCS		AM
2.3.2	Require any development or works within CASS risk areas (generally below the 5m AHD contour) that may cause the disturbance of CASS to have been assessed against the <i>CASS Best Practice Guidelines</i> (2010) to determine hazard from CASS. If a CASS hazard is identified a CASS Management Plan (or other suitable plan) consistent with the <i>Best Practice Guidelines</i> should be developed.	Ongoing	SCS		
2.3.3	Work with State Government departments and agencies to improve mapping and the level of information of environmental hazards.	Ongoing	SCS	DSE, DPCD, CCMA, CFA, DPI	SP, External
2.3.4	Continually update and implement Anglesea's Township Protection Plan for bushfire management based on scientific evidence and best practice fire behaviour/risk models.	Ongoing	SCS	CFA, DSE, ParksVic, Local groups	EM, External
2.3.5	Maintain close working relationships with DSE/Parks Victoria and the CFA to develop appropriate fire management strategies and community education campaigns to strengthen community resilience to bushfire.	Ongoing	SCS	CFA, DSE, ParksVic	EM, External
2.3.6	Work with the Municipal Fire Prevention Committee to consider the impact of bushfire protection measures on land use planning.	Ongoing	SCS	CFA, DSE, ParksVic	EM
2.3.7	Continue to develop and implement Fire Management Plans for Council owned and managed nature reserves.	Ongoing	SCS		E, EM
2.4 Planning for climate change					
2.4.1	Undertake further climate change and peak oil vulnerability and risk assessments to identify local risks and inform future land use, infrastructure, transport, open space and natural resource management planning.	Short term	SCS	DSE, CCMA, GORCC	SP, E, External

No.	Action	Timeframe	Lead Party	Partners	Funding
2.4.2	Implement appropriate planning scheme policies and overlays which control development occurring in areas sensitive to predicted risks from sea level rise.	Short term	SCS	DSE, DPCD	SP
2.4.3	Implement community engagement programs and support actions of community groups to encourage a low carbon, resilient and sustainable community.	Short term	SCS	Local groups	E, CD
2.4.4	Review and prioritise maintenance requirements for Council's recreational facilities, public spaces and infrastructure assets at risk from the impacts of climate change.	Short term	SCS		AM
2.4.5	Undertake a study to investigate the impacts of future sea level rise and rising river levels on the stormwater drainage system around the Anglesea River and surrounding areas to identify appropriate infrastructure improvements (see also 5.5.1).	Short/Medium term	SCS	CCMA	ES
2.4.6	Work with GORCC to identify and implement measures to address coastal erosion (see also 2.1.8).	Short term	SCS	GORCC	E, GORCC
2.4.7	Minimise greenhouse gas emissions from the Anglesea landfill and investigate opportunities to capture and re-use landfill gas (see also 5.5.6).	Short term	SCS		ES
2.4.8	Implement the recommendations of the Surf Coast Shire Climate Change Strategy.	Short term	SCS		E
2.5 Cultural heritage and landscape values					
2.5.1	Conduct an assessment of remaining potential heritage places in Anglesea as part of the next stage of the Surf Coast Shire Heritage Study.	Short term	SCS		SP
2.5.2	Engage with traditional owners through recognised cultural group organisations on planning and natural resource matters that may affect their native title rights or traditional cultural heritage values.	Ongoing	SCS	Wathaurong	

3. A sustainable community

3.1 A connected community

3.1.1	Implement community development and capacity building strategies and programs.	Ongoing	SCS		CD
3.1.2	Establish community partnership groups to develop and implement plans, projects, etc.	Ongoing	SCS		CD
3.1.3	Provide unique and interesting signage, landscaping and appropriate art installations at the key gateways to Anglesea and in public areas.	Short term	SCS	SCT, BATA, Local groups	CWP, EDT, External

