

BELLBRAE STRUCTURE PLAN



September 2010

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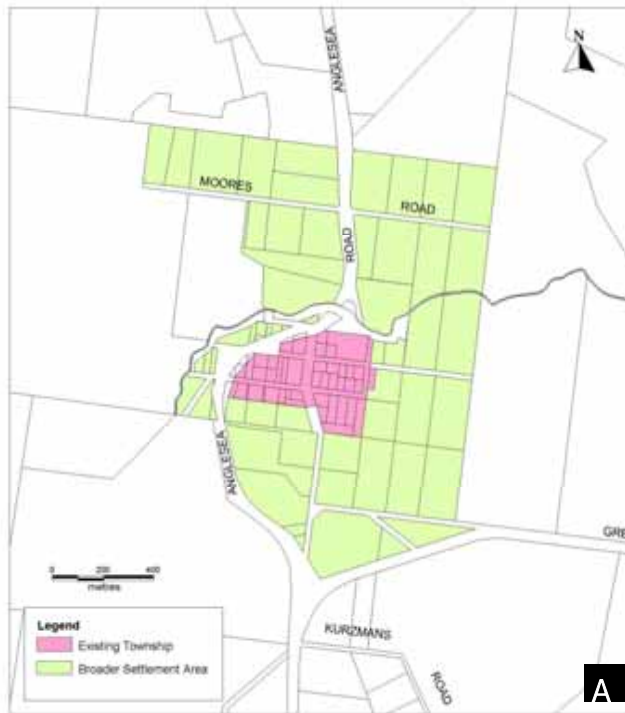
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- Rochelle Griffith — Community Planning and Development Co-ordinator
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Special thanks to Rochelle Griffith for her community engagement skills, constant guidance and advise and to Claire O'Connor for her continual assistance, particularly through the creation of the many maps contained in this document.



Methodology

The Surf Coast Shire has prepared a *Structure Plan* for the township of Bellbrae, identifying a range of land use planning issues that are likely to emerge in Bellbrae over the next fifteen to twenty years and recommends various strategies for their management.

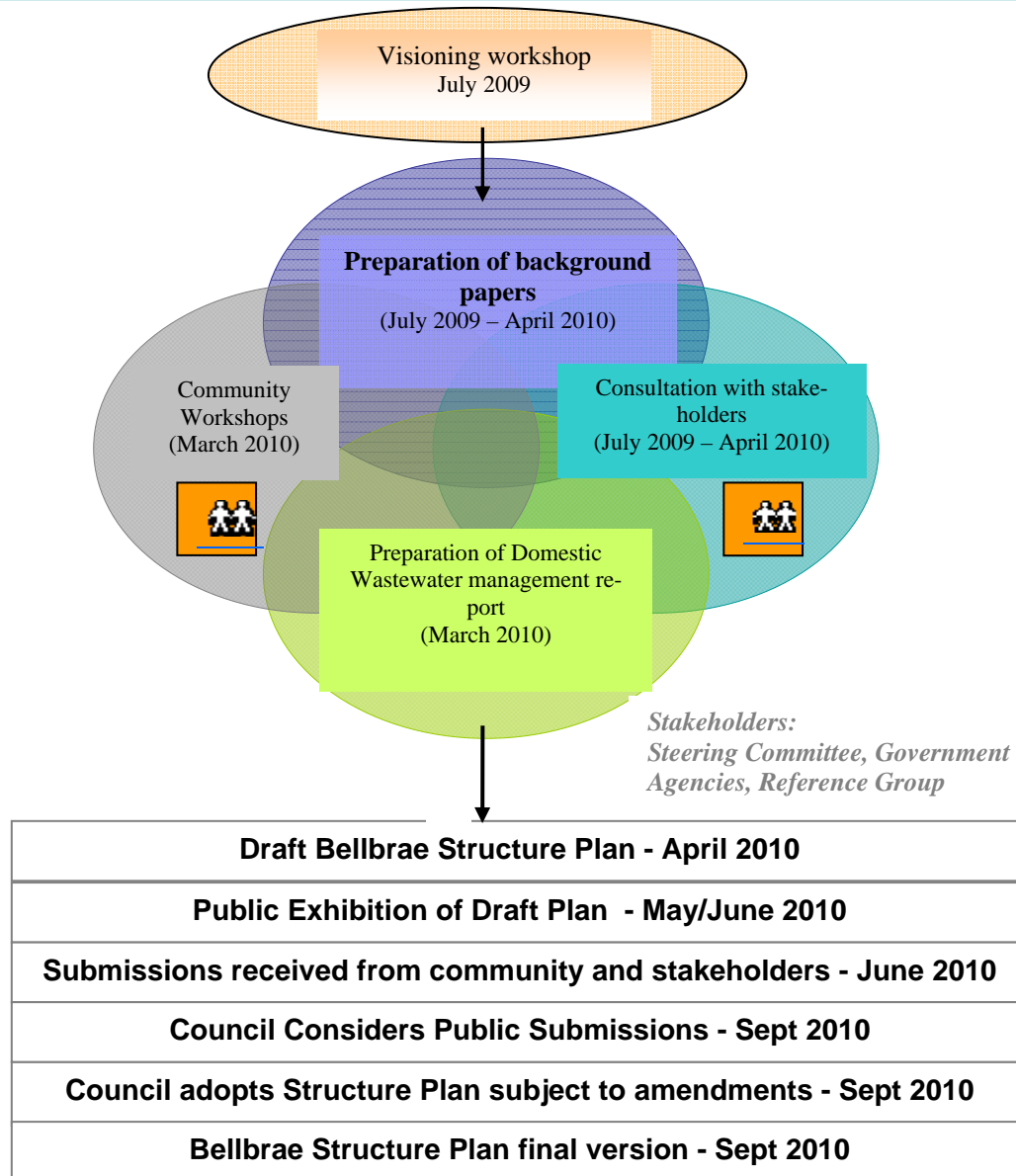
This document summarises eight background papers including 6 appendices that collectively form the *Bellbrae structure plan*.

The background papers are;

- Introduction
- Community: Culture, people and values
- Strategic framework
- Population characteristics and projections
- Sustainable development and opportunities
- Environment, heritage and landscape
- Economy and employment
- Community and leisure

This revised structure plan will eventually supersede the current *Bellbrae Structure Plan*, 1982 which is the basis for the *Bellbrae Strategy* in the *Surf Coast Planning Scheme*.

The plan has primarily focused on the township and the broader settlement area (refer map A) but to give the town context, often references the wider Bellbrae locality (refer map B).



The process

The first step in the structure planning process was a *visioning forum* with the Bellbrae residents to actively involve the community from the outset and to ascertain the future vision for the town.

A *Bellbrae Reference Group* was also established consisting of ten community members whose role was to provide feedback to the project manager and to feed information emerging through the drafting of the background papers back to the broader community.

Key state government agencies and internal departments within the Surf Coast Shire were consulted to ensure that the best possible outcome was achieved through a collaboration of active discussion and informed decision making.

Council commissioned the preparation of a *Domestic Wastewater Management report*, prepared by Geocode, Soil Consultants, to undertake a detailed soil analysis of the Bellbrae settlement area and to provide recommendations on the management of wastewater and development capabilities based on this analysis. This report is located at appendix 6 of the background papers.

An outline of the structure plan development process (as explained above) is shown in the adjoining diagram.

1. Community: Culture, people and values



1.1 Sense of community

Bellbrae residents often refer to the ‘sense of community’ as a defining feature of Bellbrae.

Having a strong ‘sense of community’ does not mean that all members of that community agree on everything. This diversity, and listening to and understanding different perspectives, is often what makes a community vibrant and strong.

Over is a snap shot of key phrases, words and concepts that community members have used to describe Bellbrae.

The main themes that have emerged from community workshops and sessions held in Bellbrae over recent years, including the visioning forum are:

- Protecting the local environment, in particular through sustainable living and protecting native flora and fauna
- Strong sense of community
- Local character, highlighted as being reliant on a green buffer between Bellbrae and Torquay and low density living
- Better path links needed to surrounding towns



Figure 5 Settlements

- Great Ocean Road
- Lakes and rivers
- Direct urban growth to townships where it can best be accommodated*
- Respect the character of coastal towns
- Roads
- Settlements
- ★ Designate Warrnambool and Torquay as gateways to the region
- - - Rail

*Townships which have adequate access to reticulated sewerage, land availability and potable water supply.

2.1 The role of Bellbrae within the region

The Great Ocean Road Region – A Land Use and Transport Strategy, (DSE, 2004) outlines the role of all of the settlements in the region. Bellbrae is not represented on the map over but the structure plan has assumed it to be a ‘settlement’, similar in size and characteristics to Deans Marsh and Moriac.

Within the context of the region the role of Bellbrae is to provide for ‘limited growth’ with urban growth being directed to Torquay and Winchelsea, ‘where it can best be accommodated’ by utilising existing services and infrastructure.

The *Surf Coast Shire Strategic Framework Plan* in the *Surf Coast Planning Scheme* identifies Bellbrae as a ‘rural township’ with limited potential for growth.

However, even if only *limited growth* is to occur in Bellbrae it must still occur in a sustainable manner that respects the environment, rural character and high scenic values of the area as valued by the community.

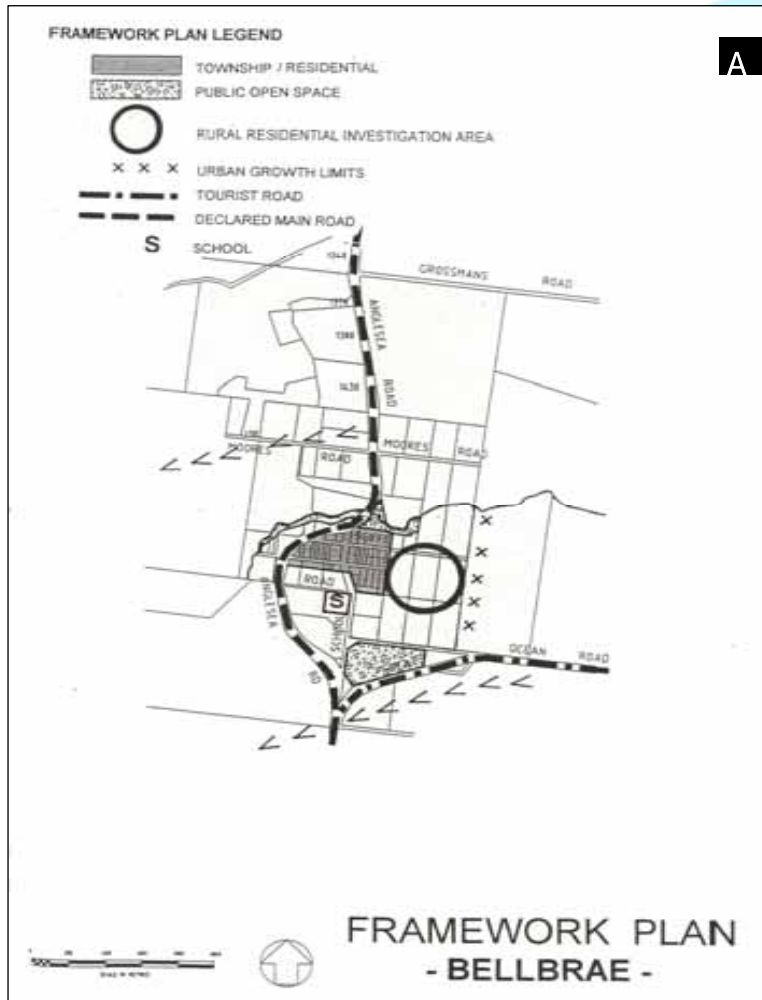
2.2 The Bellbrae Strategy

The current *Bellbrae Strategy* in the *Surf Coast Planning Scheme* seeks to balance,

