



**AGENDA APPENDIX**  
**Council Meeting**  
**Wednesday 23 September 2015**

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

**E.4 DRAFT SEASONAL POPULATION IMPACT IN COASTAL TOWNS PLAN 2015**

Appendix 1 – DRAFT Seasonal Population Impact in Coastal Towns Plan



*South Gippsland*  
Shire Council

# DRAFT Seasonal Population Impacts in South Gippsland Coastal Towns Plan



South Gippsland Shire Council

9 Smith Street (Private Bag 4), Leongatha 3953

[council@southgippsland.vic.gov.au](mailto:council@southgippsland.vic.gov.au)

[www.southgippsland.vic.gov.au](http://www.southgippsland.vic.gov.au)

DRAFT Seasonal Population Impact in Coastal Towns  
2015

Developed by

Vicki Bradley  
Social Planning Officer  
South Gippsland Shire Council

# CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>8</b>
About this plan .....	8
South Gippsland Coastal Towns: .....	8
Survey and community meetings.....	9
The issues identified: .....	9
Discussion.....	9
<b>INTRODUCTION .....</b>	<b>11</b>
<b>BACKGROUND.....</b>	<b>11</b>
Objectives .....	12
Methodology .....	12
<b>PART 1: COASTAL TOWN POPULATIONS.....</b>	<b>14</b>
<b>POPULATION DISTRIBUTION AND SETTLEMENT PATTERNS .....</b>	<b>14</b>
Population Change .....	15
Age Structure .....	16
Migration to the coast .....	18
Intention to move to the area .....	18
Part-time coastal populations .....	20
Holiday homes in South Gippsland coastal towns.....	25
Holiday home bed capacity in comparison to permanent households .....	26
Economic impact of holiday homes .....	26
<b>COASTAL SETTLEMENT.....</b>	<b>27</b>
Coastal building activity .....	27
Housing and population .....	28
Coastal housing prices .....	30
<b>ISSUES ASSOCIATED WITH POPULATION AND SETTLEMENT .....</b>	<b>31</b>
Ageing.....	31
Populations and peak populations.....	32
Population carrying capacity.....	32
Housing availability and affordability .....	33
Coastal settlement boundaries .....	35
Population and risk .....	35
<b>PART 2: POPULATION IMPACTS – THE ISSUES/SURVEY RESULTS .....</b>	<b>37</b>
Method .....	37
What people liked about the coastal towns .....	37
Issues identified .....	38
Rubbish Management.....	38
Car Parking .....	41
Beach Access (all coastal towns except Port Franklin) .....	42
Pedestrian safety, footpaths and bike paths.....	42
Emergency Management.....	44
Public toilets (Venus Bay, Sandy Point) .....	45
Natural environment (all coastal towns) .....	47
Shop trading hours (Venus Bay, Sandy Point, Yanakie, Toora, Port Welshpool).....	47
Social events/tourism (Port Welshpool, Toora, Port Franklin, Venus Bay, Sandy Point).....	48
Waste water/ septic tanks/sewerage/bores .....	48
Boat ramps.....	49
<b>Seasonal Population Impact – Implications .....</b>	<b>51</b>
Solutions Identified .....	51

<b>PART 3: TOWN ISSUE ACTION PLAN .....</b>	<b>65</b>
<b>VENUS BAY .....</b>	<b>65</b>
<b>SANDY POINT.....</b>	<b>70</b>
<b>WALKERVILLE .....</b>	<b>74</b>
<b>WARATAH BAY .....</b>	<b>79</b>
<b>YANAKIE .....</b>	<b>83</b>
<b>PORT FRANKLIN.....</b>	<b>86</b>
<b>TOORA .....</b>	<b>88</b>
<b>PORT WELSHPOOL .....</b>	<b>90</b>
<b>PART 4: BACKGROUND STRATEGIC DOCUMENTS .....</b>	<b>93</b>
<b>STRATEGIC CONTEXT SUMMARY .....</b>	<b>93</b>
State and regional policy .....	93
Local Policy, Strategies, Research and Community Plans .....	94
<b>CULTURAL HERITAGE .....</b>	<b>97</b>
<b>NATIONAL PARKS AND RESERVES IN SOUTH GIPPSLAND COASTAL AREAS.....</b>	<b>97</b>
<b>PART 5: COASTAL TOWNS - PLANNING DETAILS AND COMMUNITY INFRASTRUCTURE .....</b>	<b>99</b>
<b>VENUS BAY .....</b>	<b>99</b>
Infrastructure and Constraints .....	99
Community Directions: Venus Bay Tarwin Lower Community Plan.....	100
South Gippsland Planning Scheme .....	100
Planning overlays .....	101
<b>SANDY POINT.....</b>	<b>103</b>
Infrastructure and Constraints .....	103
Community Directions - Sandy Point.....	104
South Gippsland Planning Scheme .....	104
Planning overlays .....	104
<b>WALKERVILLE .....</b>	<b>106</b>
Infrastructure and Constraints .....	106
South Gippsland Planning Scheme .....	107
Planning overlays .....	107
<b>WARATAH BAY .....</b>	<b>109</b>
South Gippsland Planning Scheme .....	110
Planning overlays .....	110
<b>YANAKIE .....</b>	<b>111</b>
Infrastructure and Constraints .....	111
South Gippsland Planning Scheme .....	111
Planning overlays .....	112
Gippsland Regional Boating Strategy 2013.....	112

<b>PORT FRANKLIN</b> .....	<b>113</b>
Infrastructure and Constraints .....	113
South Gippsland Planning Scheme .....	114
Planning overlays .....	114
Gippsland Regional Boating Strategy 2013.....	114
<b>TOORA</b> .....	<b>116</b>
Infrastructure and Constraints .....	116
Community Directions - Toora and District Community Plan .....	117
South Gippsland Planning Scheme .....	117
Planning overlays .....	117
Gippsland Regional Boating Strategy 2013.....	118
<b>PORT WELSHPOOL</b> .....	<b>119</b>
Infrastructure and Constraints .....	119
Community Directions – Welshpool and District Community Plan .....	120
South Gippsland Planning Scheme .....	120
Planning overlays .....	120
Gippsland Regional Boating Strategy 2013.....	121
<b>REFERENCES</b> .....	<b>122</b>

DRAFT

## TABLES OF FIGURES

TABLE 1: SOUTH GIPPSLAND COASTAL SETTLEMENTS .....	14
MAP 1: COASTAL POPULATIONS OF SOUTH GIPPSLAND .....	15
TABLE 2: POPULATION CHANGE, COASTAL, NON-COASTAL SOUTH GIPPSLAND 2006 - 2011.....	16
FIGURE 1: AGE STRUCTURE OF SOUTH GIPPSLAND COASTAL TOWNS .....	17
FIGURE 2: PEOPLE MOVING TO COASTAL TOWNS FROM OUTSIDE COASTAL AREA IN LAST 12 MONTHS OR 5 YEARS 2006 - 2011 .....	18
FIGURE 3: PEOPLE INTENDING TO MOVE TO THEIR HOLIDAY HOME IN NEXT 10 YEARS.....	19
FIGURE 4: PERMANENT RESIDENTS INTENDING TO SELL THEIR HOME IN NEXT 10 YEARS .....	19
FIGURE 5: NET CHANGE IN AND OUT MIGRATION .....	20
TABLE 3: COASTAL DWELLINGS – OCCUPIED AND UNOCCUPIED.....	20
FIGURE 6: WHERE SOUTH GIPPSLAND HOLIDAY HOME OWNERS COME FROM.....	21
FIGURE 7: TOP 20 MELBOURNE PRIMARY RESIDENCE SUBURBS .....	21
FIGURE 8: MEDIAN PERSONAL INCOME COASTAL TOWNS MELBOURNE SUBURB SAMPLE.....	22
TABLE 4: IMPACTS OF TYPES OF PART TIME AND MOBILE POPULATIONS...	23
FIGURE 9: PERCENTAGE OCCUPIED AND UNOCCUPIED DWELLINGS IN COASTAL TOWNS .....	26
TABLE 5: BUILDING PERMITS APPROVED 2006 - 2015 .....	28
TABLE 6: HOUSING AND SETTLEMENT FORECAST VENUS BAY .....	29
MAP 2: FORECAST DWELLINGS AND DEVELOPMENT SOUTH GIPPSLAND 2011 - 2025.....	29
TABLE 7: PROPORTION OF THE POPULATION AGED 75 YEARS OR MORE – SOUTH GIPPSLAND COASTAL TOWNS .....	31
FIGURE 10: COMPARATIVE IMPROVED VALUE (CIV) RANGE DWELLINGS 2014 .....	33
FIGURE 11: AVERAGE HOUSE PRICES – SALES (12 MONTHS 2014 2015) .....	34
FIGURE 12: PERCENTAGE DWELLINGS RENTED .....	35
TABLE 8: ISSUES SUMMARY SOUTH GIPPSLAND COASTAL TOWNS.....	38
TABLE 9: WASTE MANAGEMENT SERVICES AND FEES IN COASTAL TOWNS	39
TABLE 10: PUBLIC TOILETS IN COASTAL TOWNS.....	47
TABLE 11: SERVICES AND INFRASTRUCTURE.....	49
TABLE 12: BOAT RAMPS SOUTH GIPPSLAND COASTAL TOWNS.....	50

TABLE 13.1 IMPLICATIONS OF WASTE MANAGEMENT ISSUES .....	51
TABLE 13.2 COMMUNITY IDENTIFIED RUBBISH MANAGEMENT SOLUTIONS .	52
TABLE 14.1 IMPLICATIONS OF CAR PARKING, BEACH ACCESS AND TRAFFIC CONGESTION ISSUES .....	52
TABLE 14.2 COMMUNITY IDENTIFIED CAR PARKING, BEACH ACCESS AND CONGESTION SOLUTIONS .....	53
TABLE 15.1 IMPLICATIONS OF PEDESTRIAN SAFETY, FOOTPATH, BIKEPATHS ISSUES .....	54
TABLE 15.2 COMMUNITY IDENTIFIED SOLUTIONS FOR PEDESTRIAN SAFETY, FOOTPATHS AND BIKEPATHS.....	54
TABLE 16.1 IMPLICATIONS OF EMERGENCY MANAGEMENT ISSUES .....	57
TABLE 16.2 COMMUNITY EMERGENCY MANAGEMENT SOLUTIONS.....	57
TABLE 17.1 IMPLICATIONS OF PUBLIC TOILET ISSUES .....	58
TABLE 17.2 COMMUNITY IDENTIFIED SOLUTIONS FOR PUBLIC TOILETS .....	59
TABLE 18.1 IMPLICATIONS FOR NATURAL ENVIRONMENT ISSUES .....	59
TABLE 18.2 COMMUNITY IDENTIFIED SOLUTIONS FOR NATURAL ENVIRONMENT.....	60
TABLE 19.1 IMPLICATIONS OF ISSUES OF SHOP TRADING HOURS AND TOURISM ATTRACTION.....	60
TABLE 19.2 COMMUNITY IDENTIFIED SOLUTIONS FOR SHOP TRADING HOURS .....	61
TABLE 20.1 IMPLICATIONS OF ISSUES FOR WASTE WATER MANAGEMENT .	61
TABLE 20.2 COMMUNITY IDENTIFIED SOLUTIONS TO WASTE WATER MANAGEMENT .....	62
TABLE 21.1 IMPLICATIONS OF ISSUES FOR BOAT RAMPS.....	62
TABLE 21.2 COMMUNITY IDENTIFIED SOLUTIONS FOR BOAT RAMPS .....	63
TABLE 22.1 IMPLICATIONS FOR TELECOMMUNICATIONS ISSUES.....	63
TABLE 22.2 COMMUNITY IDENTIFIED SOLUTIONS TELECOMMUNICATIONS .	64
TABLE 23.1 IMPLICATIONS FOR WATER SUPPLY ISSUES .....	64
TABLE 23.1 COMMUNITY IDENTIFIED SOLUTIONS FOR WATER SUPPLY .....	64



# EXECUTIVE SUMMARY

## *About this plan*

A challenge for Council and other management authorities on the South Gippsland coast is the increasing popularity of our coastal towns with holiday home owners, day visitors and retirees.

This plan aims to identify the impacts of fluctuating seasonal populations on South Gippsland coastal towns. It describes the permanent and part time and visiting communities and the range of issues related to seasonal population influx in each town. A town issue action plan will assist Council, government organisations and the community to plan for the needs of the towns and their communities across the year.

The aim of this report is to make recommendations that allow

- ▶ Council and government organisations to plan services
- ▶ Management of current infrastructure
- ▶ Planning future infrastructure
- ▶ Population growth management
- ▶ Management of coastal land and
- ▶ Retaining the natural environment.

In many areas of South Gippsland, management of land, infrastructure and services and service provision is shared between organisations including South Gippsland Shire Council, State Government organisations, community committees of management and community special interest groups.<sup>1</sup>

All coastal towns in South Gippsland have small permanent populations of 600 people or less. In some towns around 90 percent of dwellings are non-permanent holiday homes. During summer the populations of these coastal towns multiply as holiday makers and day visitors come to enjoy a range of recreational activities boosting the population by 4,000 – 5,000 in some towns.

## *South Gippsland Coastal Towns:*

- ▶ Port Franklin
- ▶ Port Welshpool
- ▶ Sandy Point
- ▶ Toora
- ▶ Venus Bay
- ▶ Walkerville
- ▶ Waratah Bay
- ▶ Yanakie

---

<sup>1</sup> Coastal town managers and service providers and relevant plans are provided for each coastal town in Part 4

## *Survey and community meetings*

A survey was conducted with residents, non-resident ratepayers and visitors to South Gippsland Coastal Towns over January and February 2015 to determine the impact of the seasonal population on each of the coastal towns. It asked respondents to identify issues relating to seasonal population fluctuations for their town. At community meetings held over April 2015 including Easter, residents and non-residents were asked to confirm the issues identified from the survey and to nominate possible solutions to managing issues.

Local representatives of government organisations, community groups and Council staff contributed to the development of a prioritised action plan that provides a range of possible actions to address issues. This town issue action plan is available in Part 3 of this report.