3.2 A healthy community

3.2.1	Implement the recommendations of the McMillan Street Community Precinct Master Plan.	Short/Medium term	SCS		CWP, CD, AFS
3.2.2	Investigate the feasibility of providing an Abbeyfield model aged care facility at the McMillan Street Community Precinct.	Short term	SCS		AFS
3.2.3	In accordance with the Surf Coast Early Years Plan 2009-13, develop a Community Hub Plan that incorporates early years and universal services and activities.	Short term	SCS		AFS
3.2.4	Investigate opportunities for increased accessibility to nature reserves and beaches for people with mobility issues (improve access, availability of beach wheelchairs).	Short term	SCS		AFS, CD
3.2.5	Continue to engage with relevant government departments in planning for service provision for all ages in Anglesea.	Ongoing	SCS	DHS, DPCD, DOT	AFS, CD
3.2.6	Continue to develop improved transport initiatives as part of the Transport Connections Program.	Ongoing	SCS	DOT	CD
3.2.7	Monitor service capacity and demand as the population grows and changes to inform coordinated and responsive service and facility planning.	Ongoing	SCS		AFS, CD

No.	Action	Timeframe	Lead Party	Partners	Funding
3.3 An active community					
3.3.1	Incrementally implement the outstanding works arising from Council's Pathways Strategy and periodical review (see also 5.2.1).	Short/Medium term	SCS	VicRoads, GORCC	CWP, External
3.3.2	Liaise with State and Federal governments and their agencies to attract funding and resources to support recreation projects that meet the needs of the community.	Ongoing	SCS	DHS, DPCD, SRV	CD
3.3.3	Develop a new regional play space on the Riverbank near the beach car park and a local playground at Point Roadnight in accordance with the Playground Strategy.	Short/Medium term	SCS	GORCC	CWP, External
3.3.4	Incrementally implement the remaining stages of the Anglesea Riverbank Master Plan and the landscape plan for the Carnival Site / Lions Park.	Short/Medium term	SCS	DSE, GORCC	CWP, External
3.3.5	Facilitate the redevelopment of the Anglesea Skate Park and Bowling Club.	Short term	SCS	DSE, Skate Park Committee, Bowling Club	CWP, External
3.3.6	Support the ongoing development of the Anglesea Bike Park as a regional facility.	Ongoing	SCS	Bike Park Committee	CWP, External
3.3.7	Work in partnership with local sport/recreation clubs and community groups to plan, develop, upgrade and operate facilities.	Ongoing	SCS	Local groups	CD
3.3.8	Identify areas for the development of public open space in the long term to respond to the impacts of climate change and future population and visitor growth.	Medium term	SCS		OS
3.3.9	Develop closer working relationships with other agencies directly involved in land use and recreational management in Anglesea.	Ongoing	SCS	ParksVic, DSE, GORCC	E, CD

4. A prosperous local economy

4.1 Activity centres

4.1.1	Relax the shop provisions of the SUZ5 to encourage more viable year round retail and commercial activities that do not compete with the main shopping centre.	Short term	SCS		SP
4.1.2	Prepare and implement an Urban Design Framework or Structure Plan for the Camp Road Shopping Centre to guide the form and location of future growth, the interface and (pedestrian) connectivity with surrounding areas, access and parking, and public open space and amenities.	Short/Medium term	SCS	Local traders	SP
4.1.3	Prepare and implement urban design guidelines and a streetscape plan for the west side of the Great Ocean Road between Noble Street and Four Kings to enhance pedestrian amenity and connectivity and strengthen links with the river environs.	Short term	SCS	Local traders, Residents	SP
4.1.4	Investigate the suitability of rezoning the Noble Street shops from R1Z to SUZ5.	Short term	SCS		SP

4.2 Industry

4.2.1	Investigate long term opportunities for relocation of the industrial estate afforded by the future closure of the Anglesea landfill site.	Medium term	SCS		SP, EDT, ES
4.2.2	Monitor the effects of continued mining operations and identify opportunities should the mine cease to operate.	Short/Medium term	SCS	EPA, Alcoa	SP, E