- protecting the low density rural character, with*
- maximising the efficient use of available residential land with an aim to,*
- provide adequate community services for the needs of the town and rural hinterland.*

The structure plan will determine if these objectives are still relevant and if any new objectives need to be added. From the visioning forum *protecting the low density character* was

2. Strategic framework



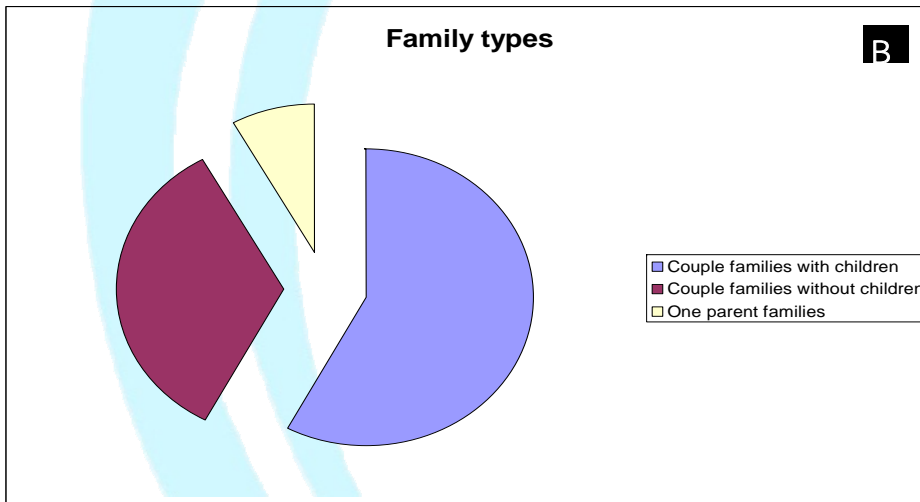
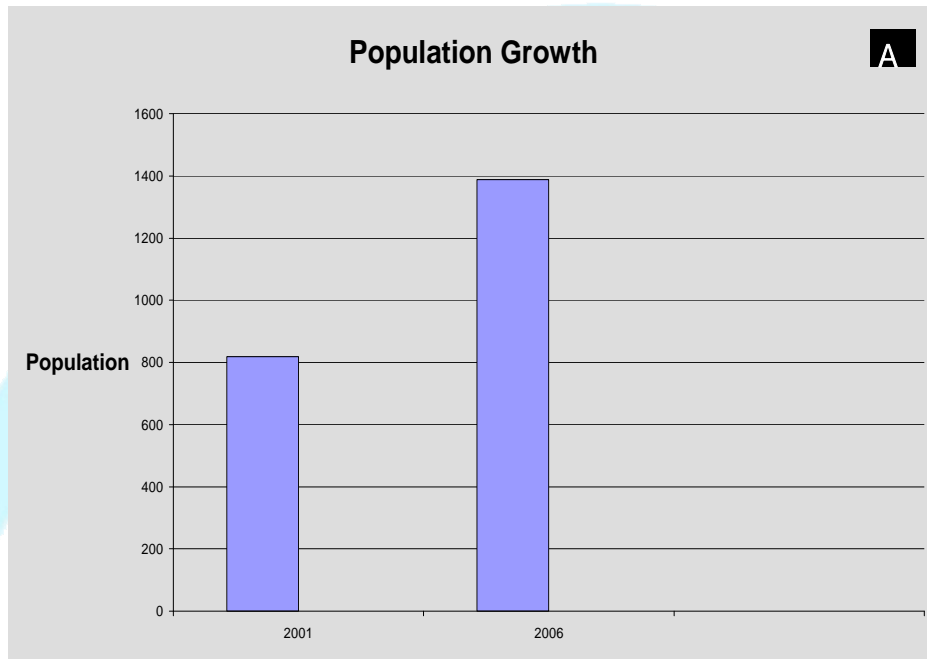
An audit of the current *Bellbrae Strategy* within the planning scheme found that some of the content needs to be removed and that further investigation is required on a number of issues, which is discussed under the relevant sections of this structure plan.

2.3 Bellbrae Framework Plan

The *Bellbrae Strategy* in the Surf Coast Planning Scheme also includes a *Bellbrae Framework plan*, refer map A, that highlights the key features of the town and immediate hinterland. The plan outlines the location of the township (which coincides with the boundary of the *Township Zone*, refer map B) and the configuration and location of the surrounding rural residential lots (currently zoned *Farming*, refer map B). The plan also shows a *rural residential investigation area* on the southern and eastern side of the town within a defined urban growth limit area.

One of the key outcomes of this structure plan has been to test the validity of this *rural residential investigation area*, identified in the current *framework plan* and to clearly define the Bellbrae settlement boundary. This analysis is guided by state and local policy and will be derived from an assessment of the opportunities

3. Population characteristics and projections



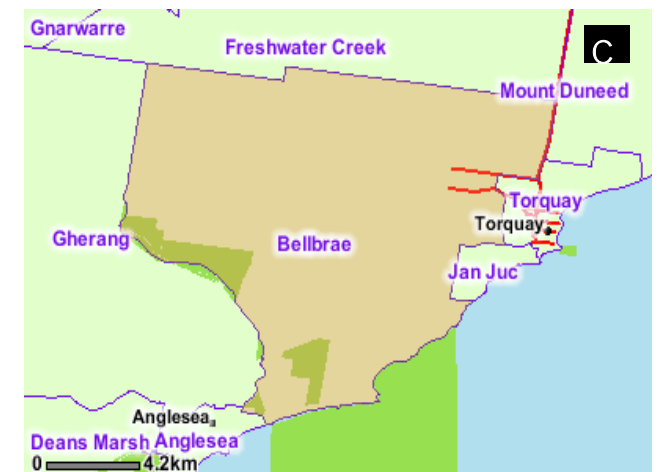
3.1 Population characteristics

Population information for Bellbrae is provided by the *Australian Bureau of Statistics (ABS)* for a wider *Bellbrae Statistical Collector District (SCD)*, shown in map C below, which includes much of the rural hinterland around Bellbrae.

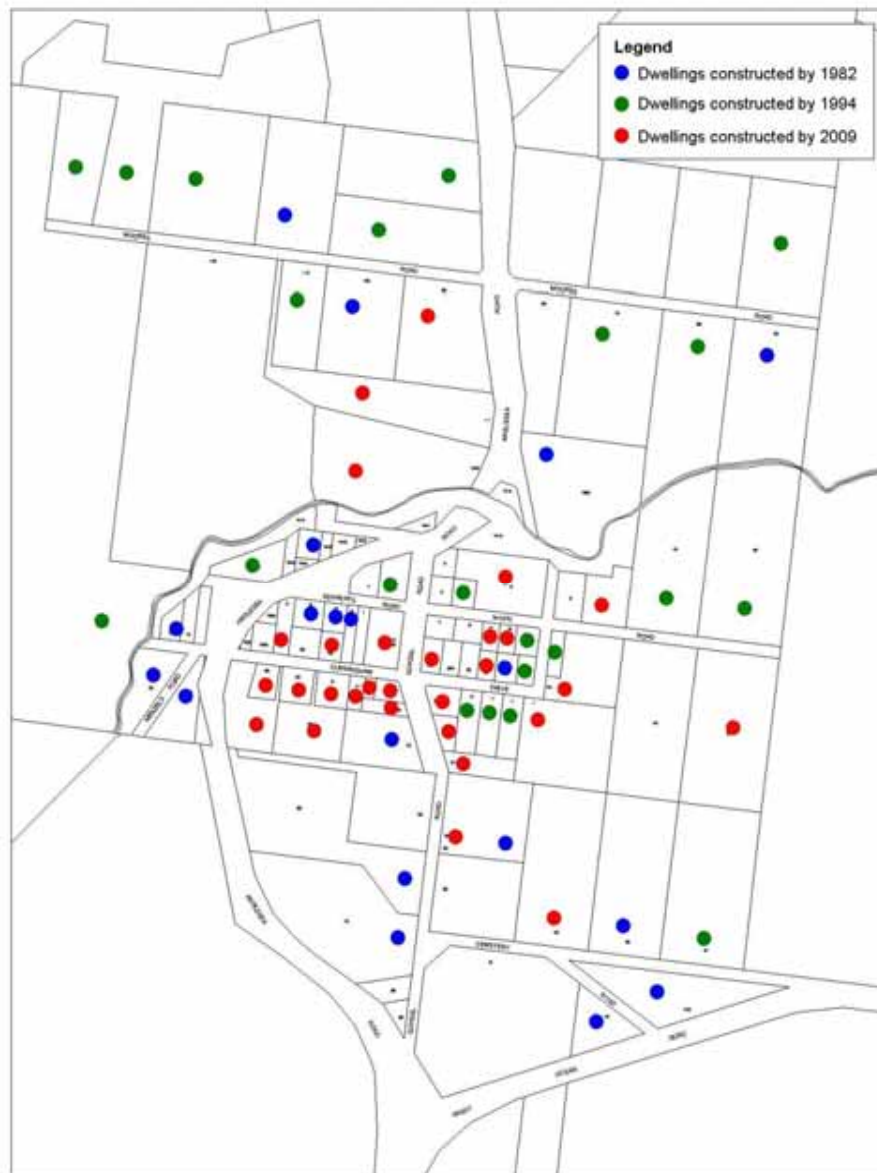
The population in the *Bellbrae Statistical Collector District* has significantly increased since 2001 from 819 persons to 1388 persons in 2006, shown in chart A.

The Bellbrae township, including the immediate settlement area was estimated by council officers to have a population of 217 persons in 2009 .

According to ABS data, families with children continue to be the dominant household type in the Bellbrae SCD in 2001 and in 2006, refer chart B .



3. Population characteristics and projections



Id Consulting (who provide population forecasts for the Surf Coast Shire) predict that although the average household size will decrease by 2026, families with children will continue to be the dominant household type in Bellbrae.

3.2 Population forecasting

Population forecasts undertaken by Id Consulting for the broader *Bellbrae /Bells Beach/ Jan Juc* area predict a population of approximately 268 persons for Bellbrae by 2026.

Since 1982 the Bellbrae settlement population has increased by 71%, the incremental development pattern is shown over. Forecasting based on this historic trend suggests that the population of Bellbrae could potentially increase to 370 persons by 2026 if enabled to grow without constraint.

However a continued growth rate of 4.2% per annum is not sustainable due to the towns lack of services. This is reinforced by both State and Local government policy and regional growth planning which all recommend providing for *limited growth*. Minimal change and limited growth within the town is also consistent with community sentiment and has therefore been the fundamental principle applied to the towns future planning.

4. Sustainable development and opportunities



4.1 Sustainable development

Council policy is 'to manage population growth in an environmentally sustainable manner and make effective use of physical and social infrastructure'.

The *State Planning Policy Framework (SPPF)* in the *Surf Coast planning scheme* refers to sustainable development as;

- the efficient use of resources,
- the need to consolidate urban areas and
- encouraging energy efficient development and housing design which will ultimately minimise greenhouse gas emissions.

The *Surf Coast Housing strategy, 2006* and the *Surf Coast Economic Development Strategy, 2004* both specify that for the Surf Coast Shire to;

- promote environmental sustainability,
- foster social wellbeing,
- be economically prosperous and
- provide a healthy lifestyle,

urban development needs to be compact and clustered in 'nodes rather than corridor growth' (in order words - avoid urban sprawl).

How can this be applied in Bellbrae without compromising the low density character?