### *The issues identified:*

- ▶ Boat ramps
- ▶ Bores (Venus Bay and Sandy Point)
- ▶ Car parking and beach access
- ▶ Day visitors
- ▶ Emergency management – fire, flood, heatwave
- ▶ Footpaths, bike paths and pedestrian safety
- ▶ Natural environment
- ▶ Public toilets
- ▶ Rubbish management
- ▶ Shop trading hours
- ▶ Telecommunications – internet and mobile telephone
- ▶ Waste water, septic tanks and sewerage management

### *Discussion*

Seasonal population increases during peak periods often results in congestion, can be frustrating to experience and are particularly challenging to manage. A balance between continually upgrading facilities for a relatively short peak season and promoting the availability of alternative sites needs to be achieved.

Planning for seasonal population impact in coastal towns requires non land use planning solutions such as people management strategies due to the significant difference between population numbers in peak and non-peak periods in South Gippsland coastal towns.

Responsibility for management of the issues will depend on Local Government, State Government agencies and the community working together to implement solutions in a cost effective manner. With the formation of successful partnerships, the impact of the seasonal population influx on South Gippsland coastal towns will be minimised and a balance of services and infrastructure suited to both winter and summer populations will be achieved.



Venus Bay - Photo Vicki Bradley

DRAFT

## INTRODUCTION

This plan identifies the impacts that fluctuating seasonal populations have on the coastal towns in South Gippsland. This plan has five parts

### Part 1: Coastal town populations

- Demographic profile including population age structure, migration patterns, holiday home ownership
- Coastal settlement patterns
- Issues associated with coastal settlement

### Part 2: Seasonal population impacts

- Survey results  
Issues identified
- Summary of coastal services and infrastructure

### Part 3: Issue action plan - coastal towns

- Individual town action plan
- Venus Bay, Sandy Point, Walkerville, Waratah Bay, Yanakie, Port Franklin, Toora, Port Welshpool

### Part 4: The strategic context summary

- Summary of state, regional and local policy and plans National and coastal parks

### Part 5: Individual town strategic context

- Infrastructure and constraints, community directions, South Gippsland Planning Scheme, Planning Overlays, Urban Design Frameworks, coastal plan excerpts
- Excerpts for coastal towns

Victorian coastal areas are 96 per cent publicly owned. Planning, management and service provision in South Gippsland coastal towns are provided by a variety of groups including Council, Parks Victoria (Parks Vic), Fisheries Victoria, Department of Environment, Land, Water and Planning (DELWP), delegated committees of management, West Gippsland Catchment Management Authority (WGCMA), Gippsland Ports, Victoria Police (VicPol) and community interest groups.

Each of these organisations and groups has a plan to guide action in the area for which they are responsible. Where the plans refer specifically to a South Gippsland coastal town their recommendations are noted in Part 5.

## BACKGROUND

South Gippsland Shire was formed in 1994 from the amalgamation of four municipalities. Located 90 minutes south east of Melbourne, the Shire has an expanding population of around 27,940<sup>2</sup>. It has an area of 3,300 square kilometres with substantial coastal frontage.

It has five major towns, Leongatha (5,332), Korumburra (4,373), Mirboo North (2,296), Foster (1,677) and Nyora (1,332). Other significant towns include Toora, Venus Bay, Sandy Point, Poowong, Port Welshpool, Loch, Dumbalk, Welshpool, Meeniyan, Fish Creek, Port Franklin, Koonwarra, Kongwak and Tarwin Lower.

<sup>2</sup> Australian Bureau of Statistics Regional Population Growth, Australia, 2013-14 (cat. no. 3218.0)

South Gippsland has a thriving economy with an annual output of over \$2.7 billion. The economy is centred on agriculture, particularly dairy, beef and horticulture and tourism. Marketed as Prom Country, the region attracts over 1 million visitors per year and a tourism economy estimated at \$100 million per year. The region is rich in nature based activities, with the world renowned Wilsons Promontory National Park, spectacular scenery, unspoilt beaches and small villages.

The population of South Gippsland coastal towns increases significantly during the summer period between November and Easter with up to 90 percent of dwellings in some towns vacant for the majority of the year and used as holiday homes. The eastern suburbs of Melbourne are growing closer to South Gippsland allowing day visitors to access South Gippsland coastal towns readily.

### *Objectives*

This project aims to develop a clear understanding of the impact of fluctuating seasonal populations on South Gippsland coastal towns. It will assist Council, government organisations and the community to plan for the needs of the towns and their communities across the year.

The aim of this report is to make recommendations that allow

- ▶ Council and government organisations to plan service provision
- ▶ Management of current infrastructure
- ▶ Planning future infrastructure
- ▶ Population growth management
- ▶ Management of coastal land and
- ▶ Retaining the natural environment.

### *Methodology*

#### *Broad consultation*

To ensure input from all people and organisations impacted by increases in the summer population in coastal towns, broad consultation occurred. A communication plan was been developed to guide the project.

#### *Project reference group*

A reference group supported the establishment of the scope of the project, the development of the survey, and review of the issues and possible solutions identified through provision of expert experience and opinion.

#### *Strategic review and literature review*

Relevant Local, State and Federal government documents, consultant / academic studies and community plans have been reviewed. Survey results, issues, possible solutions and comments from these plans have been included where applicable.

### *Demographic profile*

Demographic profiles have been developed:

- ▶ for each coastal town.
- ▶ to compare coastal towns as a proportion of the South Gippsland Local Government Area.

### *Community Surveys*

Community surveys were conducted with residents and non-resident ratepayers and visitors to the coastal towns over the months of December 2014, January 2015 and February 2015. A visitor survey was conducted in 6 coastal locations on the Saturday of Australia Day Weekend 2015 with 75 surveys collected.

Surveys were distributed via Australia Post Unaddressed Mail Service to all residents and via direct mail to non-resident ratepayers. The Unaddressed Mail Service proved unreliable in many cases requiring additional direct mail to the residents of Port Welshpool, Sandy Point and Venus Bay. Copies of the surveys were also available at all Council display points and general stores in each coastal town. Surveys were also distributed at summer events in Port Franklin, Port Welshpool, Sandy Point and Venus Bay.

### *Stakeholder consultations*

Consultation was conducted with key stakeholders including

- ▶ South Gippsland Shire Council staff
- ▶ Community groups in each town
- ▶ Local businesses
- ▶ Emergency services – CFA, Ambulance, SES
- ▶ Government services including: Parks Victoria, Fisheries Victoria, Department Environment, Land, Water and Planning, Gippsland Ports, Victoria Police and South Gippsland Water.

### *Workshops*

Four community meetings were held over the month of April including Easter. The aims of the community meetings were to discuss survey results including priorities and issues, to generate possible solutions, and to gain further input to the project. Three of the community meetings were held in coastal towns. A fourth meeting was held in Melbourne to cater for non-permanent residents, the majority of whom live in the eastern suburbs.

A mix of South Gippsland Shire staff, local community, local business, emergency services and government services were invited to the workshops. Individual discussions with local government organisations were scheduled to discuss survey outcomes and community solutions.

## PART 1: COASTAL TOWN POPULATIONS

This section of the document provides a detailed analysis of the populations of coastal towns of South Gippsland including the towns of Venus Bay, Sandy Point, Waratah Bay, Walkerville, Port Welshpool, Port Franklin, Toora and Yanakie.

Elements of the background paper

'*Population and Settlement along the Victorian Coast, 2013*' have been used as a framework in preparation of this document.



Toora - Photo Ken Fraser

### POPULATION DISTRIBUTION AND SETTLEMENT PATTERNS

Growth in coastal areas of Victoria over the last decade has been lower than those in New South Wales, Queensland or Western Australia. Over the past decade Melbourne metropolitan areas have experienced greater growth than rural and coastal South Gippsland.

The permanent populations of South Gippsland coastal settlements are low in comparison to those in other towns in South Gippsland and considerably lower than those in the Shires of Bass Coast, Mornington Peninsula and the City of Greater Geelong. Permanent coastal populations in South Gippsland comprise 9% of the total population of South Gippsland.

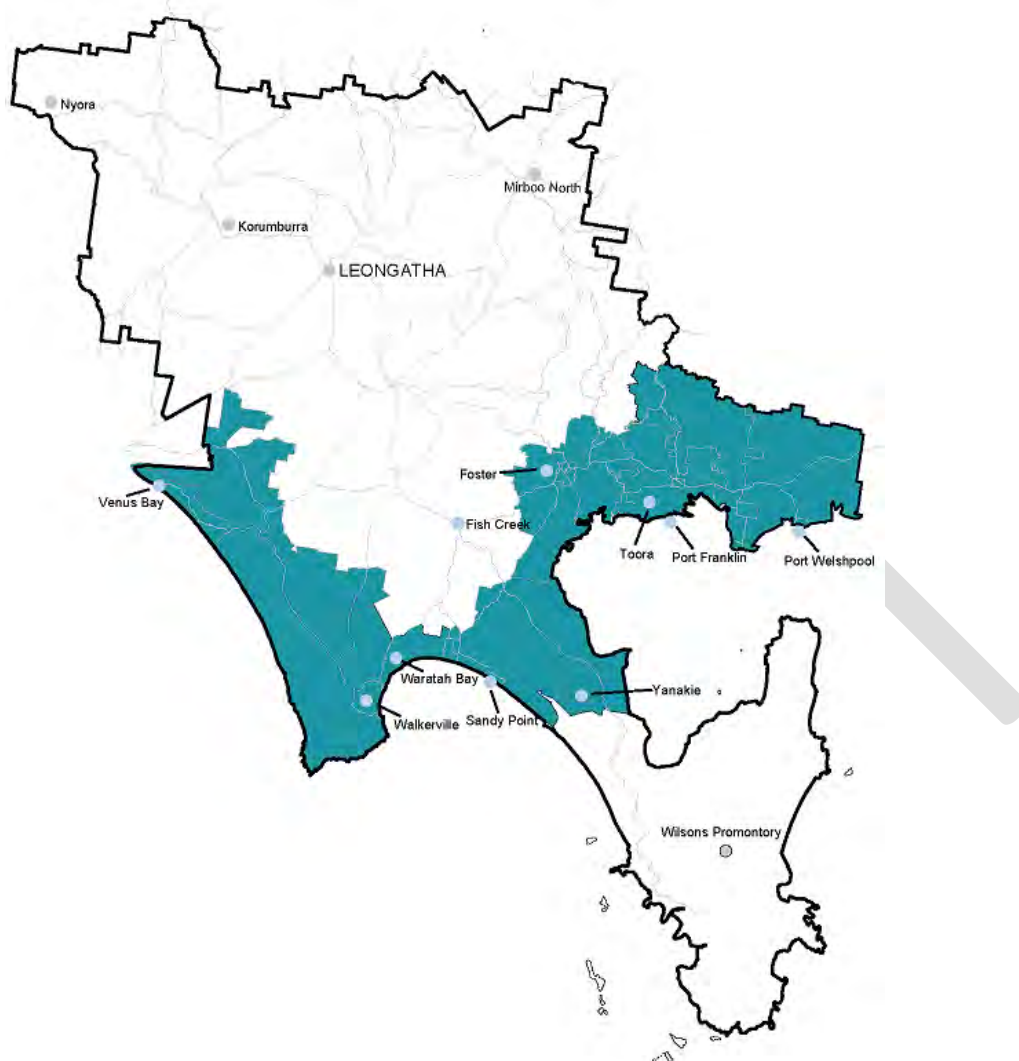
TABLE 1: SOUTH GIPPSLAND COASTAL SETTLEMENTS

SETTLEMENT	POPULATION 2011
Venus Bay	589
Sandy Point	197
Waratah Bay	207
Walkerville	
Port Welshpool	179
Toora	887
Port Franklin	
Yanakie	382* includes large rural catchment
<b>Total</b>	<b>2,441</b>

ABS Census 2011 State Suburbs

Foster, Inverloch and Leongatha are the major service centres for these coastal settlements. Local businesses benefit from seasonal populations. Visitors to Walkerville, Waratah Bay, Sandy Point, Port Franklin, Yanakie and Wilsons Promontory take advantage of the range of shops in Foster. A supermarket in Tarwin Lower is easily accessible to residents of Venus Bay.

MAP 1: COASTAL POPULATIONS OF SOUTH GIPPSLAND



### *Population Change*

In the decade to 2011 rates of growth in all coastal areas of Victoria were lower than or similar to those for Victoria as a whole with average annual growth rates around 1.3% in coastal areas and 1.4% in non-coastal areas. (Victorian Coastal Council 2013)

The population of South Gippsland has gradually increased over the past 10 years with growth occurring across most areas of the Shire in larger towns, rural towns and coastal towns.

Growth in the permanent population of South Gippsland coastal towns has been significantly greater than for coastal Victoria as a whole. South Gippsland coastal towns have experienced growth of 2.8% in the period 2006 – 2011, significantly greater than South Gippsland as a whole (1.7%), non-coastal areas of South Gippsland (1.6%) and coastal areas of Victoria (1.3%).

During this same period, areas of South Gippsland including some coastal towns have seen a decline in the permanent population. Coastal towns experiencing a decline in the permanent population between 2006 and 2011 were Sandy Point (-29) and Port Welshpool (-16).