No.	Action	Timeframe	Lead Party	Partners	Funding
4.3 Tourism					
4.3.1	Investigate opportunities for a local shuttle bus service during the summer school holidays and other peak periods.	Short term	SCS	BATA, SCT	EDT
4.3.2	Lobby V/Line to operate more frequent bus services during peak periods.	Ongoing	SCS	V/Line, DOT	EDT
4.3.3	Develop economic stimulus strategies to attract visitors to Anglesea to ensure shops are viable year round, including promotion of Anglesea and organisation of events.	Short term	SCS	BATA, SCT	EDT

5. Sustainable transport options and infrastructure

5.1 Public transport

5.1.1	Investigate the opportunities for a seasonal local shuttle or community bus that loops around town and stops at key destinations.	Short term	SCS	BATA, SCT	EDT
5.1.2	Advocate the State Government and local providers for improved public transport services.	Ongoing	SCS	DOT, V/Line	CD
5.1.3	Continue to support and lobby for the development of locally responsive transport initiatives through the Transport Connections Program.	Ongoing	SCS	DOT	CD
5.1.4	Develop a 'Community Transport Strategy'.	Ongoing	SCS		CD

5.2 Walking and cycling

5.2.1	Incrementally implement the outstanding works arising from Council's Pathways Strategy and periodical review (see also 3.3.1).	Short/Medium term	SCS	VicRoads, GORCC	CWP, External
5.2.2	Review the adequacy of and provide recommendations for improvement of pedestrian crossing facilities in the following locations: <ul style="list-style-type: none"> - between the main shopping centre and bowling club - Great Ocean Road bridge - Noble Street intersection - Surf Life Saving Club - intersection of Great Ocean Road and Ellimatta Road - between the Harvey Street and cliff top lookouts - between the northern and southern sections of Melba Parade - intersection of Great Ocean Road and O'Donohue Road - intersection of Great Ocean Road and Third Avenue 	Short/Medium term	SCS	VicRoads	ES
5.2.3	Develop well defined pedestrian routes and directional signage to discourage pedestrian use of the Great Ocean Road verge between the shopping centre and the bridge.	Short term	SCS	VicRoads	ES
5.2.4	Construct a continuous and accessible trail circuit on the east riverbank adjacent to Fairylands and the caravan park to improve pedestrian connections between the shopping centre, beach, caravan park and residential areas to the east; and rationalise the track system to minimise the number of tracks, revegetate informal tracks and introduce fencing the full extent of the caravan park boundary to discourage informal access.	Short term	SCS	DSE, GORCC	CWP, External
5.2.5	Improve pedestrian/cycle access and directional signage to Coogoorah Park.	Short term	SCS		CWP
5.2.6	Investigate opportunities to enhance pedestrian connectivity between the eastern end of the main shopping centre and the eastern and north-eastern parts of Anglesea (including Purnell Street,	Short/Medium term	SCS		ES, CD