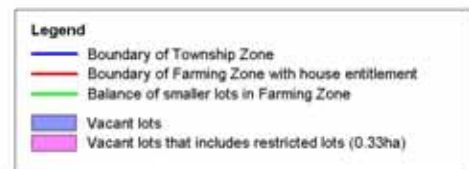
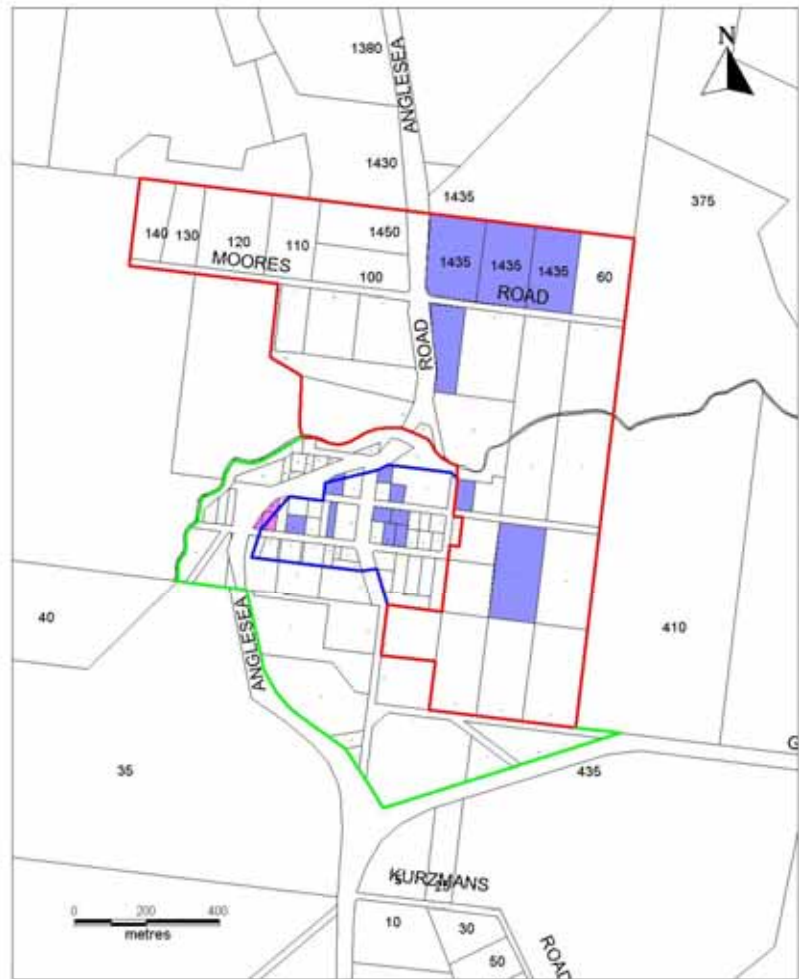
Examples of sustainable living:

Photo A: Passive solar design

Photo B: Solar energy

Photo C: Growing veggies (Bellbrae primary school kids)

4. Sustainable development and opportunities



4.2 Growth opportunities

There are currently 16 vacant lots in Bellbrae, shown over, which based on the development pattern that occurred since 1982 will provide an adequate supply of residential land for 8.4 years.

If growth was to be facilitated in Bellbrae at the rate previously experienced, 33 new lots would be required to the year 2026. Alternatively if growth was to be facilitated based on population projections undertaken by Id Consulting (for the *Jan Juc/Bellbrae/Bells Beach* area) only 7 new lots would be required to the year 2026.

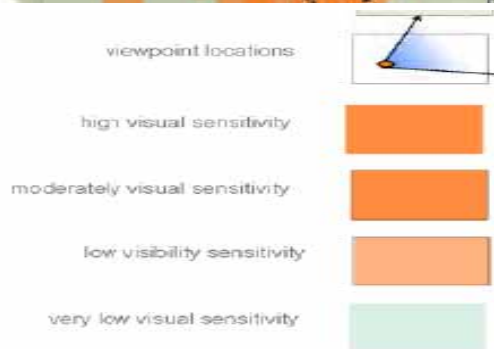
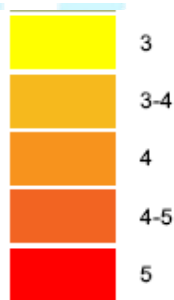
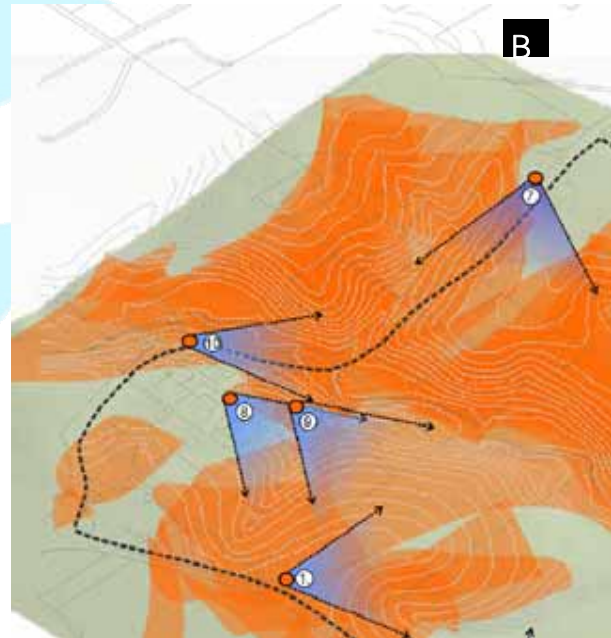
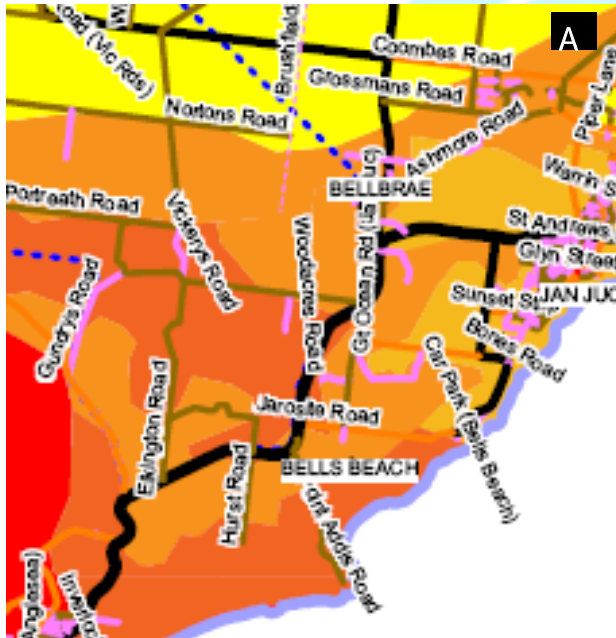
Community sentiment gleaned from the visioning workshop and additional information sessions, held in March 2010, suggests that development in Bellbrae should be kept to a minimum and that growth should be directed to Torquay, which is consistent with government policy.

The structure plan will ensure there is an adequate supply of residential land for the future needs of the town with growth provided for as sustainably as possible. The capacity has been based on a combination of Id Consultings projections and the analysis undertaken of historical trends. Ultimately growth in Bellbrae will be *limited*.

4.3 Assessment of opportunities and constraints

An assessment of the broader settlement area was undertaken to ascertain the most suitable location for

4. Sustainable development and opportunities



- Agricultural activities;
- Landscape features;
- Drainage corridors;
- Soil capability;
- Biodiversity;
- Extractive industry;
- Heritage (including Aboriginal cultural heritage and post contact heritage);
- Land use;
- Salinity;
- Transport;
- Trunk services (including water services, sewerage, electricity, gas and telecommunications); and
- Wildfire.

The following assessment only provides a snap shot of the analysis undertaken. For the detailed assessment refer Background Paper 4, *Sustainable Development and Opportunities*.

Agricultural activities

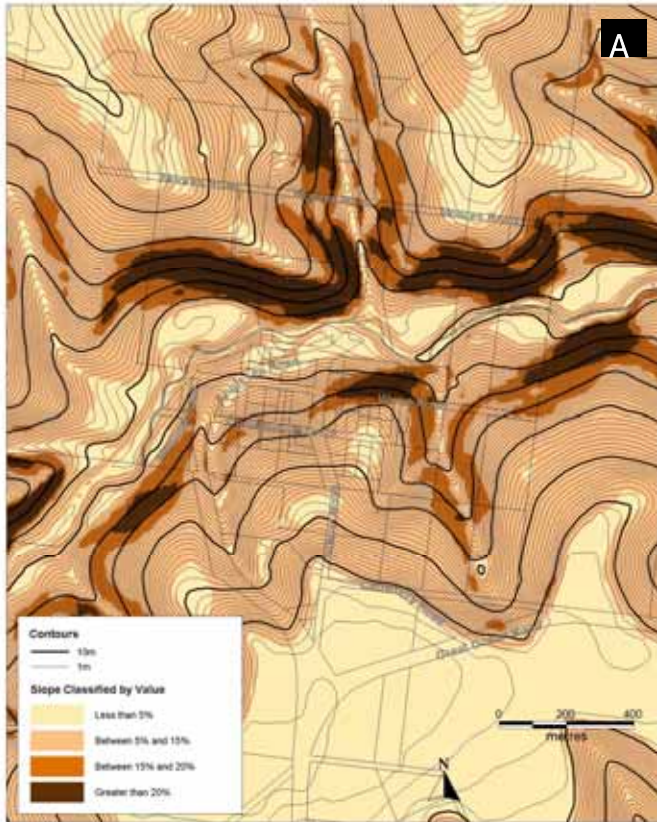
ABS statistical data identifies sheep, beef cattle and grain farming as the dominant agricultural industries for the locality and the *Rural Strategy Review, 2007* highlights that the land around Bellbrae is predominantly used for life-style farming. The land around Bellbrae has been rated as being of average – poor agricultural quality (3 - 4), as shown in map A.

Landscape features

Significant landscapes

Significant landscapes are located around Moores Road extending down to the Spring Creek.

4. Sustainable development and opportunities



Some moderately significant views are also located to the east of the township, refer map B on the previous page (pg 13).

Slope

The steepest land in Bellbrae is located north of the Spring Creek and adjacent to the Anglesea Road in the vicinity of Moores Road. There is also steep land north of Wood Road and south of the Spring Creek, represented in dark brown on map A.

Slopes exceeding 20% (1 in 5) are not suitable for residential subdivision.