TABLE 2: POPULATION CHANGE, COASTAL, NON-COASTAL SOUTH GIPPSLAND 2006 - 2011

	2006	2011	Average annual population change % 2006 - 2011
Coastal South Gippsland	2,139	2,441	2.8
Non Coastal South Gippsland	23,598	25,496	1.6
Total South Gippsland	25,737	27,937	1.7
Coastal population as % of South Gippsland population	8.3	8.9	
Coastal Victoria*	774,717	837,362	1.62

\*As measured using ABS State Suburb (SA1)

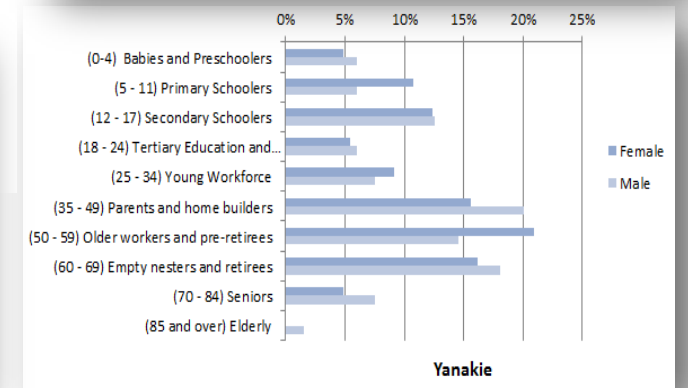
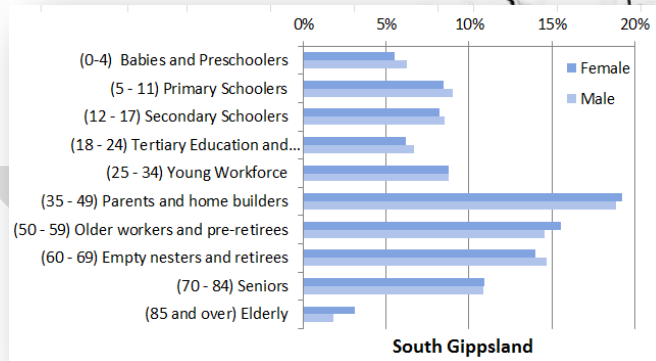
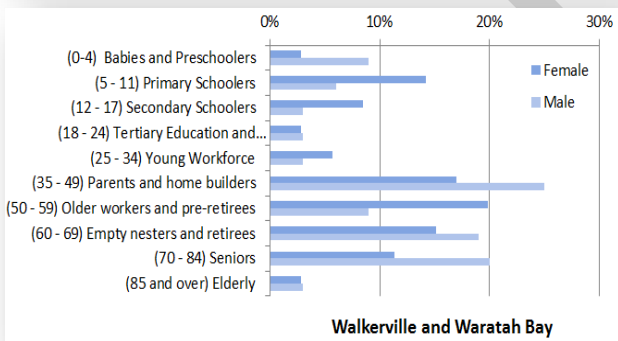
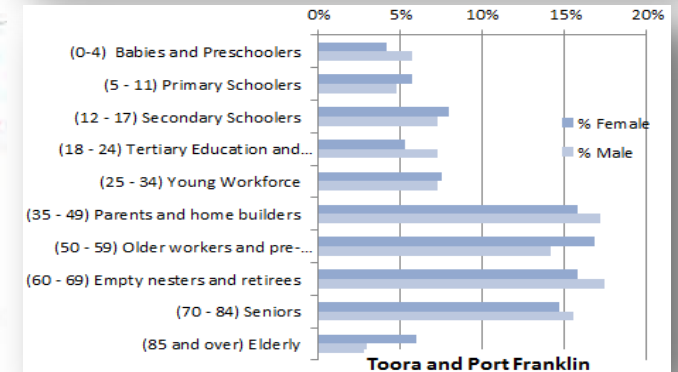
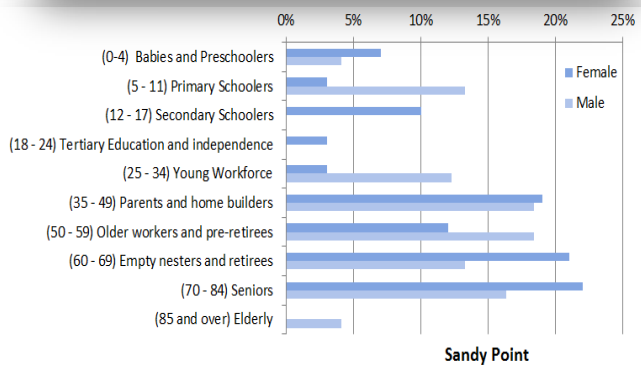
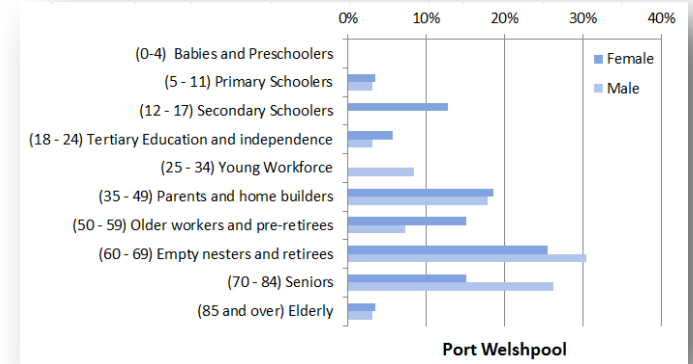
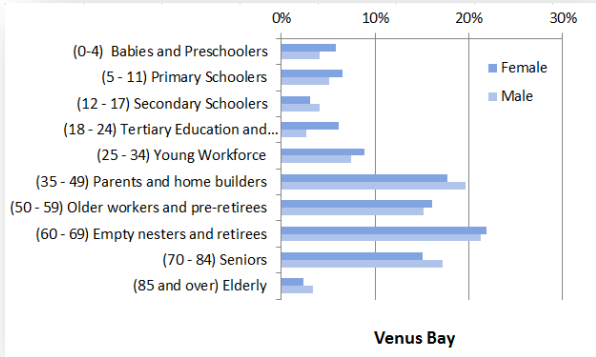
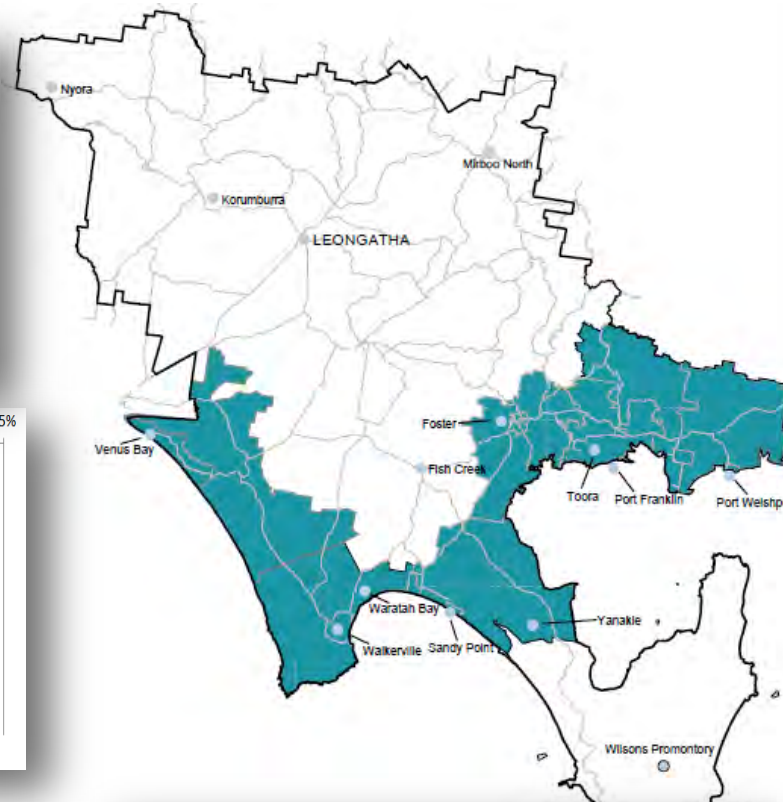
### Age Structure

Coastal areas of South Gippsland have a higher proportion of older people over the age of 65 years, fewer families with young children and fewer young adults. Larger towns of Leongatha, Korumburra, Mirboo North and Foster have primary and secondary schools available to families with children where there is a higher proportion of people of working age (15 – 64) than coastal areas of the Shire.

South Gippsland coastal areas attract older people and early retirees (60 – 70) seeking a 'sea change', relaxed rural lifestyle or more affordable housing. Larger centres such as Leongatha and Foster provide health and aged care services for coastal populations; however health and aged care services in coastal towns are often limited to people eligible for services to the home.

As with South Gippsland as a whole, coastal towns are characterised by large gaps in young adult age groups due to out-migration of this age group to Melbourne for education and employment opportunities.

FIGURE 1: AGE STRUCTURE OF SOUTH GIPPSLAND COASTAL TOWNS



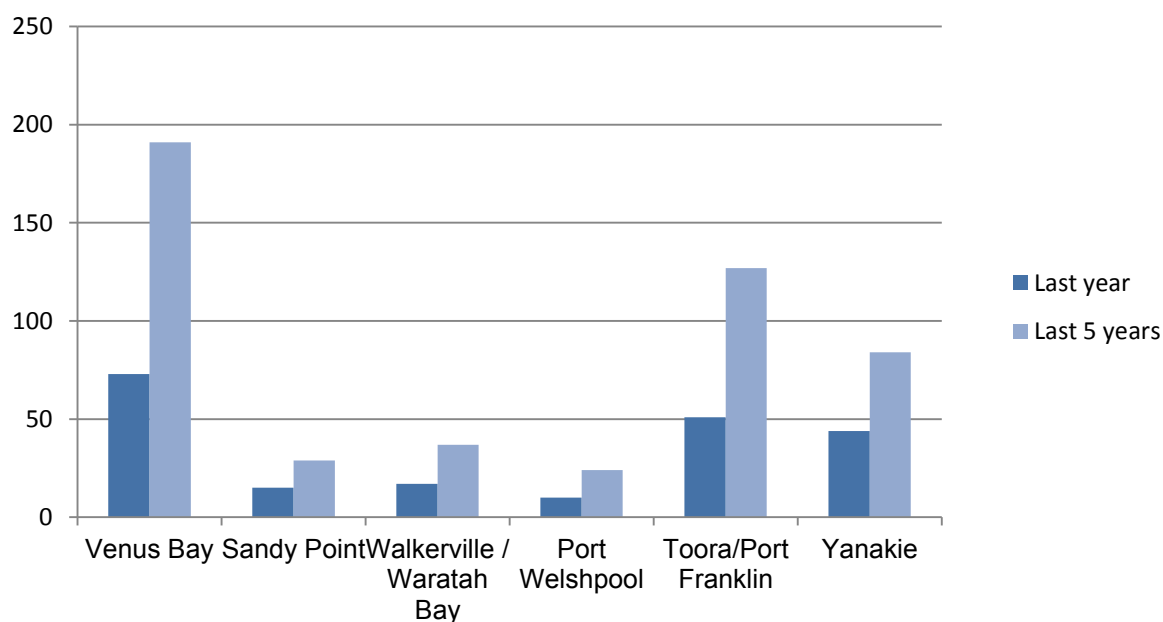
## Migration to the coast

Two types of migration are associated with coastal areas: retirement migration and 'seachange' migration. (Victorian Coastal Council 2013) Some areas of South Gippsland may also attract people seeking affordable housing moving from areas closer to Melbourne as house prices there rise and superannuation returns drop.

When looking at changes at the coastal populations over the five years 2006 – 2011 there has been migration in and out of coastal towns in South Gippsland. The Census asks where the person usually lived one year ago and five years ago. This data indicates the number of people who now moved to a coastal town that lived elsewhere one or five years ago. Data relating to the number of people who have moved away from a coastal town cannot be accessed in the same way; however total population figures from the 2006 and 2011 Census indicate only slight population increases over the same period.

Most people (1,040) moving to South Gippsland coastal towns in the five years to 2011 previously lived in coastal Shires of Bass Coast (487), Mornington Peninsula (290) and Frankston (263). In the same period 606 people moved out from South Gippsland to Bass Coast (407), Mornington Peninsula (123) and Frankston (76) a net increase to South Gippsland from these areas of 435 people.

FIGURE 2: PEOPLE MOVING TO COASTAL TOWNS FROM OUTSIDE COASTAL AREA IN LAST 12 MONTHS OR 5 YEARS 2006 - 2011



ABS Census 2011

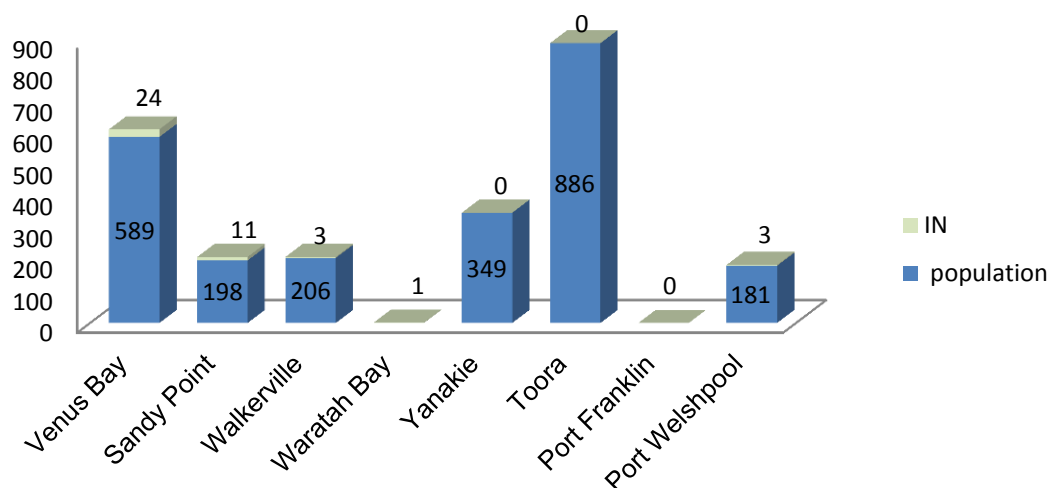
## Intention to move to the area

Research on non-resident ratepayers conducted by the Victorian Government (DPCD 2006 and 2008 in Victorian Coastal Council 2013) indicated that around one third of respondents plan to move to coastal locations in coming decades. Local

survey data collected to as part of this study (South Gippsland Shire Council 2015) indicates that of respondents to this question (n=320), 19% of non-resident ratepayers intend to live permanently at the property in the next 12 months and a further 23% intend to live in the property in the next 10 years. An additional 28% intend to live permanently in the property in the future but are not sure when.