No.	Action	Timeframe	Lead Party	Partners	Funding
	industrial estate and recreation camps), including provision of a footpath along the Great Ocean Road and pedestrian crossings in appropriate locations.				
5.2.7	Review the effectiveness of the pedestrian proof fence on the bend of the Great Ocean Road at Four Kings and investigate opportunities to enhance the pedestrian amenity and connectivity in this area	Short term	SCS		ES
5.2.8	Support the completion of the Surf Coast Walk between Torquay and Lorne.	Short term	GORCC	SCS	GORCC
5.2.9	Explore the establishment of a community bike hire scheme.	Short term	SCS		CD
5.2.10	Identify appropriate speed limit and design standards for roads and pedestrian priority areas to support safe walking and cycling.	Short/Medium term	SCS	VicRoads	ES
5.2.11	Develop an education campaign to promote bike use and walking in conjunction with the Pathways Strategy and other related plans or strategies.	Short/Medium term	SCS	Bike Safe, Bicycle Victoria	CD, ES, External
5.3 Traffic management					
5.3.1	Implement measures recommended in the Anglesea Local Area Traffic Management Plan and subsequent action plan, subject to further community consultation and review, including: <ul style="list-style-type: none"> Measures to upgrade the Noble Street, Tonge Street and Harvey Street/Murray Street intersections. Appropriate measures to address speeding on local roads, in particular Parker Street, McMillan Street, Noble Street and Harvey Street. 	Short/Medium term	SCS	VicRoads	CWP, External
5.3.2	Liaise with VicRoads to: <ul style="list-style-type: none"> Identify measures to improve traffic flows on the Great Ocean Road during peak holiday periods, including seasonal traffic management measures and promotion of alternative (inland) routes to the Great Ocean Road for through traffic. Investigate the feasibility of upgrading the Camp Road roundabout. In the longer term, investigate potential alternative routes in and around Anglesea. Review the speed limit on the Great Ocean Road through Anglesea (implementation of a year-round 50 km/h speed limit and 40 km/h seasonal speed limit in high pedestrian areas). 	Short/Medium term	SCS	VicRoads	ES, External
5.3.3	Encourage emergency management agencies and Surf Coast Shire to more actively engage in dialogue with the community on perceived safety and risk issues associated with single access in and out of town.	Short term	SCS	DSE, CFA, Victoria Police, VicRoads	EM, External
5.4 Car parking					
5.4.1	Undertake a parking study for the town centre to establish the true parking demand and to identify recommendations for improvement.	Short/Medium term	SCS	Local traders	SP
5.4.2	Review the adequacy of and provide recommendations for improvements to the car parking areas at the Bowling Club, Lions Park, Coogoorah Park, Riverbank, Surf Life Saving Club, Point Roadknight beach and O'Donohues beach.	Short/Medium term	SCS	GORCC	ES
5.4.3	Investigate options to provide additional parking for buses and long vehicles.	Short term	SCS		ES, EDT
5.4.4	Install directional signage to encourage use of the informal car parking areas near the bowling club and Lions Park as overflow parking facilities for visitors to the town centre and riverbank.	Short term	SCS	VicRoads	CWP
5.4.5	Undertake an adequate level of enforcement of parking restrictions during peak periods to improve parking compliance and to encourage parking turnover.	Ongoing	SCS		LL

No.	Action	Timeframe	Lead Party	Partners	Funding
5.5 Service and other infrastructure					
5.5.1	Investigate the adequacy of the existing stormwater drainage system and suggest appropriate improvements, including measures to avoid backflow into the Great Ocean Road stormwater drains (see also 2.4.5).	Short/Medium term	SCS		ES
5.5.2	Implement actions relevant to Anglesea in the Surf Coast Shire Stormwater Management Plan.	Short/Medium term	SCS		CWP
5.5.3	Develop and implement drainage plans for the Camp Road and Cameron Road areas.	Short term	SCS		CWP
5.5.4	Undertake the necessary infrastructure upgrades to ensure Anglesea can receive digital TV signals upon switchover to digital-only broadcasting.	Short term	SCS		CWP
5.5.5	Lobby the State government to provide reticulated natural gas to Anglesea.	Ongoing	SCS	RDV	EDT
5.5.6	Continue to investigate opportunities to extract and use methane gas at the Anglesea landfill site (see also 2.4.7).	Short/Medium term	SCS		CWP
5.5.7	Facilitate the rollout of the National Broadband Network.	Short term	SCS		External
5.5.8	Investigate options for the provision of formal launching facilities for small non-motorised watercraft along the Anglesea River.	Short term	SCS		CD, E
5.5.9	Lobby relevant State government departments and agencies for the provision of improved, safe and accessible recreational boating facilities in Anglesea.	Short term	SCS	DOT	CD, E

Short term – 1-3 years; Medium term – 3-10 years; Long term 10 years +

AFS – Aged & Family Services
EM – Emergency Management
CWP – Capital Works Program

AM – Asset Management
ES – Engineering Services
External – Funding from external organisations or grants

CD – Community Development
LL – Local Laws

E – Environment
SP – Strategic Planning

EDT – Economic Development & Tourism
OS – Open Space Planning

SURF COAST SHIRE

PO Box 350

Torquay VIC 3228

P: (03) 5261 0600

F: (03) 5261 0525

E: info@surfcoast.vic.gov.au

W: www.surfcoast.vic.gov.au