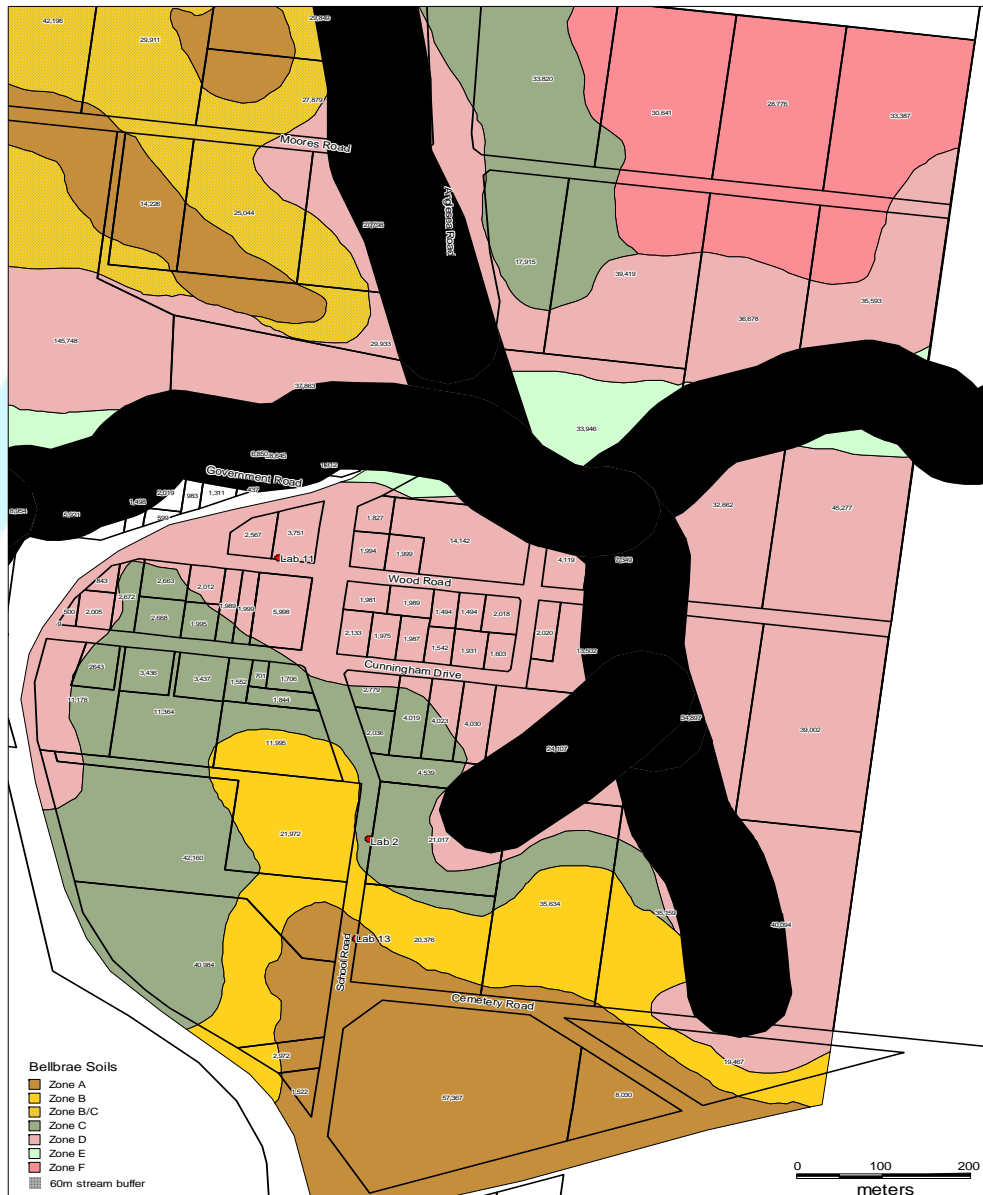
Slopes between 15 – 20% are considered to be steep but can accommodate development if carefully managed.

Slopes less than 15% are moderate to gentle and the most suitable for development and subdivision.

Drainage corridors

Drainage lines can be a constraint for development not only because they provide for the movement of water from the highest point within the landscape to the lowest but because of the steep topography associated with gullies. Drainage lines are represented as dark blue arrows on map B.

4. Sustainable development and opportunities



The land capability assessment provided by Geocode, shown over includes an additional drainage line on the western side of the Anglesea Road in the vicinity of Moores Road.

Flooding

Flooding and inundation occurs on the land adjacent to Spring Creek and the majority of this land is owned by the crown.

Soil capability

The *Domestic Wastewater Management Report for Bellbrae*, 2010, prepared by Geocode - map shown over, identified six different soil types across Bellbrae. The report highlighted that *Zone C* (mapped in green) was the most suitable soil type for wastewater disposal and capable of supporting the smallest lot sizes.

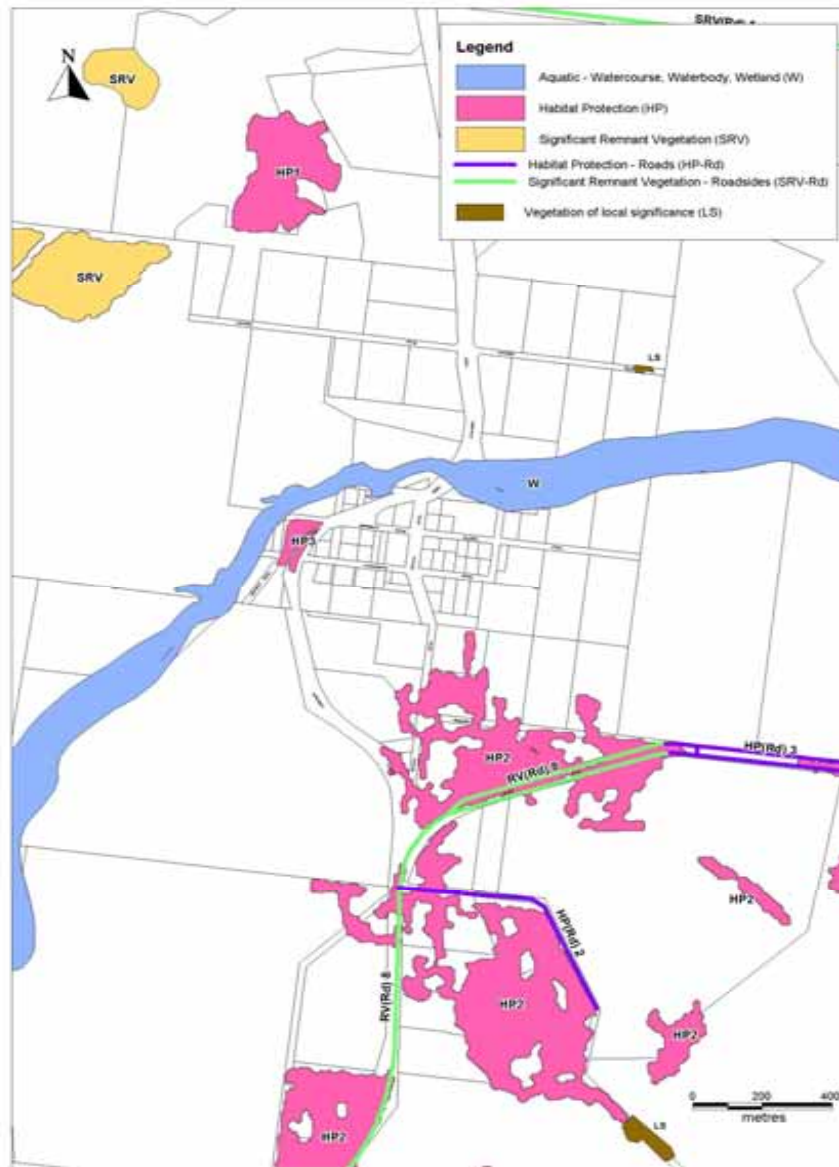
The soil mapping also includes a buffer area of 60m which is required from any waterway or drainage line under the *EPA Code of Practice - Onsite Wastewater Management*, this is mapped as black dots around the waterways.

Biodiversity

Biodiversity mapping was undertaken by the Department of Sustainability and Environment (DSE) for the Surf Coast Shire in 2007 and provides the most accurate mapping available for biodiversity assets in the Bellbrae area, refer map on following page (pg 16).

According to the mapping the most significant assets in Bellbrae are primarily located on public land within Men-

4. Sustainable development and opportunities



The cemetery site and along the Spring Creek. There are patches of remnant vegetation on private land adjacent to the Spring Creek on the eastern and western side of the Anglesea Road and along a property boundary between two lots on the western side of School Road.

Extractive industry

There is currently no extractive industry being undertaken in the vicinity of Bellbrae to pose any constraints to future development.

Heritage

Aboriginal cultural heritage

There are no sites of Aboriginal cultural heritage in the vicinity of Bellbrae to pose any constraints on the location of future development.

Post contact heritage

There are ten sites containing potential post-contact heritage assets within the vicinity of Bellbrae. The Bellbrae Cemetery is recognised as having heritage significance through the planning scheme and the remaining sites are only recognised as warranting further investigation, refer map B on page 20.

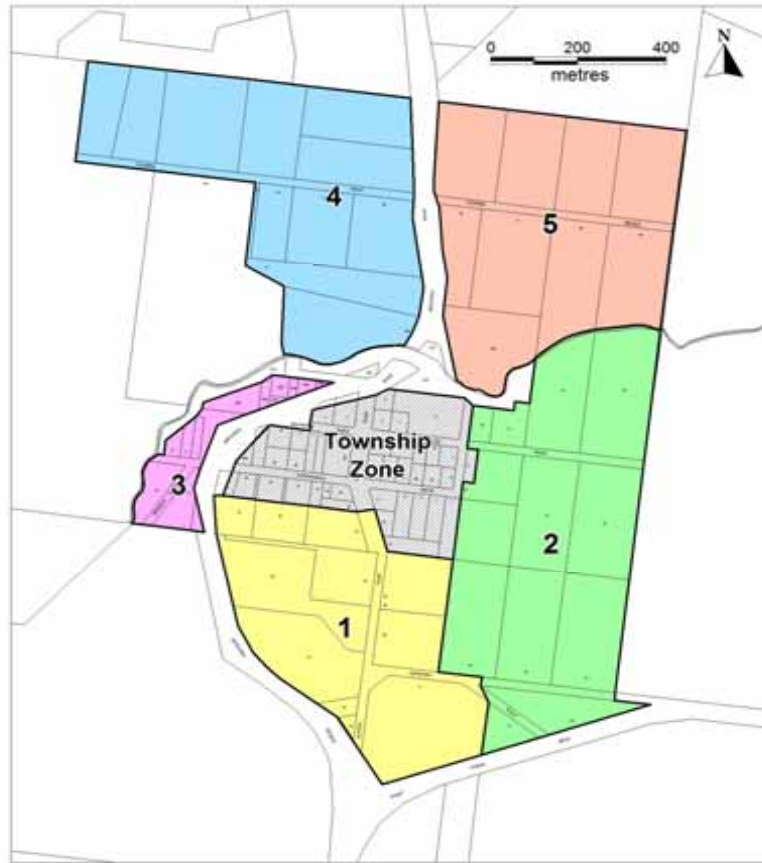
Land Use

A mixture of land uses are currently being undertaken in the Bellbrae settlement area that include, 1) residential, 2) education, 3) recreation, 4) low intensity farming - including grazing and cropping, 5) lifestyle farming and 6) home based businesses.

Salinity

There are no areas effected by salinity or salinity discharge within close proximity to Bellbrae.

4. Sustainable development and opportunities



Precincts	Score
1 (abutting School Road)	16
2 (large lots to the east of School Road)	9
3 (Western side of Anglesea Road)	7
4 (Moores Road, western side of Anglesea Road)	7
5 (Moores Road, eastern side of Anglesea Road)	7

Transport

Vehicle access to Bellbrae is provided via two arterial roads, (the Anglesea and Great Ocean Road). The local road network beyond School Road is unsealed and therefore limited in its capacity to cater for increased volumes of traffic.

Public transport services the township of Bellbrae via two bus stops located on the Great Ocean Road at the southern end of School Road. There is an opportunity to enhance sustainability and walkability of the township by focusing future development within a 400m walking catchment of public transport.

Trunk services

Bellbrae is connected to electricity and telecommunication services. Reticulated water, sewerage and gas are unavailable.