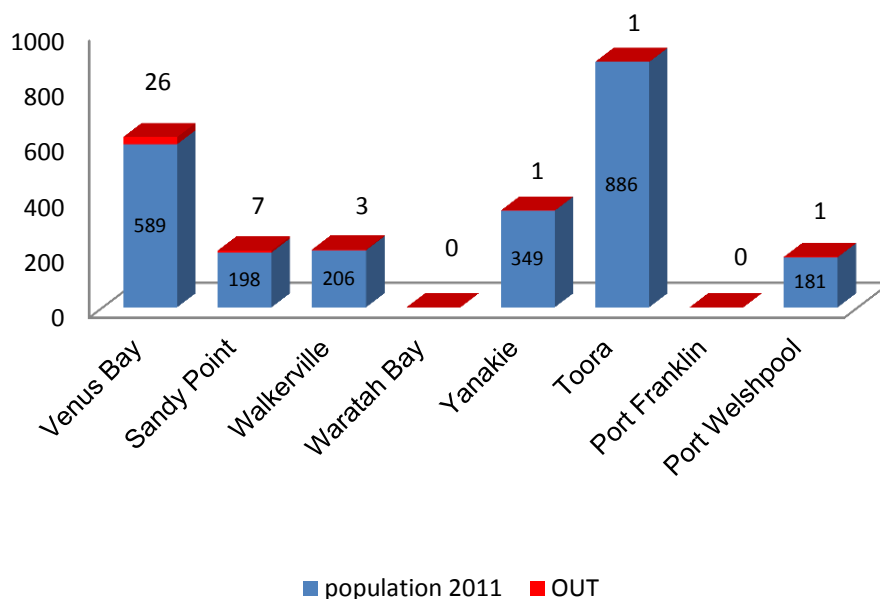
The largest potential increase was in Venus Bay where 24 respondents considered moving to the town in the next 10 years.

FIGURE 3: PEOPLE INTENDING TO MOVE TO THEIR HOLIDAY HOME IN NEXT 10 YEARS



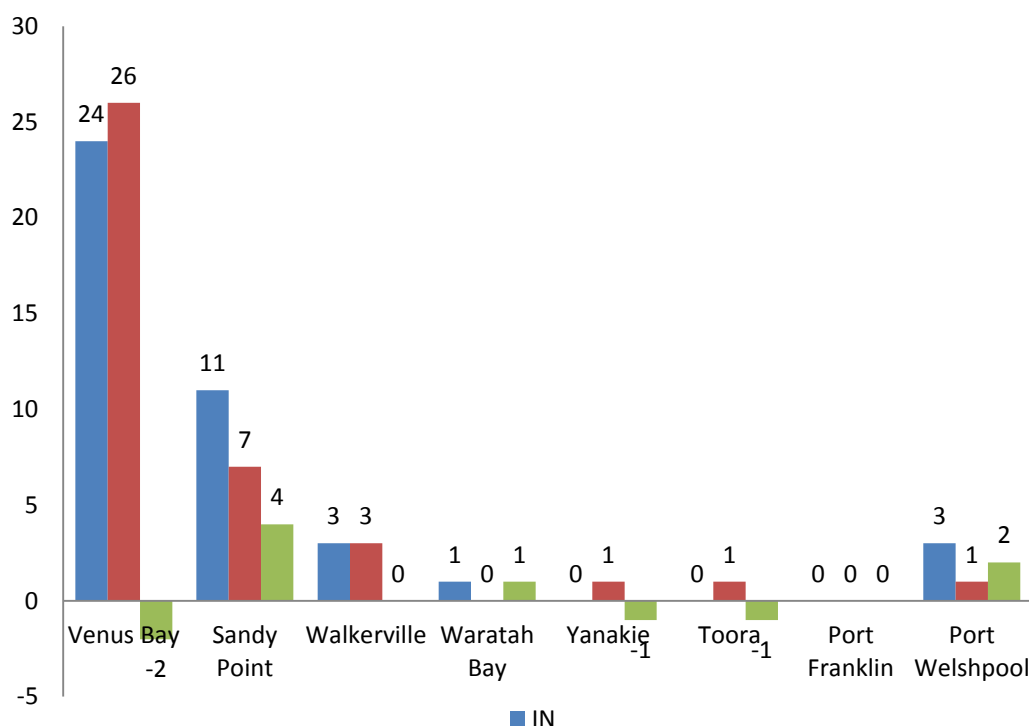
SGSC Seasonal Population Survey 2015

FIGURE 4: PERMANENT RESIDENTS INTENDING TO SELL THEIR HOME IN NEXT 10 YEARS



SGSC Seasonal Population Survey 2015

FIGURE 5: NET CHANGE IN AND OUT MIGRATION



SGSC Seasonal Population Survey 2015

### Part-time coastal populations

A characteristic of most South Gippsland coastal towns is the high proportion of houses which are vacant for extended periods of time during the year. Overall there are 4,180 non-resident rate payers in South Gippsland coastal towns. The majority of these properties are vacant or holiday homes with non-residents visiting for varied lengths of time over the year.

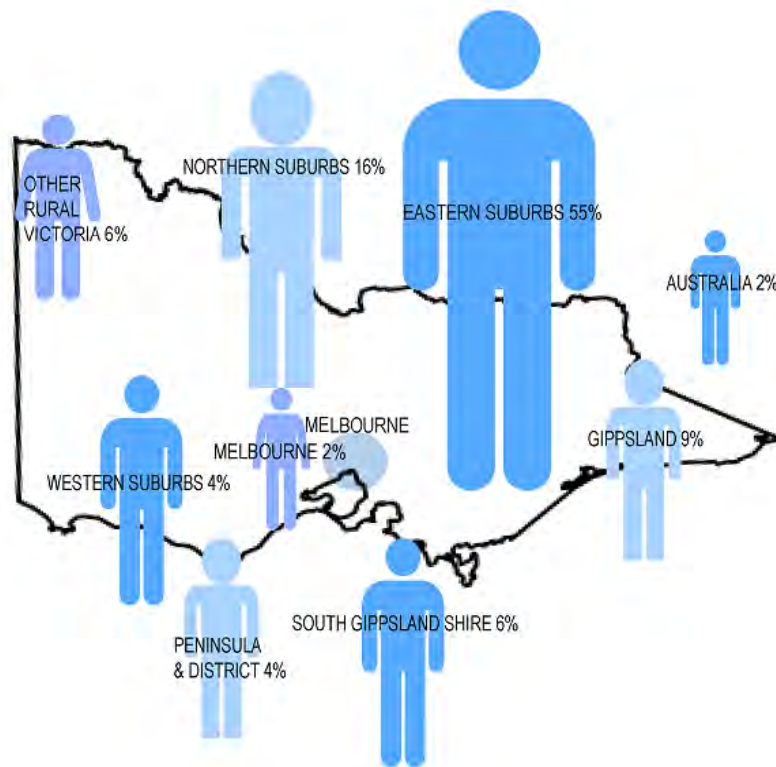
TABLE 3: COASTAL DWELLINGS – OCCUPIED AND UNOCCUPIED

Town	OCCUPIED		UNOCCUPIED		TOTAL DWELLINGS
	No.	%	No.	%	No
Venus Bay	274	17.6	1,281	82.4	1555
Sandy Point	65	10.6	547	89.4	612
Walkerville / Waratah Bay	77	18.7	334	81.3	411
Port Welshpool	86	41.7	120	58.3	206
Toora/Port Franklin	374	81.8	83	18.2	457
Yanakie	876	59.6	97	40.4	973
<b>Total Coastal Towns</b>	<b>1,752</b>	<b>38.3</b>	<b>2,462</b>	<b>61.7</b>	<b>4,214</b>
South Gippsland	10,925	71.9	4,211	28.8	15,136

ABS Census 2011

There are 2,462 holiday homes in South Gippsland coastal towns. These homes tend to have a greater occupancy than the dwellings of permanent residents. In Venus Bay an average of 6 people in each holiday home in peak season has the potential to increase the population from 589 to over 7,600 people without accounting for day visitors.

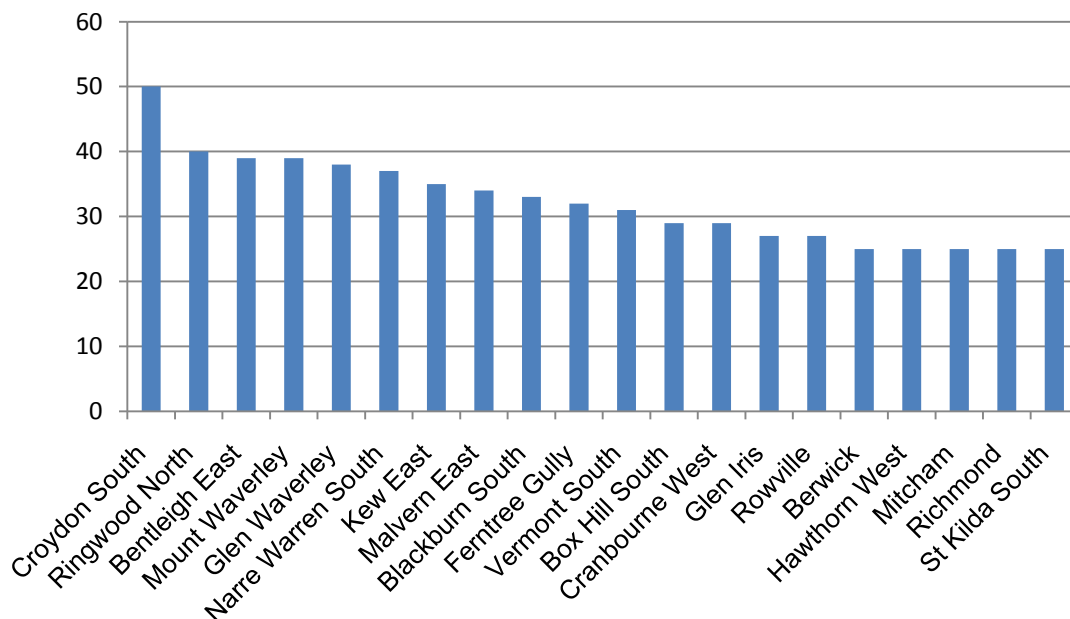
FIGURE 6: WHERE SOUTH GIPPSLAND HOLIDAY HOME OWNERS COME FROM



South Gippsland Rates Department

Most non-resident ratepayers with homes in South Gippsland coastal towns come from the eastern suburbs of Melbourne. Figure 7 shows the top 20 Melbourne suburbs where South Gippsland coastal holiday home owners have their primary residence.

FIGURE 7: TOP 20 MELBOURNE PRIMARY RESIDENCE SUBURBS



Part time populations comprise different groups including owners of holiday homes, visitors to commercial accommodation, and day visitors. The profile of part time

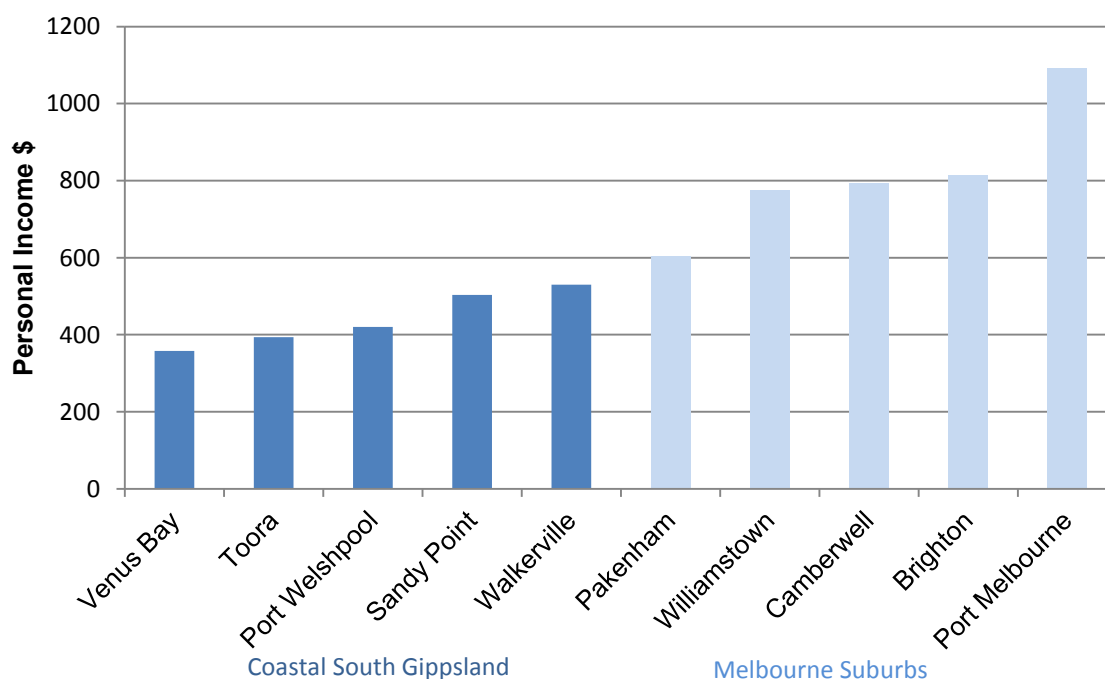
populations in South Gippsland are generally younger, have higher incomes and are more likely to have full time work than the permanent populations in coastal towns (Urban Enterprise, 2012).

Increasingly flexible working arrangements and telecommuting possibilities increase the likelihood of people increasing their part time living arrangements in a second home (McKenzie, 2008).

Some coastal towns in South Gippsland experience telecommunications issues in peak holiday periods when internet services designed for smaller populations slow with increased use. Sandy Point and Venus Bay report slow internet speeds during summer peak periods. (SGSC, 2015). Until the National Broadband Network (NBN) is rolled out to these towns working from home (telecommuting) will be restricted.

Most coastal holiday home owners in South Gippsland come from suburban Melbourne. A comparison between personal income of permanent residents of South Gippsland coastal towns and that of a selection of residents of Melbourne suburbs shows considerably greater personal income for Melbourne residents. This data may be used to compare income of typical holiday home owners with permanent residents in coastal towns.

**FIGURE 8: MEDIAN PERSONAL INCOME COASTAL TOWNS MELBOURNE SUBURB SAMPLE**



ABS Census 2011

The Victorian Coastal Strategy (2014) describes the characteristics and potential impacts of part time and mobile populations in the following table. Influences of population impacts on the coastal towns of South Gippsland are consistent with the influences of part time and mobile populations in other coastal areas.

TABLE 4: IMPACTS OF TYPES OF PART TIME AND MOBILE POPULATIONS

TYPE	CHARACTERISTICS	POTENTIAL IMPACTS
Weekend populations	Weekend holiday makers utilising second homes or commercial accommodation	Weekend tourism creates demand for accommodation and retail services thereby creating local employment and wealth generation
Holiday makers	Holiday populations may be many times higher than the resident population	Often creates congestion and can stretch capacity of local shops, services and infrastructure but also adds to economy
Day visitors	Day visitors to coast and other attractions	Can create road congestion and high demand on services
Festival attendees	One-off events that attract thousands	Local accommodation and infrastructure capacity may be stretched but can have major positive impacts on local economy
Seasonal workers	May number in thousands: fruit pickers, contractors, seasonal tourist workers	Demand for tourist or temporary accommodation, hotels, caravan parks. Also demand for schools, retail, health and other services
Working populations	Monday to Friday working population may be several times the resident population	Creates demand for further employment in retailing and other services but can also create congestion
Mobile skilled workers	Professional and semi-professionals filling skill shortages	Creates demand for rental accommodation and motels. Fills local skills gap and can keep remote communities viable.
Construction crews	Can be large influx of workers for limited period of time	Can affect tourist accommodation capacity but creates local employment and other benefits.

Victorian Coastal Council 2013

### *Weekenders*

A survey of coastal residents and non-resident ratepayers in South Gippsland conducted between December 2014 and February 2015 to inform this study, found that many holiday home owners in South Gippsland use their homes throughout the year on weekends. The local stores and cafes often open only on weekends to accommodate the increased populations at these times. The majority of respondents to this survey indicated they spend between 6 and 26 weeks at their holiday home with some spending every weekend in the area.



Outside of the summer months this small increase in part time residents places little pressure on existing services or infrastructure and brings increased economy to the towns and surrounding areas.

During summer months the influx of holiday home owners places increased pressure on many services and infrastructure. In Venus Bay there is pressure placed on waste management services in where household kerbside rubbish collection is voluntary. Regular dumping of household waste in public bins has been reported resulting in public waste bins being filled with domestic waste and not having the capacity to take public litter.

### *Holiday makers*

Many holiday homes in South Gippsland coastal towns are let out over the summer period between Melbourne Cup Day in early November and Easter in March or April. As with many coastal areas, holiday accommodation is available in holiday homes, bed and breakfast, motel and caravan parks.

### *Day visitors*

Day visitors come to South Gippsland coastal towns from Melbourne, inland areas of South Gippsland and other regional areas. In 2011 there were an estimated 592,514 day visitors to South Gippsland (Urban Enterprise 2012).

Venus Bay has the largest influx of day visitors coming to the town to fish, swim, surf and use walking tracks in the Cape Liptrap coastal park. Venus Bay is in easy reach of Melbourne, particularly the eastern suburbs within 60 to 90 minutes drive. Congestion of roads and demands on toilets and waste management systems are increased.

Sandy Point attracts day visitors to the surf beach and Shallow Inlet where fishing, boating, windsurfing and swimming are popular. Fishing and boating brings many people to Port Welshpool.

### *Festival attendees*

Festivals and farmers markets attract many part time residents and day visitors across South Gippsland. In response to the seasonal population survey, non-resident rate payers reported they plan to visit when festivals are held and spend time at farmers markets on a regular basis.

The Tour de Tarwin attracts large crowds around Easter to Venus Bay and Tarwin Lower causing road and car parking congestion and pressure on toilets, waste management and retail shops. In other towns the Sea Days Festival (Port Welshpool), Waratah Bay to Sandy Point Fun Run and Port Franklin Fishing Competition attract visitors to the towns.

Surf lifesaving clubs in Venus Bay and Waratah Bay (Sandy Point) run carnivals over the summer period and regular Nippers sessions (5 – 13 year olds) in January which are attended by seasonal residents and visitors. Both Venus Bay and Waratah Bay Surf Lifesaving Clubs provide social events during summer. Non-resident respondents to the survey reported taking advantage of meals at the Waratah Bay Surf Lifesaving Club during summer. Many members of the surf lifesaving clubs and committees of management are non-permanent residents of the towns indicating these clubs rely on temporary population to run their clubs.

### *Seasonal workers*

Seasonal population increases provide employment opportunities for local residents. Many coastal towns are able to support retail outlets throughout the year thanks to increased numbers of customers in summer. Opening hours of stores in coastal towns are limited during winter months when few customers make it viable for stores to open longer.

Seasonal workers coming to South Gippsland to work in agriculture do so in winter months and do not impact on summer holiday accommodation.

### *Mobile skilled workers*

There are very few mobile, skilled workers coming to South Gippsland to live in coastal towns resulting in very little impact on accommodation and services.

### *Construction services*

The Victorian Desalination Plant in Wonthaggi brought a large number of temporary residents to South Gippsland coastal towns as well as Bass Coast coastal towns. The availability of accommodation allowances to employees at the desalination plant flowed on to increased income for holiday home owners wishing to let their houses out permanently. In Bass Coast Shire holiday home owners were contacted and invited to let their houses out to Desalination Plant employees under the housing accord for the duration of the construction. It was estimated that approximately 910 workers needed some form of accommodation over a period of two years (Bass Coast Shire Council 2009). Most employees were housed within the Bass Coast Shire however some over flow into South Gippsland is likely to have occurred.

The Bald Hills Wind Farm located at Tarwin Lower was constructed over two years and completed early 2015. Temporary staff accommodation in the area was provided for employees coming from outside the area. The Bald Hills Wind Farm website [www.baldhillswindfarm.com.au](http://www.baldhillswindfarm.com.au) accessed 20 May 2015 suggests a boost to the local community through the creation of local jobs during the construction of the wind farm and for the ongoing operations, however the number employed on an ongoing basis is unclear.

### *Holiday homes in South Gippsland coastal towns*

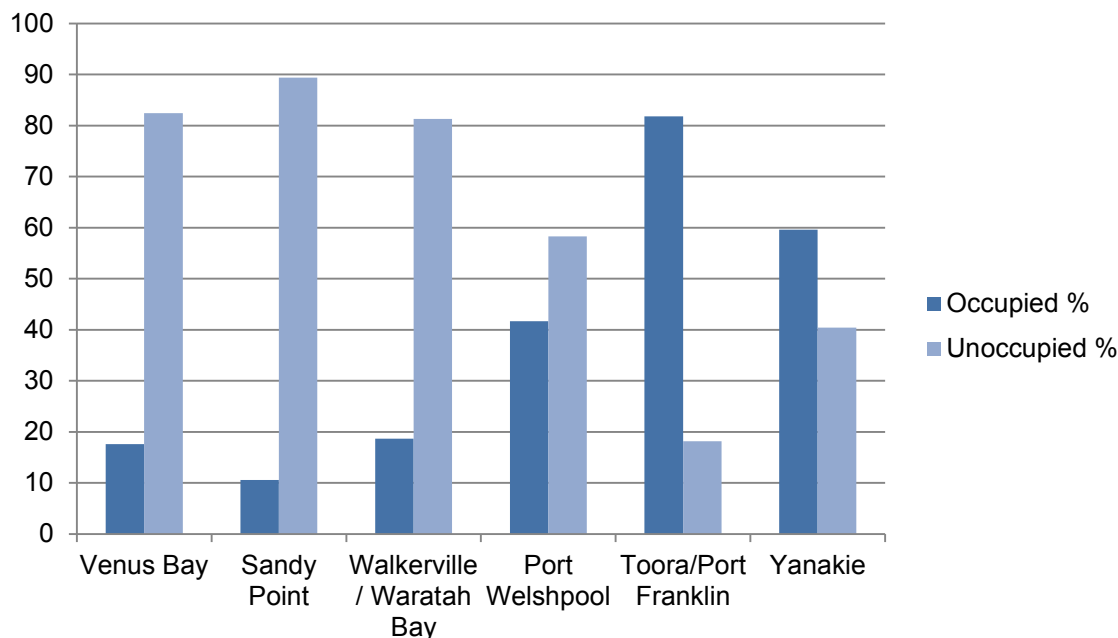
*South Gippsland coastal towns have the highest vacancy rates of coastal towns in Victoria.*

An estimated 340,000 visitors to South Gippsland stayed in holiday homes in 2011. (Urban Enterprise, 2012). Holiday home owners visited their homes on average 95 days per year. On average their stay is four days. Across Victoria 17% of survey respondents to the Community Attitudes and Behaviour Study (Ipsos 2012) reported having access to a Victorian beach house owned by themselves or their family with many also having access to beach houses owned by friends.

The towns of Sandy Point (89.4%) and Venus Bay (82.4%) had the highest percentage of vacant dwellings in Victoria in the 2011 Census. Walkerville and Waratah Bay (81.3%) and Port Welshpool (58.3%) also have high vacancy rates above the average for South Gippsland (28.7%). The towns of Toora, Port Franklin (18.2%) and Yanakie (40.4%) have more occupied dwellings than vacancies

reflecting the historical difference in these towns as residential towns in comparison with other coastal towns where beaches attract higher holiday home ownership.

**FIGURE 9: PERCENTAGE OCCUPIED AND UNOCCUPIED DWELLINGS IN COASTAL TOWNS**



ABS Census 2011

The number of holiday homes along the coast reflects the importance of second homes in the total dwelling stock in South Gippsland. Holiday homes have different levels of use depending on the season or time of the week resulting in coastal population numbers varying greatly from town to town and across the year.

### *Holiday home bed capacity in comparison to permanent households*

Holiday home capacity is very different from that of permanent households in South Gippsland coastal towns. Average households in South Gippsland coastal towns mostly comprise one or two people. In contrast, holiday homes were reported to have capacity of up to 14 beds. Between 80% and 90% of holiday homes in South Gippsland coastal towns sleep five or more. The most common bed count was six beds in Venus Bay, Sandy Point, Walkerville and Waratah Bay. In contrast, in each of these towns more than 87% of permanent households have only one or two people. (SGSC, 2015).

The peak visitation to South Gippsland holiday homes occurs during summer months when visits averaged 28 days over summer (Urban Enterprise, 2012). The high bed capacity of holiday homes coupled with summer being the most popular visitation period has potential to add considerably to the population of coastal towns. Added to this is consideration for the additional number of people in the area staying in commercial accommodation and caravan parks.

### *Economic impact of holiday homes*

The South Gippsland Holiday Home Study (2012) describes the expenditure of visitors to holiday homes in Gippsland as \$126 per person. In South Gippsland

expenditure on ongoing maintenance was \$2,866 and capital investment was \$4,176 per house.

This study estimated 340,000 visitors to South Gippsland holiday homes in 2011. Holiday homes are used by owners, their families or people letting the properties. On average, holiday homes in South Gippsland are used by owners 95 days per year.

The majority of holiday home owners do not lease out their property (82.3%, South Gippsland Shire Council, 2015) and (85%, Urban Enterprise, 2012). Methods of advertising holiday homes to let varied across coastal towns with Sandy Point property owners most likely to use real estate agents (64%) and property owners in the smaller towns of Walkerville or Port Welshpool letting properties out privately or using online services. Many use a range of methods to let properties as holiday rental.

Whilst holiday homes are the major form of accommodation for visitors to South Gippsland coastal towns, there are many visitors who stay in public commercial accommodation or come on a day trips.

## COASTAL SETTLEMENT

### *Coastal building activity*

There are 4,180 ratepayers in South Gippsland coastal towns (South Gippsland Shire Council, May 2015). Some ratepayers own multiple properties or vacant blocks. Building activity, dwelling approvals and real estate sales help inform changes in coastal towns. Not all dwelling approvals progress to completion and there may be a lag time between approvals and completions so the data presented may not reflect the number of houses built in the period but is an indication of areas of the coast that may be more active than others. A higher number of dwelling approvals would be expected in larger towns.

Over time dwelling approvals vary due to economic conditions and policy changes. Increases in the Melbourne population, the South Gippsland Rural Land Use Strategy 2011 and broader economic pressures all influence decisions to build in a rural area, particularly if building or renovations are to a second home.

Building activity in South Gippsland coastal towns is influenced by a range of factors including septic tank restrictions, the global financial crisis, land availability and the availability of existing houses on the market. Overall the number of permits for dwellings and extensions in coastal towns is one quarter of all permits issued in South Gippsland. Coastal towns have a high number of existing dwellings bought and sold on the real estate market each year.

TABLE 5: BUILDING PERMITS APPROVED 2006 – 2015

Town	Permit Approved			
	2006 -2011		2012-2015	
	Dwelling	Extension	Dwelling	Extension
Venus Bay	84	42	130	30
Sandy Point	27	32	29	27
Walkerville	20	4	25	9
Waratah Bay	6	7	8	5
Yanakie	6	10	10	3
Port Franklin	5	1	2	2
Toora	16	4	17	8
Port Welshpool	9	10	17	8
South Gippsland	1148		1399	
% total approvals South Gippsland	24.6		23.3	

South Gippsland Shire Council Building Department

### *Housing and population*

One quarter of planning approvals for dwellings and extensions in South Gippsland occurred in coastal towns between 2006 - 2011 falling slightly in the period 2012 – 2015.

Dwellings in coastal towns increased in the five year period 2006 – 2011 with 173 building approvals for new dwellings issued in that period. Changes in Census geography between the 2006 and 2011 census prevents comparison of dwelling data between these periods. There is a high turnover of existing dwellings in coastal towns, particularly Venus Bay and Sandy Point where renovations and approvals for extensions are relatively high.

When looking at changes in who is living in coastal towns, households showing the greatest growth (2006 to 2011) were middle aged lone persons, older couples without children, and older lone persons. This adds to the existing high proportion of older people and people living alone in South Gippsland coastal towns.

The South Gippsland Housing and Settlement Strategy (2013) provides forecasts for population and housing growth for key settlements. Venus Bay was the only coastal town with forecasts provided in the Housing and Settlement Strategy. The excerpt below indicates a forecast of between 4 people (low growth) and 16 people (high growth) Victoria in Future 2011 and Forecast ID.