Wildfire

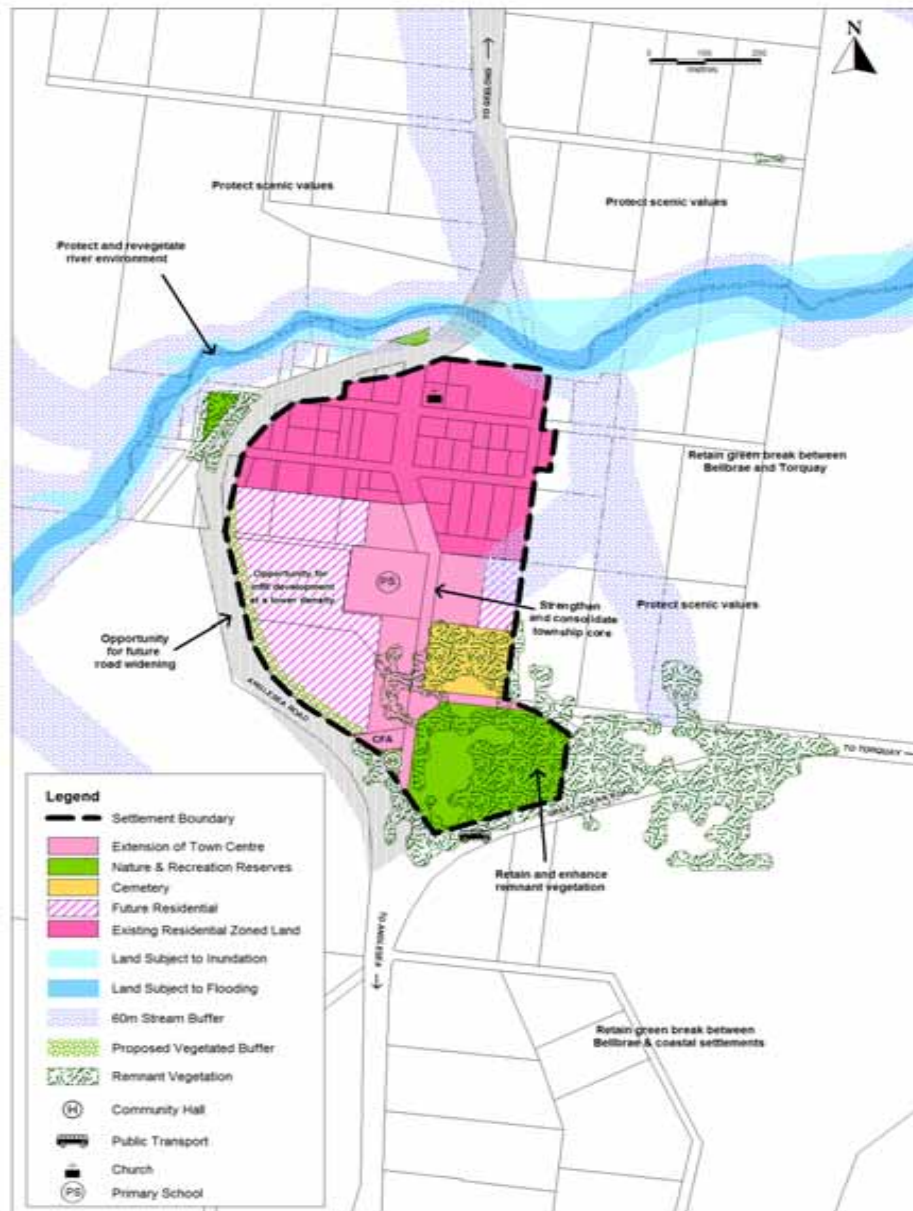
The *Wildfire Management Overlay* does not cover any land in Bellbrae except for a small portion of three blocks at the western end of Moores Road.

The town is listed under the *Bushfire at risk* register and any future rezoning for residential purposes should investigate the inclusion of an *asset protection zone* as appropriate.

4.4 Proposed location for future growth

The settlement was divided into five precincts, shown over, that emerged as exhibiting similar characteristics or constraints through the above analysis. The precincts were scored and the scores received are detailed in the adjoining table. Precinct 1 (abutting School Road) scored the highest by being the least constrained and by presenting the best opportunities for sustainable development. Refer to background paper 4 for the detailed assessment that was undertaken.

4. Sustainable development and opportunities



The land area of this precinct was calculated to be 15.9ha and three possible development scenarios were explored. The first two scenarios were considered to facilitate too much development, beyond community expectation and State / Local Government policy, but the third scenario was deemed to provide a balance between providing *limited growth*, sustainable development and protecting the rural character (refer background paper 4).

Scenario 3 proposed;

- A lot size of 2500sqm along School Road which would provide approximately 8 new lots and help consolidate and enhance the town centre,
- A lot size of 0.4ha (4000sqm) between School Road and the Anglesea Road which would provide approximately 14 more lots and a low density edge to the town

Combined these two areas would provide approximately 22 new lots (providing growth to 2026 and beyond).

4.5 Revised Bellbrae framework plan

The location and format of future growth is outlined in the revised Bellbrae framework plan, shown over. To ensure that Bellbrae retains its unique identity as a rural hamlet the focus for Bellbrae will be; 1) providing for limited growth within a defined settlement boundary, 2) activating the main street by applying a minimum lot size of 2,500sqm along School Road and retaining the character of the town by applying a minimum lot size of 4000sqm to the balance of the land, and 3) strengthening the green break between Bellbrae and Torquay through the protection of farming land beyond the settlement boundary.

Development will be consolidated within the town, focusing mixed use development (ranging from commercial to residential) along

5. Environment, heritage and landscape

School Road to link up existing community services and to activate the towns centre. This will be achieved through the re-zoning of land along School Road from *Farming Zone* to *Township Zone*.

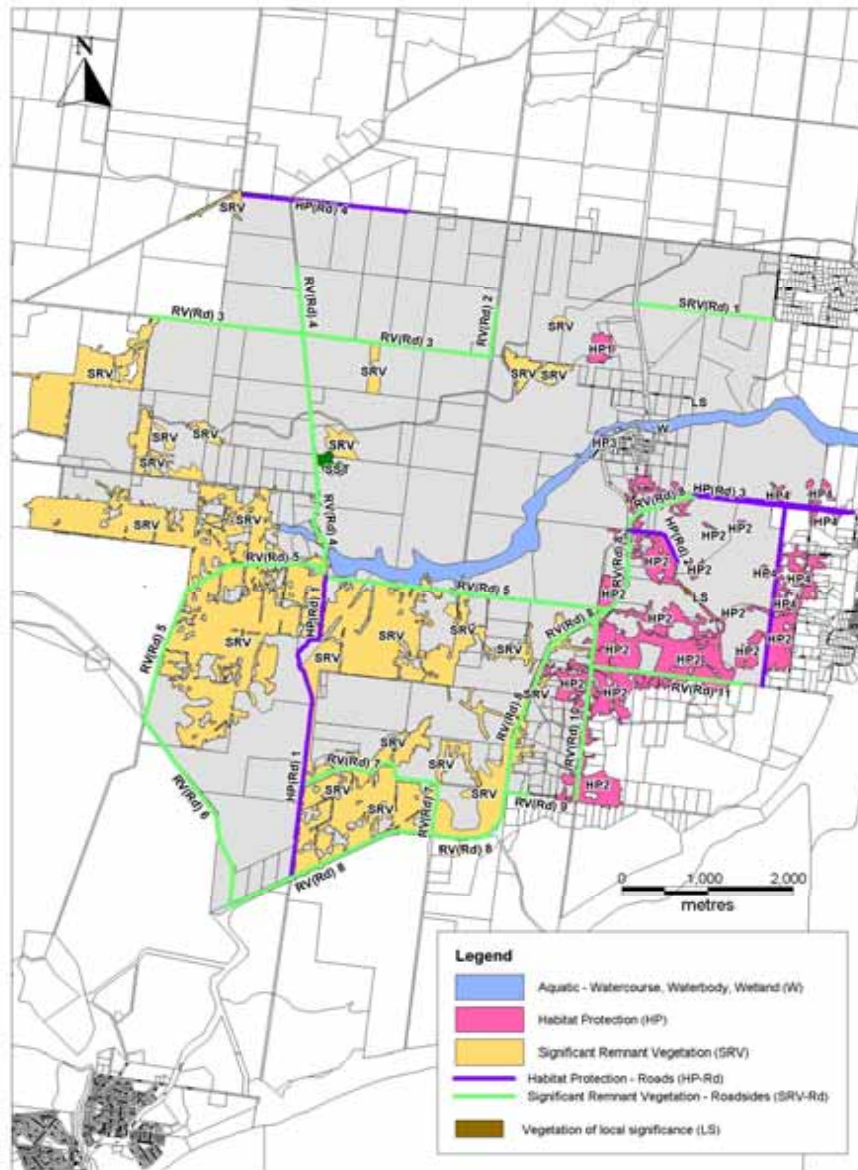
5.1 Biodiversity mapping DSE

The Department of Sustainability and Environment (DSE) completed a biodiversity mapping review of the Surf Coast Shire in 2007, refer background paper 5 - *Environment, Heritage and Landscape*. This mapping provided an update on the *Rural Environmental Study: Report on Environmental Resources* (1996) which currently provides the mapping and conservation status for all of the sites of environmental significance in the Surf Coast Shire.

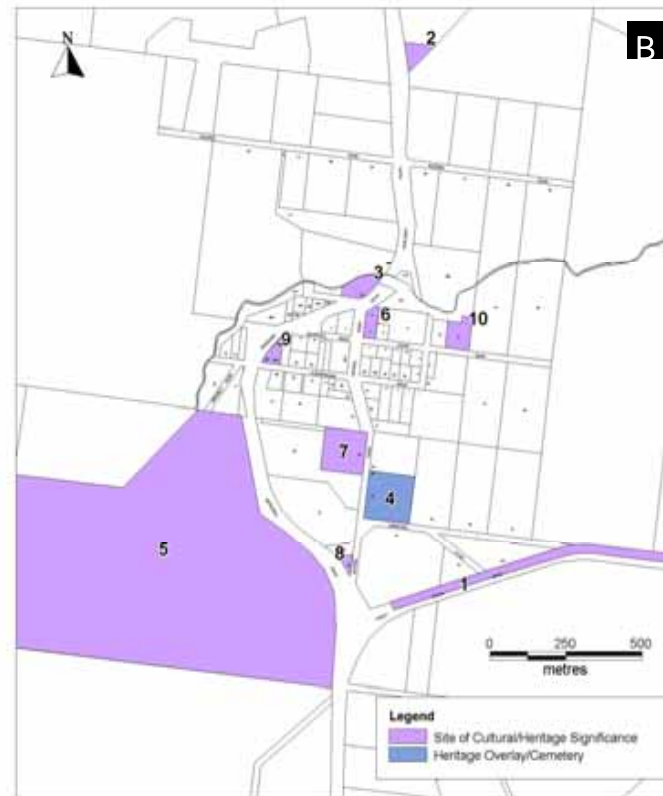
When the updated mapping was overlapped with the current overlays contained with the planning scheme, it was evident that a number of assets are not protected, refer background paper 5. It is recommended that this anomaly be corrected as part of the implementation of this structure plan.

DSE also provided priority locations for focusing any revegetation in the Bellbrae locality to achieve the best outcomes for conservation management, refer background paper 5. It is recommended that these priority revegetation areas also be investigated for inclusion in the planning scheme as part of the implementation.

Two sites of local significance were also identified by individuals within the community and these have been shown as (LS) on the map, refer map page 16 for better scale. These sites will be subject to further investigation to confirm their significance and advise from DSE will be sought at the planning scheme amendment stage.



5. Environment, heritage and landscape



5.2 Cultural heritage assessment

The Aboriginal Cultural Heritage mapping for the Surf Coast Shire, refer map A, shows the sites of *Cultural Heritage Sensitivity* in the Bellbrae locality. Although they are scarce the *Aboriginal Heritage Regulations 2007* also requires that a *Cultural Heritage Management Plan* be prepared for any subdivision or the development of three or more lots within 200m of a waterway, such as the Spring Creek.