TABLE 6: HOUSING AND SETTLEMENT FORECAST VENUS BAY

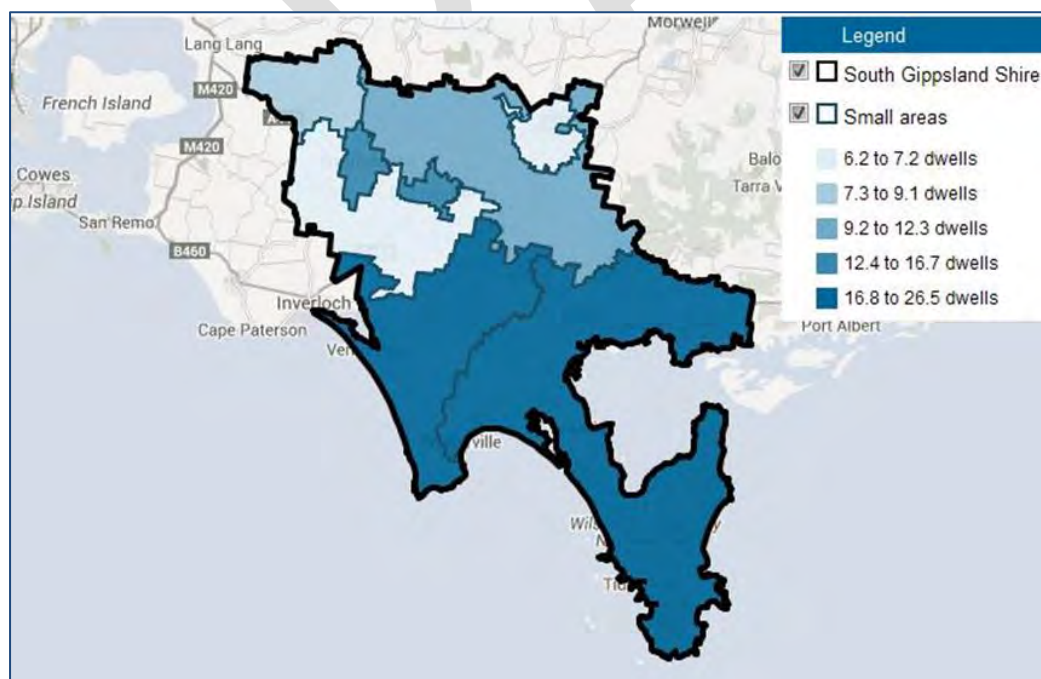
KEY SETTLEMENT	POPULATION 2011	POPULATION 2031	TOTAL NEW OCCUPIED DWELLINGS 2011-2031	NEW OCCUPIED DWELLINGS REQUIRED ANNUALLY
<b>VENUS BAY</b>				
Low Growth	589	673	49	2
Moderate Growth		791	124	6
High Growth		910	186	9

South Gippsland Housing and Settlement Strategy 2013 p12

With current building costs increasing, and the high number of holiday homes in Venus Bay and Sandy Point, there is more likelihood of new residents purchasing existing homes or renting a house rather than constructing a new dwelling.

In 2011 the areas forecast to have the largest percentage development of dwellings were the South East Coastal District (25.6%) and South West Coastal District (16.8%) both marked in the darker blue below.

MAP 2: FORECAST DWELLINGS AND DEVELOPMENT SOUTH GIPPSLAND 2011 - 2025



Id. Forecast prepared for South Gippsland Shire Council

## Coastal housing prices

*The range of people competing for property in coastal areas is varied with incomes generated in Melbourne more than double those of the permanent populations in coastal towns in South Gippsland*

Coastal areas of South Gippsland have housing prices below those of many other coastal areas of Victoria including the nearby towns of Inverloch and Cape Paterson. Proximity to urban centres, accessibility to services, landscape qualities and historical factors contribute to housing prices and popularity of an area.

A variety of housing styles are present in South Gippsland coastal towns with many older, small traditional holiday homes still present in many towns. In towns with average lower housing prices it is not viable to build larger houses which will not realise their value when sold on the local real estate market. House prices are determined by factors including local supply and demand, natural amenity, and quality and type of housing. (VCC, 2013)

The range of people competing for property in coastal areas is varied with incomes generated in Melbourne more than double those of the permanent populations in coastal towns in South Gippsland. People purchasing second homes in coastal areas have an interest in the environment and amenity of the region and may become very protective of the area and work towards limiting further expansion (Kelly and Haslam-McKenzie, 2005 in VCC 2013).

This protection of the local area is consistent with the reasons many permanent residents choose to live in coastal towns in South Gippsland. Permanent and non-permanent residents were consistent in choosing South Gippsland coastal towns for the natural environment, peace and quiet (SGSC 2015).

In other states premium prices are paid for properties with ocean views. This is less likely to occur on the South Gippsland coast where national parks and marine parks protect large areas of coastal land and sea. Dunes often restrict coastal views in South Gippsland coastal towns possibly limiting premium price hikes of real estate occurring in other areas.



Venus Bay – Photo Vicki Bradley

## ISSUES ASSOCIATED WITH POPULATION AND SETTLEMENT

### Ageing

South Gippsland coastal communities have very high proportions in older age groups due to their attraction to a large number of retiree migrants and the outward migration of young adults.

Over the past two decades, the proportion of people living in coastal towns and aged 75 years or more has increased greatly. Seven percent of the Victorian population is aged 75 years or more. All South Gippsland coastal towns except Yanakie have more than 10% of the population aged 75 years or more.

TABLE 7: PROPORTION OF THE POPULATION AGED 75 YEARS OR MORE – SOUTH GIPPSLAND COASTAL TOWNS

Town	% Population 75 years or more
Venus Bay	10.5
Sandy Point	10.6
Walkerville/Waratah Bay	12.1
Port Welshpool	13.3
Toora/Port Franklin	12.8
Yanakie	3.4
South Gippsland	8.6

ABS Census 2011

Specific service demands, particularly in health care and transport are created by an ageing population. Toora is the only South Gippsland coastal town with public transport available via a VLine bus service. As a result of the lack of public transport these coastal towns have a higher proportion of households with a car. Many coastal towns may be attractive to active retirees but have limited services for frail old age.

A significantly lower proportion of South Gippsland households have no car (3.7%) than Victoria (8.4%). Of coastal towns, Venus Bay households (5.5%) have a relatively high proportion of households with no car. This is consistent with Venus Bay being a destination for people seeking affordable housing. Residents eligible for home and community care services with the South Gippsland Shire Council or district nursing with Gippsland Southern Health Service may have services delivered to the home. These same clients may make use of Council transport for eligible clients to reach appointments and shopping.

State and federal funding providers identify that reduced mobility and higher service needs associated with frail old age may necessitate some residents to move to a larger centre. Such moves may involve financial challenges or breaking of social bonds and networks. (VCC 2013)



## *Populations and peak populations*

*There are challenges for local government where the local rate base is small and service demands of part-time and peak populations are high.*

The dynamic nature of seasonal populations makes planning in coastal towns difficult. There are challenges for local government where the local rate base is small and service demands of part-time and peak populations are high. Part time populations can boost local economic activity and carry local enterprises through quieter months. The number of viable general stores and cafés in the South Gippsland coastal towns of Venus Bay and Sandy Point are an example of this. Many part time residents expect the level of service delivery of more densely populated suburbs of Melbourne and question the cost of rates in comparison with the services provided in the area. For a rural area with large area and small populations this level of service is difficult to provide.

To demonstrate this we can compare South Gippsland to a Melbourne local government area, Boroondara. South Gippsland has a population density of 0.08 persons per hectare whereas the Melbourne Council of Boroondara has a population density of 28.79. Boroondara has more than 350 times more people per hectare than South Gippsland. Whilst more people demand more services, they also provide significantly more rates income to the Council.

## *Population carrying capacity*

Urban Design Frameworks have been developed for coastal towns in South Gippsland and provide a future form and function of the coastal townships and give greater certainty to the community and investors about what development is possible and appropriate. The plans aim to direct pressure and infrastructure provision to appropriate areas and ensure development is respectful of the surrounding environment.

Land use planning is less suited to managing seasonal population influx which causes crowding and congestion. Determination of a single population capacity is impossible in areas where seasonal population impact occurs. Coasts are dynamic areas and visitors can have different impacts depending on a range of environmental factors. People also have unequal impacts on environments depending on their behaviour, age and density (VCC, 2013).

The South Gippsland Housing and Settlement Strategy (2013) and Draft Municipal Waste Water Management Plan (2012 – 2022) discourage growth in townships without reticulated sewerage. This is an example of providing limitations on carrying capacity of coastal towns for both the permanent and non-permanent populations.

Occupancy levels in holiday homes are usually higher than the regular occupancies of dwellings of permanent residents. The Draft Municipal Waste Water Management plan highlights the impact of the substantial increase of wastewater generated during holiday periods noting properties often reach and exceed expected occupancy levels during these times. Ground water contamination has been recorded as occurring during these times. Impact on bores in Sandy Point and Venus Bay has necessitated restricting housing development or extension in these towns.

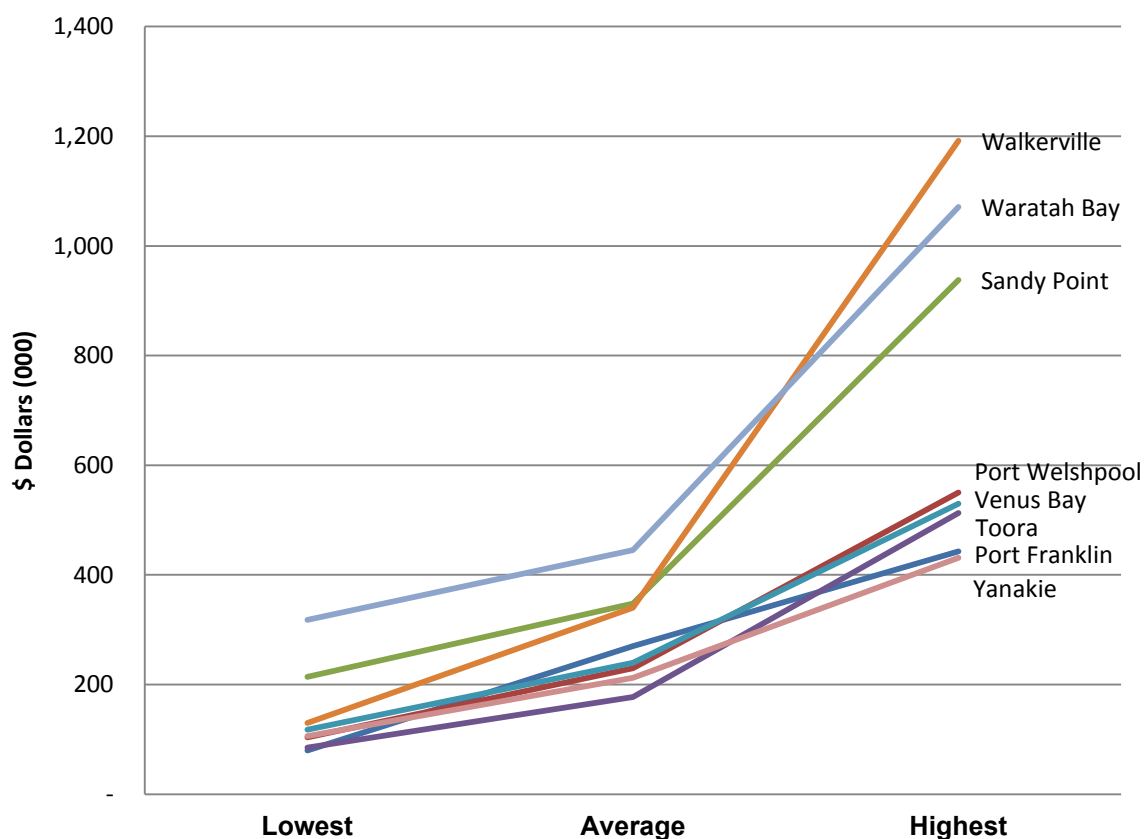
The carrying capacity of a coastal town can be balanced with the benefits gained socially, culturally and economically. Events such as the Tour de Tarwin, Fun Runs, Surf Lifesaving Club events and Summer Festivals bring considerable benefit to coastal towns. If managed carefully, the impact of crowds and congestion can be borne for the shorter term in order to gain the benefits. It can be expected that any predicted carrying capacity of the town will be exceeded at these times.

### *Housing availability and affordability*

There is a variation in the house values across different coastal towns and within each coastal town. Analysis of capital improved valuations of properties in South Gippsland has been charted in Figure 10 below to provide comparison in house valuations between and within coastal towns. Comparing capital improved value across all dwellings in coastal towns indicates that there remains affordable housing available in South Gippsland coastal towns.

The coastal town with the lowest valued dwelling was Port Franklin followed by Toora. The town with the highest valued property was Walkerville followed by Waratah Bay. The greatest valuation range between the lowest valued property with a dwelling and the highest valued property was \$1,000,000.

**FIGURE 10: COMPARATIVE IMPROVED VALUE (CIV) RANGE DWELLINGS 2014**

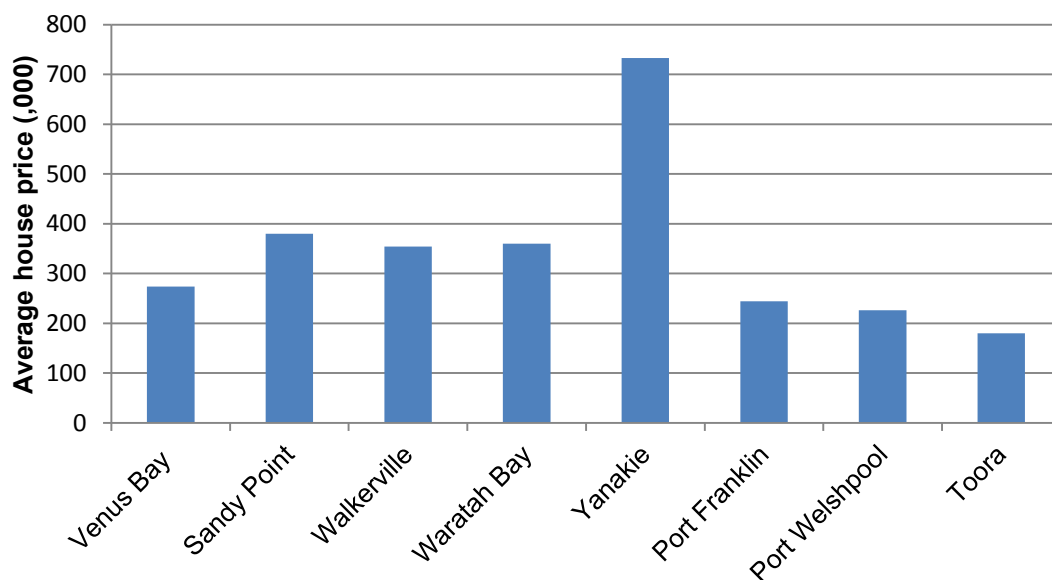


South Gippsland Shire Council Valuations 2014

House sales on the real estate market in South Gippsland coastal towns in the last 12 months 2014 – 2105 indicate the average house price sales in coastal towns are between \$180,000 in Toora to \$730,000 in Yanakie where properties often include

holiday cottages. House prices in the last 12 months are relatively low in comparison with other coastal areas within two hours of Melbourne where average house prices range from \$400,000 and \$1.5 million plus.

FIGURE 11: AVERAGE HOUSE PRICES – SALES (12 MONTHS 2014 2015)



Real Estate .com <http://www.realestate.com.au/rent> accessed 29 May 2015

Lower house prices in South Gippsland coastal towns are attractive to people seeking affordable housing as other areas closer to Melbourne become unaffordable. The Victorian Coastal Council background report (2013) presents concerns that poorer households are squeezed out of high value coastal areas with displacement more likely for younger generations for which cheaper housing becomes scarce. Unlike coastal areas to the west of Melbourne such as Torquay where housing prices have risen in recent years, displacement is less likely to occur in South Gippsland towns where housing remains available at a relatively low price.

In South Gippsland people seeking and finding affordable housing in coastal towns may find themselves isolated due the lack of public transport. Due to small populations in these areas there are often limited local services. Local stores may not be able to provide a full range of groceries at an affordable price and health services are often located at least 30 minutes-drive away leaving people living in cheaper housing experiencing high living costs.

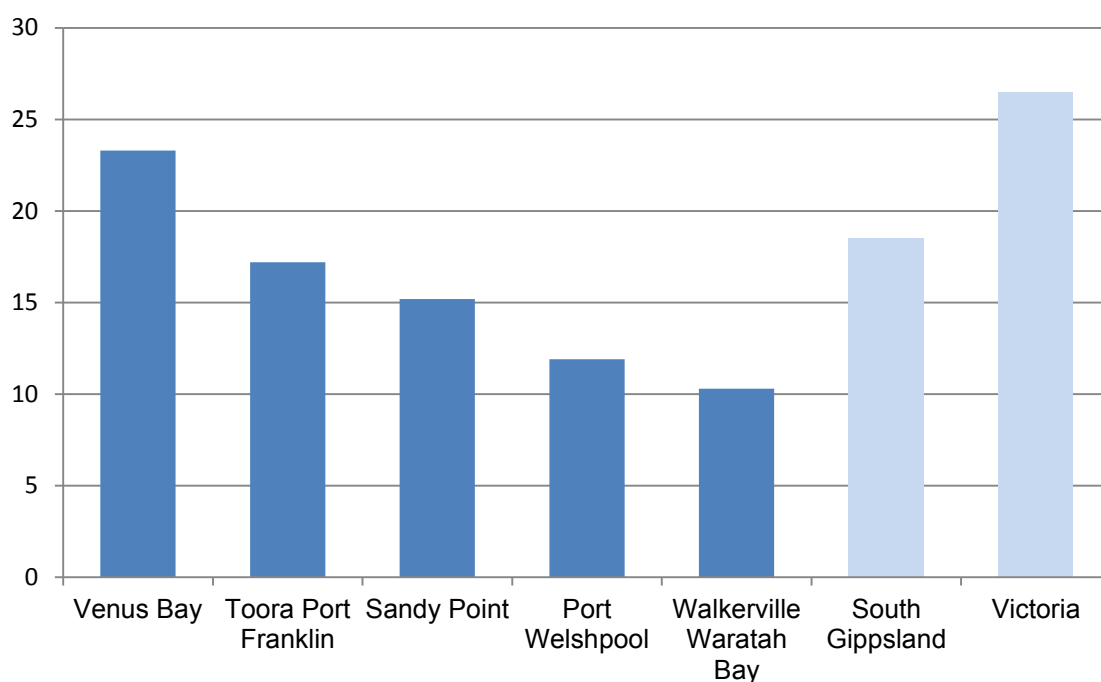
Outward migration of people from South Gippsland coastal towns is mostly young adults moving out for work or education opportunities and some older frail aged people moving out to supported aged care facilities or increased services in larger towns.

Areas with high visitor and holiday home ownership may present restrictions to those seeking long term rental. The income possible from letting out a house for holiday rental during holiday periods is high for the peak season. Lessees in coastal towns that are popular as holiday destinations are at risk of eviction as landlords seek higher rental from holiday letting or decide to spend more time in their second home. Peak period rental premiums may equal or exceed annual rental which could be gained through longer term leasing. (VCC, 2013)

*The Victorian Coastal Council (VCC, 2013) reports some coastal towns have demands for affordable housing where there are also high levels of house vacancy. This is not the case in South Gippsland where three bedroom houses are available for rent from around \$200 in most coastal towns (Real Estate.com).*

Many holiday home owners in South Gippsland coastal towns make use of their second home throughout the year. If they let out their house at all, it is during peak summer between Christmas and New Year or Easter only.

FIGURE 12: PERCENTAGE DWELLINGS RENTED



ABS Census 2011

### Coastal settlement boundaries

The South Gippsland Housing and Settlement Strategy 2013 confirmed town boundaries limiting growth in a range of small towns in the Shire. Local markets are more likely to influence house prices rather than settlement boundaries due to the supply of vacant lots in all coastal towns in South Gippsland. Factors of greater influence include building restrictions due to septic requirements or distance from larger towns and services or distance from Melbourne.

### Population and risk

*Environmental hazards including fire, erosion and flood effect coastal towns in South Gippsland. Community vulnerability is high in most coastal towns where the population is comprised of older people living alone who do not have internet and may not have a car.*

The Royal Commission into the Black Saturday bushfires of 2009 found that 30% of fatalities were aged 60 years or more. An additional 22 % were aged 50 – 59 years (in VCC, 2013).

Venus Bay, Sandy Point, Waratah Bay and Walkerville are heavily vegetated and have a single access road. All towns are at high risk of bushfire and Venus Bay, Sandy Point and Waratah Bay are also at risk of being isolated due to flood.

In the towns where there are large population fluctuations, risk profiles vary. The risk of fire ignition increases during peak holiday periods in summer. Non-permanent residents are less likely to have a fire management plan for their household than permanent residents in South Gippsland coastal towns (South Gippsland Shire Council, 2015) Visitors to the area are likely to be unfamiliar with fire prevention and fire evacuation procedures.

Risk increases with the large volume of people. Recent changes to car parks have prevented parking along both sides of access roads to beach car parks which are at capacity in peak holiday periods allowing emergency services better access to beaches. Surf Lifesaving Clubs at Venus Bay and Sandy Point can patrol limited beach areas. Marine rescue is required to service a long area of coastline and have limited boat ramp access points on the South Gippsland coast.

Towns with small permanent populations often have a limited pool of volunteers to cope with high demand for services. Emergency services to these towns are often limited funded on permanent population rather than peak summer populations. Surf Lifesaving Clubs at Venus Bay and Sandy Point (Waratah Bay SLSC) have a high proportion of volunteers from the non-permanent residents due to the demand for many younger active patrollers.

The Country Fire Authority is reliant on volunteers for provision of services to all coastal towns in South Gippsland. The nearest Victoria Police 24 hour station is in Wonthaggi. More police are rostered to patrol coastal towns in peak periods including Venus Bay and Sandy Point.

Medical and emergency services are important for communities with older, remote populations, particularly where these same areas are at risk of bushfire or flood. Venus Bay has a Community Emergency Response Team as first responders in the town where the nearest ambulance branch is at a distance. This team provides basis emergency care until the ambulance arrives. For Venus Bay this may be Foster, Leongatha or Wonthaggi ambulance branches. The Tarwin Lower Community Health Centre is serviced by a GP and practice nurse and is within five to 10 kilometres from Venus Bay. Foster is the closest centre with a hospital for all coastal populations in South Gippsland. A general practitioner is available at the Tarwin Lower Community Health Centre, within five and 10 kilometres of Venus Bay residents and in Toora.

## PART 2: POPULATION IMPACTS – THE ISSUES/SURVEY RESULTS

The popularity of coastal areas for summer holidays and the high level of holiday home ownership creates large peak populations in South Gippsland coastal towns over summer months. This is heightened by large visitor populations including day visitors and visitors staying in commercial accommodation and caravan parks during summer (McKenzie, 2008 and VCC, 2012).



Port Franklin – Photo Ken Fraser

Maintenance of network services including roads, water, sewerage and electricity is difficult and costly where the population is dispersed. People with homes in both city suburbs and coastal areas may have urban expectations of service provision and quality in rural areas where Council rates are relatively high but population density means rates income must be spread over a large geographic area.

### *Method*

Surveys (5000) were distributed to residents and non-resident rate payers of South Gippsland between mid-December 2014 and the end of February 2015. A 16% response rate identified a range of issues relating to impacts of seasonal populations on South Gippsland coastal towns. The majority of respondents were non-resident ratepayers. The issues identified confirmed findings from previous coastal population fluctuation studies (McKenzie, 2008 and Martin and Paris, 2012).

A summary of survey responses was developed for each coastal town and presented to community meetings held in coastal towns and in Melbourne in April 2015. The Melbourne meeting was organised to allow opportunities for non-resident rate payers of coastal towns to contribute to discussions. Community meeting outcomes confirmed the issues identified by survey respondents. A broad range of possible solutions were provided in these meetings to the issues raised. Ratepayers contributed further solutions via email or mail if they were unable to contribute by survey or attend a community meeting.

### *What people liked about the coastal towns*

The sense of community, relaxed environment, peace and quiet and isolation were features most respondents liked about South Gippsland coastal towns. Activities they enjoyed in the coastal towns included fishing, walking, visiting and swimming at the beach and boating.

Most people get around the towns by car or foot with a smaller proportion using bicycle.

### *Issues identified*

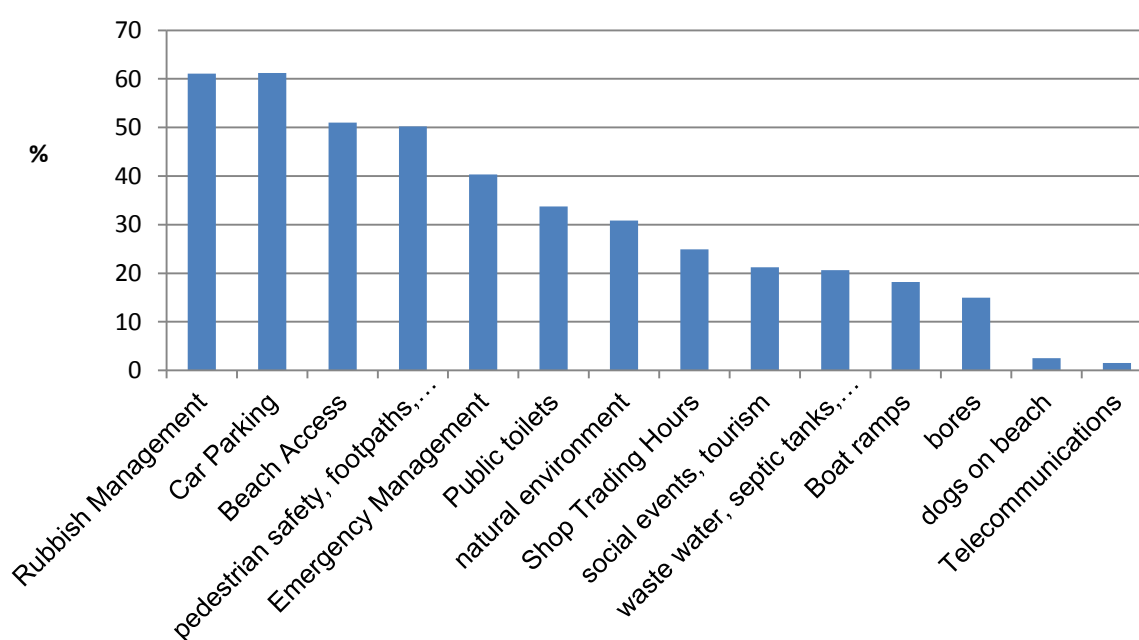
Rubbish management and car parking were identified by most respondents as being impacted by seasonal population impacts followed by beach access, pedestrian safety and emergency management.

Seasonal population fluctuation in coastal towns impacts a number of issues in South Gippsland. The issues identified varied depending on the size of the town, its proximity to Melbourne and its popularity with day visitors to the area.

Respondents identifying issues in Venus Bay and Sandy Point discussed traffic congestion, car parking and environmental damage and expressed a desire to limit visitors at peak periods. Respondents in towns further to the east of the Shire were seeking to attract visitors to their town to increase vibrancy to the town and improve the economy of the towns.

A summary of issues each town is included in Part 3 in this report.

TABLE 8: ISSUES SUMMARY SOUTH GIPPSLAND COASTAL TOWNS



Most respondents were from the coastal towns with the larger summer populations, Venus Bay and Sandy Point where these issues were greatly impacted by significant increases in the population. Smaller towns did not experience the above issues in the same way and sought to attract visitors to their town.

### *Rubbish Management*

Rubbish management responses described three distinct areas impacted by seasonal population increases: kerbside rubbish collection, public litter bins and transfer stations.

#### *Rubbish Management Issues*

*Transfer stations (all coastal towns)* Respondents were concerned about the cost of disposing of waste at transfer stations, particularly referring to the new fees for green waste introduced in 2014. Many respondents were not aware that ratepayers in other areas of the Shire pay for kerbside household garbage collection in addition to their standard rates.