5.3 Post European heritage assessment

At present the Bellbrae Cemetery is the only site in Bellbrae that is covered by a *Heritage Overlay* in the *Surf Coast Planning Scheme*, recognising the 'monumental masonry' within the cemetery as being of heritage significance.

The *Places of Cultural Significance Study, 1998*, identifies 10 sites around Bellbrae, shown in map B, that may have heritage significance. The sites are as follows:

1. Jan Juc – Bellbrae Road
2. Marl Hole (which has been filled in)
3. Bellbrae Mechanics Institute site
4. Bellbrae Cemetery
5. Gundry's Preemptive Right
6. Bellbrae Uniting Church & Sunday School
7. Bellbrae Primary School
8. Bellbrae Hall
9. Bubbs' sawmill
10. Jan Juc National School site

The property of Miss Bell also warrants investigation.

5. Environment, heritage and landscape



A



B



C



D



E



F

5.4 Landscape and character assessment

At the visioning workshop members of the Bellbrae community expressed the importance of the rural landscape / bush character and how that character effects the way people feel about the town and hinterland.

The character of Bellbrae has three distinctive elements;

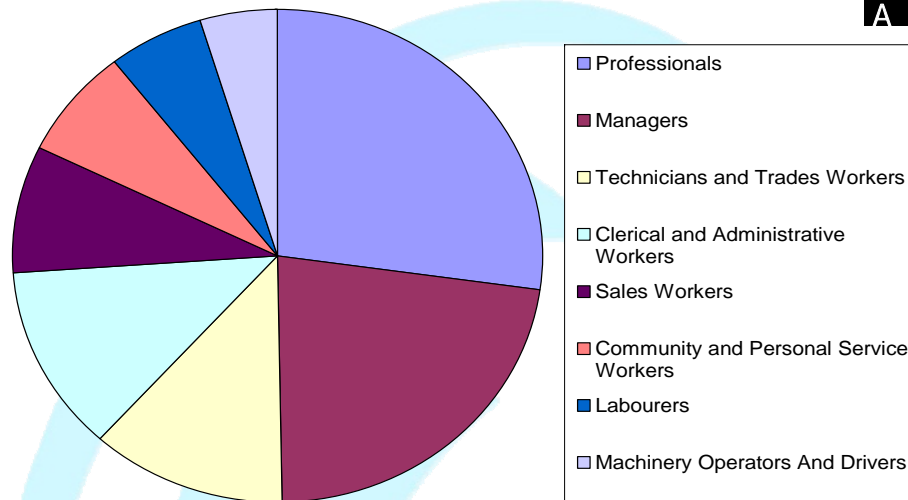
- Rural (photo A)
- Bush (photos B and C)
- Historic (photos D, E and F)

The town has a *soft* edge when approaching from the south and exhibits a low density, bush feel. Whereas the town has a *hard* or more defined urban/settlement edge when approaching from the north, with houses visible in a cluster around School Road, Seifferts Road and Cunningham Drive.

The bush character is to be enhanced to the south by requiring the creation of a 20m vegetated buffer along the Anglesea Road to 'soften' the visual appearance of future development in Bellbrae. And the rural character is to be enhanced by requiring new development in Moores Road to be carefully designed to sit within the landscape so it doesn't compromise the significant landscape values of this area.

These elements of rural, bush and historic should be enhanced in the town through the development of basic design guidelines applied along School Road and in areas of visual sensitivity, providing guidance on setbacks, built form and the treatment of infrastructure. Also the proposed streetscape project for School Road in section 8.5, page 30, should incorporate these elements.

6. Economy and employment

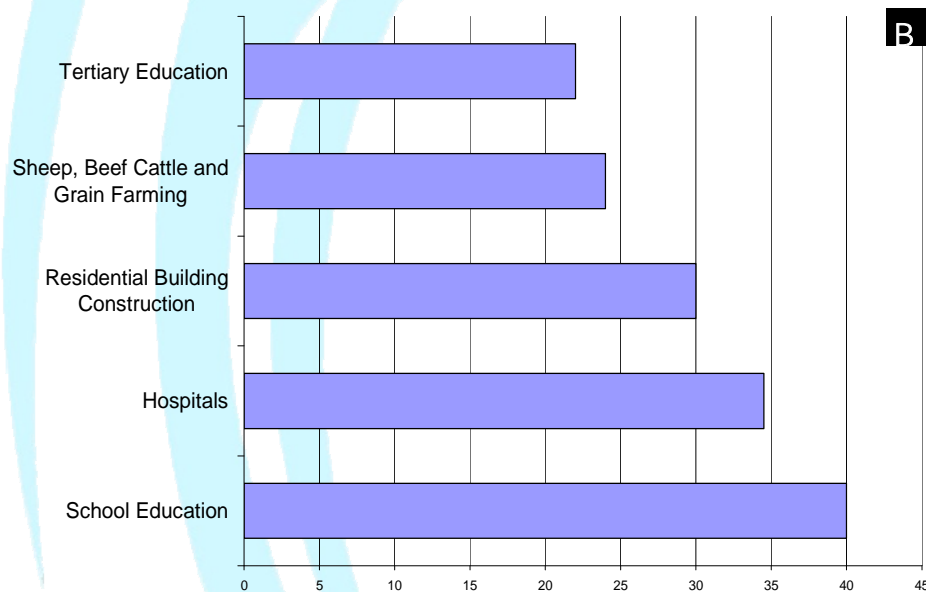


6.1 ABS Employment data

Employment information for Bellbrae is obtained from the *ABS census data* for the Bellbrae *Statistical Collector District (SCD)*, refer map C on page 9. The SCD contains both the Bellbrae locality and the township but also extends further north and west into the rural hinterland.

The dominant professions for the Bellbrae SCD are Professionals and Managers (refer chart A) and the dominant industries of employment are School Education and Hospitals (refer chart B).

According to ABS data, 42.5% of workers in the Surf Coast Shire work within the shire whilst the remainder have to travel elsewhere for employment. Most travel to Geelong (34.7%), but improvements in technology, in particular the availability of ADSL and wireless broadband enables more people to work from home, making small towns like Bellbrae a more feasible lifestyle choice.



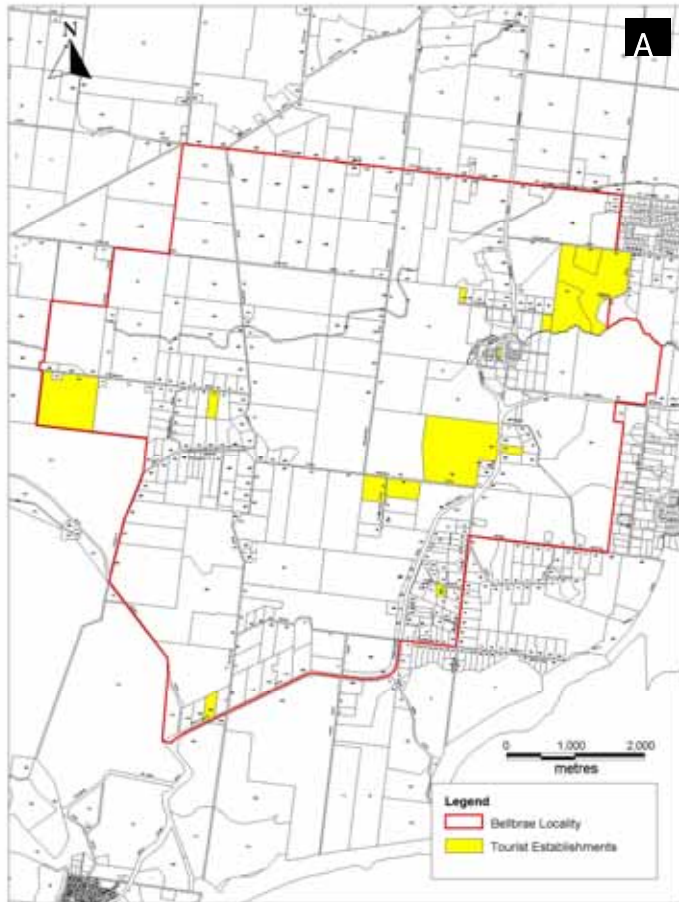
6.2 Agriculture and lifestyle farming

The agricultural quality of the land in the Bellbrae locality ranges from average to very poor (refer map A page 13), and ABS data reveals that the dominant agricultural industries are sheep, beef cattle and grain farming, as shown on chart B.

The Bellbrae locality has become increasingly attractive to lifestyle and hobby farmers as a result of, 1) the high landscape values, 2) proximity to the coast and 3) easy commuting distance to Melbourne. The *Rural Strategy Review, 2007* found that '88% of farm businesses in the shire fall into the part time and small property categories' which 'include lifestyle farms where income is generated off-farm...'

The *Rural Strategy Review* highlighted that 'the high prices of agricultural land' in the Surf Coast can make full time farming less viable compared with other municipalities located further from Melbourne, but recognized that part time (or lifestyle farming) is an important contributor to the Shires economy.

6. Economy and employment



The review discouraged the rezoning of any additional land for rural residential purposes as a short term solution to farming pressures and highlighted that there is an adequate supply of these kind of properties in the Shire and that any further loss of agricultural land would impact the long term economic prosperity and attractiveness of the Shire.

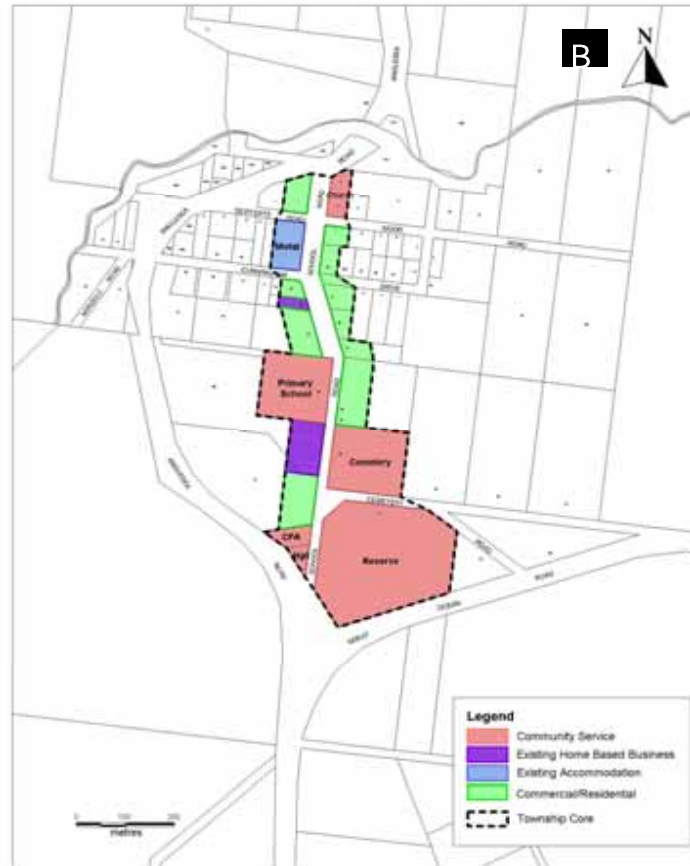
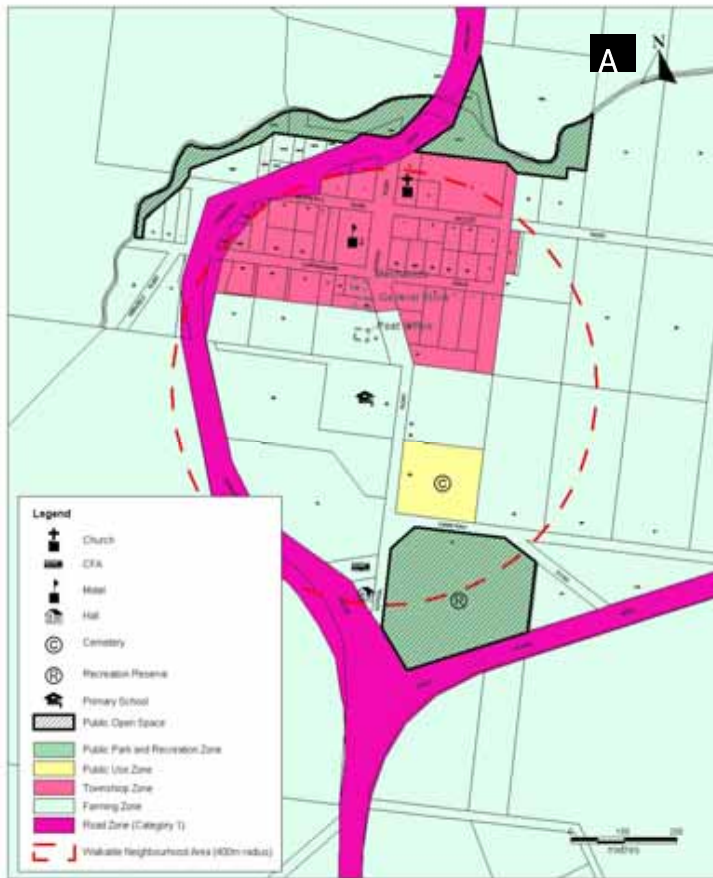
This recommendation is in line with State policy that seeks to 'ensure that the state's agricultural base is protected from the incremental loss of productive agricultural land due to permanent changes of land use.' The main focus for agricultural land around Bellbrae will therefore be the retention of the *Farming Zone* as recommended in the *Rural Strategy Review* and the containment of urban development within a defined 'settlement boundary'. This will also reduce the risk of land values increases that speculation about future urban growth often entails.

This management strategy also ensures that a meaningful 'green belt' is retained between the settlements (including between Bellbrae and Torquay) which is a large contributor to the scenic values of the area and is cornerstone to future prosperity.

6.3 Tourism

According to the *Tourism Strategic Plan, for the Surf Coast region*, 2006 the tourism industry generated 930 jobs in 2002 accounting for 10.6% of total employment in the Shire which increased to an estimated 1396 jobs by 2006 accounting for 13.9%.

The Bellbrae locality supports a range of tourism uses, shown in map A, and the proposed introduction of a *Rural Activity Zone*, shown in map B, (in the vicinity of Gundrys Road), will enable tourist establishments unrelated to a farming use to be considered within this area (refer Rural Strategy Review amendment



(C68) for further information. A new tourist establishment considered under the proposed *Rural Activity Zone* will be required to meet specific criteria that ensures any development is *low scale* and that the size and setting responds to the high landscape values of the area.

6.4 Enhancing the towns centre

Commercial activities in Bellbrae have historically been concentrated in a central location within School Road, shown in map A. This pattern of development is to be enhanced through the introduction of the *Township Zone* along the length of School Road, making the zoning consistent with the northern part of town (refer map A).

The 'town centre' (all land abutting School Road) will then be able to facilitate a variety of uses, from residential to commercial subject to planning approval. Basic design guidelines will be established to help preserve the character. Refer chapter 4, pg 18 for more detail on the town centre's enhancement.

A lot size of 2500sqm will be applied to School Road to encourage an active streetscape / village main street. This will also improve the connectivity between the existing community services and business' within the town, (refer map B).

7. Community and leisure facilities



A



C



B

7.1 Reserves

There are three reserves in Bellbrae,

- the Bellbrae recreation reserve (photo A)
- the Anglesea Road bridge reserve and
- Menzels nature reserve.

All three reserves contain a nature reserve, shown in dark green on map B, and support significant remnant vegetation, including the *Bellarine Yellow Gum*.

The *Bellbrae Recreation Reserve* provides the main recreational space for the Bellbrae area, containing the following facilities;

- Community hall (photo C)
- junior footy oval and cricket pitch
- barbeque facilities and play ground
- wetland
- four lit tennis courts and club rooms
- toilet block and car parking areas

The *Bellbrae Recreation Reserve Masterplan*, 2001 has been implemented, with the exception of an addition to the hall which is expected to be undertaken in the next five years, subject to funding. Monetary open space contributions will be required through the subdivision process for the future residential areas and will part fund street tree planting and landscaping within School Road.

All of the reserves are currently zoned either *Public Park and Recreation* or *Road Zone* even though much of the reserves are nature reserves. The three reserves in Bellbrae should be rezoned (including the community hall) to ensure that the zoning aligns with their current and intended use, as shown on map B.

7. Community and leisure facilities



A



B



C



D

The Bellbrae cemetery (photo A) also provides passive open space for Bellbrae residents. The cemetery is nearing capacity and will require an alternative site by the year 2030, according to the trust. It is likely that the new site will be beyond the settlement boundary due to high land prices. This issue will need to be considered as part of the Torquay/Jan Juc 2040 project.

7.2 Education services

Childrens services, such as health, childcare and playgroups are unavailable in Bellbrae but provided in surrounding coastal and hinterland towns. These services are highly sought after and will continue to be so, with families forecast to dominate the household type in this area. Photo B shows the playground at the reserve.

Bellbrae has a State primary school, with 256 pupils enrolled for the 2009 school year, increasing to 280 by 2010. The average class size is 21 children. The school facilities include;

- historic school building, established 1861 (photo C)
- portable buildings,
- two car parks, oval,
- tennis courts and
- two playground areas (photo D).

A zoning system has been introduced by the school, commencing in 2010, in an attempt to manage the growth in student numbers. This system seeks to direct students to a school in their local neighbourhood to minimize the need to travel.

Traffic management is a continuing problem in School Road during drop off and pick up times. Travelling to the school by alternative modes of transportation including increased patronage of the school bus service and car pooling would assist in alleviating this problem. Requiring on street car parking along School Road as part of new subdivisions and new commercial development applications will help improve the situation.

8. Transport and infrastructure



A



B

8.1 Roads

School Road is the only sealed road in the Bellbrae township (photo A) with the remaining local street network being unsealed. The Great Ocean Road and Anglesea Road (photo B) adjoin Bellbrae and are major traffic routes managed by Vic Roads. Vic Roads has a long term proposal to widen the Anglesea Road to a 4 lane divided road and land has been reserved through the planning scheme for this purpose.

Vic Roads is undertaking a Review of the *future road reserve needs on Anglesea Road* in 2010 (between the Geelong Ring Road and Great Ocean Road, Bellbrae). The main aim of this study is to assess the land within the road reservation and to investigate how and where the widening and future intersection treatments should occur. The study will review the adequacy of the existing road reservation which was based on a survey undertaken over 30 years ago.

The main implications of the road widening for Bellbrae are;

- Increased noise levels,
- Increased volumes of traffic,
- Further fragmentation of the township - through further impeding pedestrian movement from the western side of the town to the eastern side,
- Further fragmentation of the old tennis court and associated buildings,
- Potential closure of Seifferts Road at Anglesea Road end,
- The need for greater management of traffic speeds from the arterial road network into School Road.

All of the concerns raised by the community through this process, relating to the future widening of the Anglesea Road has been referred to Vic Roads to be considered as part of their planning process.

8. Transport and infrastructure



A vegetated buffer has been suggested for the land abutting the Anglesea Road (refer page 21), as part of the long term future urban development, this should assist with noise reduction.

The provision of safe crossing points for pedestrians within a new central median may be difficult for Vic Roads to provide due to poor site lines and traffic speeds but this issue will need to be further investigated when the widening occurs.

8.2 Paths

There were no formal paths in Bellbrae prior to the adoption of the *Pathway Strategy, 2006* with the exception of a path within the recreation reserve. Since the implementation of the strategy commenced, three new shared paths and one town path have been constructed linking the path network within School Road to the recreation reserve. School Road is shown in photo A and the recreation reserve is shown in photo B.

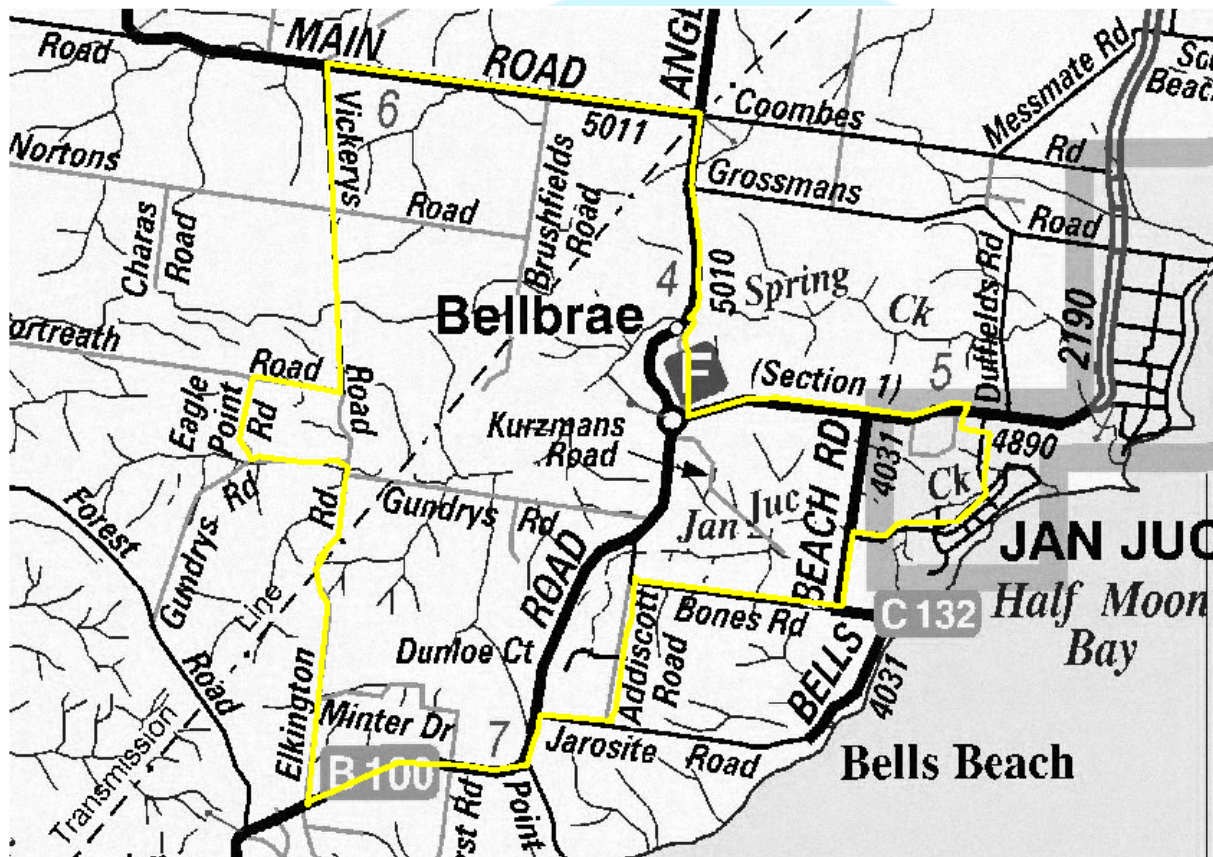
The visioning forum also highlighted the need for improved 'regional pathways,' to link Bellbrae with adjoining towns and places such as Torquay/Jan Juc, Anglesea and Point Addis. A pathway along Spring Creek connecting Bellbrae to Torquay was also suggested through many community forums. These requests will be forwarded onto the Shires *Pathway Strategy Group* for consideration and prioritisation.

Pedestrian access is poor between the town centre and the outlying residential areas, especially where the Anglesea Road provides a barrier. Connection to properties in Moores Road should improve following the completion of a pedestrian bridge over the Spring Creek due to be constructed in 2010.

8.3 Public transport

The provision of public transport was seen to be an issue at the

8. Transport and infrastructure



Visioning Forum and the subsequent reliance on a car as a mode of transport for accessing essential services such as employment, health services and groceries.

There is a V/Line coach service operating to and from Melbourne—Warrnambool, four times a day during week days and twice a day during weekends. This service is accessed via a bus stop on the Great Ocean Road, at the southern entrance to the town.

The *Department of Transport* recognizes that the community wishes to see an increase in public transport services but notes that this is subject to patronage and available funding. Funding and demand is reliant on higher activity generating uses along existing and potential public transport routes. Increasing density and activity in the vicinity of Bellbrae would have a negative impact on the rural character of the town and would conflict with the towns *village* status. It is therefore likely that the service will continue to be minimalistic.

8.4 School bus service

A government funded school bus currently services the Bellbrae Primary School, providing free transport for eligible children from the outlying areas, (beyond 4.8kms of the school) as shown on the map over. Students ineligible for free travel can also use the bus if there are spaces available and if they pay a minimal fare. The service is well utilized at present and the *Department of Transport* has advised that an additional school bus could be added in the future if the number of students eligible for free travel increases.

A number of government funded school buses operate to various Geelong schools from Bellbrae and the surrounding areas, these buses now utilize the bus stop in School Road near the hall.

8. Transport and infrastructure



A: School Road. The street design is conducive to fast traffic movement by being open with good sight lines



B: Example of traffic calming devices—street narrowing to a single lane



C: Example of Water Sensitive Urban Design (WSUD) which can be incorporated into on street car parking area.



D: Example of Bellbrae's bush character. A streetscape project needs to enhance the character through careful design and the use of appropriate landscaping

8.5 Streetscape project

As part of the proposed *future residential growth area*, refer page 18, there is an opportunity to initiate improvements in School Road as part of an integrated future streetscape project that addresses;

- traffic calming (example shown in photo B),
- Improved on street carparking
- landscaping (photo D), and
- stormwater management - eg WSUD, (photo C).

The southern end of School Road (Anglesea Road end) has been designed to enable cars to enter School Road at speeds unsympathetic to the local street environment. A traffic calming treatment of this intersection needs to be investigated with input from Vic Roads and DOT.

Traffic congestion is a major issue in School Road during school drop off and pick up times. The school provides 44 car parking spaces for staff and school users but the majority of set downs and pick ups still occur in School Road. There is formal parallel parking on the western side of the road adjacent to the school and a drop off zone to the north, but congestion still occurs. The verge on the eastern side of School Road is also utilized but contains an open table drain which can be hazardous to vehicles and pedestrians. Formalizing the car-parking on School Road as a requirement for new commercial developments (including extending the street reservation for additional parking abutting 55 School Road) should improve the situation in the longer term.

There are no underground stormwater drains in Bellbrae. School Road has some kerb and channel in sections but mostly contains open table drains. This system can be problematic after a heavy downpour with flooding and erosion occurring and needs to be addressed.

The streetscape project will integrate stormwater management and traffic calming with landscaping enhancement (including street trees)

8. Transport and infrastructure



to improve the amenity of School Rd. The acquisition of a portion of 55 School Road through the subdivision process will increase the street reservation width to enable formal on street car parking to be provided. A portion of the funding for the landscaping and street tree planting works will be obtained as part of the monetary open space contribution required for future subdivisions within the infill area. This project will need to ensure that any upgrades to the infrastructure retains the rural/ bush character of the town whilst ensuring that school bus movement is still facilitated along School Road.

8.6 Wastewater management

There is no reticulated sewerage or town water in Bellbrae and according to Barwon Water this situation is unlikely to change in the foreseeable future. The lack of sewerage means that Bellbrae cannot support standard urban sized lots. At present the minimum lot size for land covered by the *Township Zone* is subject to a lot being capable of retaining all waste water on site.

A *Domestic waste water management report* was prepared for Bellbrae by Geocode located at appendix 6 of the background papers. The report identified six different soil types across the settlement area (identified as zones A - F), shown over as an aerial map but also on page 15 colour coded.

The report found that subject to some site constraints (such as proximity to the creek and the application of gypsum) the majority of Bellbrae would be capable of retaining wastewater, generated by a standard 4 bedroom dwelling, on blocks of 1000sqm ($\frac{1}{4}$ acre). The only exception was Zone F which would require a larger lot size of 0.4ha.

Land capability is however only one factor that determines where in Bellbrae future development should be located and what size lots should be, although it is a very important factor. The analysis for future growth provision is discussed in *Sustainable development and opportunities*, on page 11 and in more detail in background paper 4.

Objective	Action	Chapter reference	Time frame	Lead agency	Partners
Ensure future growth is <i>limited</i>					
Encourage sustainable development and avoid urban sprawl	<ol style="list-style-type: none"> Define an urban settlement boundary for the township of Bellbrae, Contain urban development within this defined settlement boundary, Focus development along School Road within walking distance of public transport, community services and existing infrastructure. 	4.1/4.2/4.4/4.5	Short	Surf Coast Shire	DPCD
Protect farming land for future generations	<ol style="list-style-type: none"> Retain the Farming Zone beyond the settlement boundary. 	4.4/4.5/6.2	Short	Surf Coast Shire	DPCD
Enhance the towns centre	<ol style="list-style-type: none"> Rezone land around School Road from <i>Farming Zone</i> to <i>Township Zone</i> to enable a mixture of uses to be considered within the settlement boundary (ranging from residential to commercial), 	4.5/6.4	Short	Surf Coast Shire	DPCD
	<ol style="list-style-type: none"> Link up existing services and business' by enabling infill development to occur along School Road at a scale that respects the village character. 	4.4/4.5/7.1/7.2	Short	Surf Coast Shire	DPCD
Protect and enhance the character of Bellbrae					
Protect the low density character of the town	<ol style="list-style-type: none"> Apply a minimum lot size of 2,500sqm to all <i>residential</i> land within the revised settlement boundary that is directly abutting School Road. This will include land identified as <i>extension of town centre</i> within the revised <i>Bellbrae Framework Plan</i>, 	4.4/4.4/6.4	Short	Surf Coast Shire	DPCD
	<ol style="list-style-type: none"> Apply a minimum lot size of 0.4ha to the balance of the <i>residential</i> land within the revised settlement boundary. This will include land highlighted as <i>future residential</i> within the revised <i>Bellbrae Framework Plan</i>. 	4.4/4.5/5.4	Short	Surf Coast Shire	DPCD
Enhance the village (including the bush/historic/rural) character of the town	<ol style="list-style-type: none"> Require a 20m vegetated buffer on the eastern side of the Anglesea Road, on private land shown as <i>future residential</i> on the revised <i>Bellbrae Framework Plan</i>, 	4.5/5.4/8.1	Short	Surf Coast Shire	DPCD
	<ol style="list-style-type: none"> Include basic design parameters within future planning scheme controls to ensure the character of the town is protected and enhanced. These design parameters should be applied to any new development along School Road and in areas identified as being of high visual sensitivity, 	4.3/5.4	Short	Surf Coast Shire	
	<ol style="list-style-type: none"> Design parameters also need to be developed for infrastructure design, to ensure any works undertaken as part of the future streetscape project are also consistent with the preferred character. 	5.4/8.5	medium	Surf Coast Shire	

Objective	Action	Chapter reference	Time frame	Lead agency	Partners
Protect and enhance the character of Bellbrae (continued)					
Improve the visual appearance of School Road as a main street - incorporating infrastructure improvements	12. Undertaken a streetscape project for School Road that integrates; <ul style="list-style-type: none"> a). traffic calming, b). Improvements to on street car parking, c). stormwater management (water sensitive urban design), d). landscaping/street tree planting. 	7.1/7.2/8.5	Short/ Medium	Surf Coast Shire	Vic Roads
	The street tree planting component of the project will be partially funded through the subdivision process for the future residential area which will require a monetary open space contribution.	4.5/7.1/8.5	Short	Surf Coast Shire	Land owners
Protect and enhance the biodiversity assets within the town and locality					
Update mapping of biodiversity assets	13. Adjust the application of the <i>Vegetation Protection Overlay</i> and <i>Environmental Significance Overlays</i> to more accurately correlate to the biodiversity assets mapping undertaken by DSE in 2007,	5.1	Short/ medium	Surf Coast Shire	DSE
	14. Investigate the conservation significance of vegetation identified through community consultation with DSE and the possible protection of that vegetation through the planning scheme.	5.1	Short/ medium	Surf Coast Shire	DSE
Protect the integrity and function of the reserves within Bellbrae					
Recognise and formalize the function of each reserve in Bellbrae	15. Rezone the three reserves to better reflect their current use as either a nature reserve or a recreation reserve,	7.1	Short	Surf Coast Shire	DPCD Community groups
	16. Facilitate the creation of friends groups for the different nature reserves.	7.1	medium		
Improve the local street and arterial road network					
Ensure the correct zoning is applied to the Anglesea Road in the Surf Coast Planning Scheme in accordance with the Victoria Planning Provisions	17. Remove the <i>Road Zone</i> from all land that is not currently in the ownership of Vic Roads and apply the <i>Public Acquisition Overlay</i> to the balance of the land within the road reservation ,in consultation with Vic Roads.	8.1	Short	Surf Coast Shire	Vic Roads / DPCD

Objective	Action	Chapter reference	Time frame	Lead agency	Partners
Improve the local street and arterial road network (continued)					
Improve the safety and permeability to and of the local street network	18. Investigate the closure of Seifferts Road (at the Anglesea Road end) as part of the widening of the Anglesea Road project,	8.1	Medium	Vic Roads	Surf Coast
	19. Investigate pedestrian refuges at key connection points within the township, located within the central median, as part of the widening of the Anglesea Road project,	8.1	Medium	Vic Roads	Surf Coast
	20. Provide a permeable street network within the future <i>residential</i> area but restrict direct access onto the Anglesea Road. Retain pedestrian access from Cunningham Drive to the rear of the school if possible,	4.4/4.5/ 8.5	Short	Surf Coast Shire	Vic Roads
	20. Investigate traffic calming devices at the School Road/Anglesea Road intersection to reinforce School Road as a local street.	8.5	Short	Surf Coast Shire	Vic Roads
Improve the regional foot path and cycling network					
Improve pedestrian and cycling links between Bellbrae and adjoining towns and attractions	21. Inform the <i>Pathway Strategy Group</i> of the strong community support for pedestrian and off road cycle links between Bellbrae and the wider region, especially to Torquay (utilising the old Great Ocean Road and Spring Creek).	8.2	Short	Surf Coast Shire	Vic Roads, DPCD
Address traffic congestion in School Road					
Reduce traffic congestion in School Road associated with the primary school and encourage sustainable travel	22. Improve on street carparking along School Road particularly in the vicinity of the primary school,	4.5/7.2/ 8.5	Short/ Medium	Surf Coast Shire	Land owners
	23. Provide support to the Bellbrae Primary school in their investigations with the <i>Department of Education and Early Childhood Development</i> of obtaining an additional school bus.	7.2/8.4	Short	Primary School/ DEECD/ DOT	Surf Coast Shire