*Kerbside rubbish collection (Venus Bay and Walkerville)* Kerbside collection is voluntary in these towns. Respondents from these towns were concerned

about the cost of disposing of household waste at the transfer station. They attributed dumping of rubbish outside the transfer station and in public litter bins to transfer station fees.

*Dumping of household rubbish (Yanakie and Venus Bay)* In Venus Bay the dumping of rubbish was identified as occurring at the transfer station, in public litter bins, at the beach and in bushland. At Yanakie dumping of household rubbish was identified as occurring in public bins at the hall by people camping there illegally.

*Capacity of public litter bins and littering (Venus Bay, Yanakie, Waratah Bay)*

Issues arising from dumping of rubbish included odour, flies and dogs and foxes breaking into bags and spreading litter. Public litter bins or the skip at the Surf Lifesaving Club were overflowing and the collection of dumped rubbish had become the task of volunteers. Litter on the beach at Waratah Bay was a common, long running issue even with large bins available at each beach access path. Littering of beaches is apparent in areas with or without public bins. Residents pick up litter in all coastal towns, often with large quantities collected.

*Green waste disposal*

Compulsory kerbside green waste collection was introduced from 1 July 2015 to all towns with full year compulsory kerbside household waste collection. Each household received a green waste bin with 240 litre capacity. A green waste amnesty is available at all transfer stations from the Saturday immediately before Cup Day to the end of December and allows free disposal of green waste to all householders. Respondents to the survey suggest that green waste disposal needs are not being met by the current service; however this may be alleviated with the introduction of the recent green waste collection service.

TABLE 9: WASTE MANAGEMENT SERVICES AND FEES IN COASTAL TOWNS

Town			Peak seasonal population responses	Public Bins
Venus Bay	Transfer station: Open 5 days incl. weekends	Voluntary kerbside garbage, recycling & green waste collection 6 months (Nov – Apr) or 12 monthly.	Transfer station open daily Open daily 26 Dec – 31 Jan Optional 6 months	29 litter, 21 recycling Daily collection 3 <sup>rd</sup> week in December - end January, public holidays and school holidays 1 <sup>st</sup> and 3 <sup>rd</sup> term.
Sandy Point	Nearest transfer station Walkerville Open 5 x ½ days per week including	Compulsory kerbside garbage & recycling collection Compulsory	Walkerville transfer station extended weekend hours 1 Nov – 31 Jan Three additional	11 litter



	weekends.	kerbside green waste collection from 1 July 2015	recycling collections during summer, street sweeping and public litter bins	
Waratah Bay	Nearest transfer station Walkerville As above	Compulsory kerbside garbage & recycling collection. Compulsory kerbside green waste collection from 1 July 2015	Walkerville transfer station extended weekend hours 1 Nov – 31 Jan Three additional recycling collections during summer, street sweeping and public litter bins	10 litter
Walkerville	Nearest transfer station Walkerville As above	Voluntary kerbside garbage, recycling and green waste collection 6 monthly and 12 monthly	Optional 6 months (Nov – Apr)	0
Yanakie Port Franklin Toora Port Welshpool	Nearest transfer station Foster Open 4 x afternoons per week	Compulsory kerbside garbage, recycling Compulsory kerbside green waste collection from 1 July 2015		Yanakie 6 Port Franklin 5 Toora 12 Port Welshpool 13
	All transfer stations	Transfer station fees Household waste up to 120 lt Equivalent to annual service of garbage weekly recycling fortnightly	Green waste amnesty Saturday prior to Cup Day – end Dec	

South Gippsland Shire Council [www.southgippsland.vic.gov.au](http://www.southgippsland.vic.gov.au)

### *Car Parking*

Car parking at beaches was the greatest issue in summer, Easter and long weekends in Venus Bay, Sandy Point and Walkerville. Whilst car parking in the

majority of Port Welshpool foreshore is ample, parking for boat trailers near the boat ramp raised issues.

#### *Car parking at beaches (Venus Bay, Sandy Point, Walkerville, Waratah Bay)*

Respondents were concerned about carparks in Venus Bay beaches filling to capacity and parking along roadsides. Issues arising were cars parking at beach access points or on beach access roads causing congestions and preventing access of emergency vehicles. At Walkerville South and North pedestrian safety when walking along roads with cars parked along them was a safety issue.

#### *Parking on road verges in towns (Venus Bay, Sandy Point, Walkerville, Waratah Bay)*

Safety was an issue when cars parked on road verges require pedestrians, including children to walk out onto the road during busy periods when increased traffic and traffic speeds present danger. In Waratah Bay this caused congestion on residential roads and was particularly evident when Surf Lifesaving events were held at Waratah Bay.

#### *Car parking near shops (Sandy Point, Venus Bay)*

Positive comments about increased parking near the community centre in Sandy Point were countered with concern for pedestrians crossing the road near between the beach and shops in the town. In Venus Bay this was also an issue for pedestrians crossing between shops across Jupiter Boulevard in peak periods.

#### *Boat trailer parking (Walkerville, Port Welshpool, Shallow Inlet)*

On calm days in summer boat trailer parking becomes congested in Port Welshpool and Walkerville South and North. Dust from unsealed roads and carparks was also noted as an issue in relation to boat trailer car parking.

Cars are allowed to enter the beach to launch boats from ramps at Walkerville North and South. Issues include cars with boat trailers parking on the beach limited space for people to use the beach and cars driving between Walkerville North and South on the beach.

Cars with boat trailers park in Shallow Inlet. Parking fees are collected are the only income of the Sandy Point Coastal Committee of Management. Incoming tides can cause issues with cars becoming bogged from time to time and limit parking available.

#### *Parking of campervans at Yanakie Hall*

Over summer periods the area around Yanakie Hall has become popular with campervans seeking free camping close to Wilson's Promontory. Issues relating to this are increased use of toilet and picnic facilities, limited access by the broader community to the children's playground and hall and benefits to the local store from increased business.

### *Beach Access (all coastal towns except Port Franklin)*

Specific and varied issues related to beach access were evident in each coastal town. Venus Bay and Walkerville experienced beach access issues

closely related to car parking. Issues include access for people with mobility limitations, dynamic and changing beach environments, erosion of beach access tracks, short term drop off points being used by longer term users, pedestrian paths and trails linking residential areas to beaches, campers blocking beach access and restricted access to some beaches in the Cape Liptrap Coastal Park resulting in congestion at accessible beaches.

#### *Tracks to beaches (Toora, Walkerville, Sandy Point, Venus Bay)*

Erosion of tracks is common in dynamic beach environments making beach access rough and steep at times. Winter weather and tides result in high sand removal and relocation from South Gippsland beaches. During summer increases in pedestrian and vehicle movement presents issues with safe movement of pedestrians between residential areas and beaches. Pedestrian safety is discussed later.

#### *Camping at Red Bluff (Yanakie)*

Campers and people staying in fisherman's cottages at Red Bluff block access to the beach for Yanakie residents with vehicles, tents and campfires during summer and Easter.

#### *Toora beach*

Working in conjunction with Parks Victoria and Coastcare, respondents from Toora described the benefits from fixing and reopening the track to Toora beach.

### *Pedestrian safety, footpaths and bike paths*

Most South Gippsland coastal towns do not have dedicated footpaths or bike paths and rely on shared roads for pedestrians, cyclist and vehicles. Issues relating to shared roads only become evident in peak seasons when increased vehicles and pedestrians are present.

#### *Speed limits (Sandy Point, Venus Bay, Walkerville, Waratah Bay)*

The speed of traffic in residential streets and entry roads into towns was identified as an issue in summer peak season and Easter when more pedestrians and cars are on the roads. In recent years State Government directives have resulted in increased speed limits in some coastal towns.

The connection along roads for pedestrians between residential areas of Prom Views Estate and the foreshore is a mix of bush trail and shared on road. Many residents drive to the beach from Prom Views Estate to the Walkerville north beach rather than share the road with cars to walk in summer causing greater traffic and parking congestion on the foreshore. On the road to Walkerville South, many car accidents occur near the intersection of Casuarina Road development and the Walkerville South Road and the gravel sections of the road in summer periods when cars inexperienced with the road travel at high speeds.

### *Shared roads (Venus Bay, Sandy Point, Walkerville, Waratah Bay)*

There are numerous signs indicating shared roads for pedestrians in most coastal towns. With the increase in the summer population, increased use of roads presents issues of safety and relates closely to the speed of traffic.

Roads to beaches were considered some of the more dangerous with pedestrians required to walk from carparks to the beach along roadsides. In Venus Bay some tracks beside beach access roads are present and are marked as shared use.

Where road surfaces are gravel, the speed of cars and increased dust becomes an issue during summer. Overall the preference of coastal residents is to retain gravel and narrow roads as part of coastal town character.

Movement of pedestrians and cyclists along Bayside Drive in Walkerville North raised issues in summer when many people stay on the foreshore in the caravan park. The Walkerville Kiosk in Loop Road within the camping area is the only shop attracting people walking along Bayside drive and the caravan park for basic staples and snacks.

### *Cyclists (Sandy Point, Waratah Bay, Venus Bay)*

Road cyclists use roads between Sandy Point and Waratah Bay for sport cycling. In areas closer to the towns the combination of road cyclists travelling at high speeds, cars parked on the side of the beach roads and pedestrians walking on the roads can present safety issues.

### *Recreational Cyclists (Venus Bay, Sandy Point, Waratah Bay)*

Families and children cycle while on holiday and often have little experience in sharing roads with vehicles. In Venus Bay the shared walking cycling track between Venus Bay and Tarwin Lower is well used and encourages walking and cycling for recreation.

### *Access between Sandy Point and Waratah Bay*

Access for pedestrians and cyclists between Sandy Point and Waratah Bay is currently via the beach, 7 km. The beach can be soft and is affected by tide. Access via the road between the towns is 12 km but is unsafe for pedestrians and children on bicycles.

### *Parking on road verges (Venus Bay, Sandy Point, Walkerville, Waratah Bay)*

Parking on road verges forces pedestrians onto roads which are often narrow and become easily congested.

### *Existing pedestrian / bike paths (Venus Bay, Port Franklin, Port Welshpool, Toora)*

Recreational cyclists are attracted to existing pedestrian/bike paths all year round and especially during the warmer months. The Great Southern Rail Trail now runs from Leongatha to Welshpool with an extension to Port Welshpool bringing many recreational cyclists to Toora and Port Welshpool.

Venus Bay has a shared walking and cycling trail of 5km popular with walkers and cyclist. The Tour de Tarwin, an annual walking and cycling event held on Easter Saturday attracts over 1,300 participants. Traffic at the event is managed through closure of the road and provision of a courtesy bus between the towns.

## *Emergency Management*

Emergency management includes fire, flood, heatwave or medical emergency. Risk of bushfire is high in many coastal towns in South Gippsland where one road in and out of the town is common. With seasonal population increases causing congestion of residential areas, beach carparks and beach access roads, evacuation in case of emergency becomes an issue. Some coastal towns are prone to a combination storm inundation and flood events leading to isolation some areas during winter. This has little impact on the smaller, permanent population as these events are rare and short term. Limited knowledge of evacuation procedures from visitors to coastal towns is likely and telephone reception can be limited in many areas.

Volunteer services in the towns are often drawn from the smaller permanent population for the Country Fire Authority, State Emergency Service (Foster), Surf Lifesaving Clubs and Community Emergency Response Teams.

### *One road access (Sandy Point, Venus Bay, Waratah Bay, Walkerville)*

Coastal towns in South Gippsland are often remote and have single road access. Roads may be cut due to fire or flood and can become congested with increased traffic during evacuation. During evacuation speeding on gravel roads can increase risks of accidents.

### *Fire (Sandy Point, Venus Bay, Waratah Bay, Walkerville, Yanakie)*

Large numbers of visitors and more people camping during summer peak periods increases fire risk. Coastal towns in South Gippsland have close proximity to fuel load with bushland and large areas of Cape Liptrap Coastal Park adjacent to residential areas.

Reticulated water for firefighting is only available in Waratah Bay. There is no fire truck located in Waratah Bay where services are provided by the Fish Creek brigade.

### *Flood (Venus Bay, Sandy Point, Waratah Bay, Port Welshpool, Port Franklin)*

Evacuation in the case of flood is restricted when roads may be blocked to coastal towns. It is less likely that this occurs during the summer peak population periods and therefore impacts less people.

Some coastal towns are protected from tidal and storm inundation by high dunes, however Port Welshpool respondents identified flooding during high tide but this did not impact emergency management or evacuation during peak visitor times.

### *Beach emergencies (Venus Bay, Sandy Point)*

Surf Lifesaving clubs in South Gippsland patrol Beach 1 in Venus Bay and the surf beach at Sandy Point. All beaches at Venus Bay are highly hazardous (7/10) for swimming with high waves and strong rips and there is an average of 23 rescues a year. (Beachsafe 2015) Patrolling is limited to Beach 1 at Venus Bay as volunteer and equipment capacity does not allow patrolling of Beaches 2, 3, 4 or 5. Access of emergency vehicles to beaches can be hindered with illegal parking along beach access roads and entrances.

Sandy Point Beach is moderately hazardous, exposed, with high waves and rips every 300 metres. The beach is affected by westerly winds which intensify waves and rip currents. There is an average of five rescues per year. Land access to the beach is possible with minimal impact of congestion.

### *Marine rescue (Port Welshpool, Inverloch)*

Increased boating from coastal towns can bring increased risk of accident at sea or in the waterways. The Australian Volunteer Coast Guard is located at Port Welshpool and the Inverloch State Emergency Service provides ocean, inlet and river rescue to Anderson Inlet and Venus Bay in South Gippsland.

### *Mobile telephone connectivity and internet speed*

Mobile telephone reception is limited in many areas of South Gippsland with Telstra providing the broadest coverage. Mobile telephone reception in Sandy Point is poor and there are issues relating to communication of emergency information via text message.

Internet speed slows in Venus Bay and Sandy Point in summer with increases in population attempting to access the system via mobile telephones and tablets. Access to emergency services websites and applications are restricted by internet speed.

### *Public toilets (Venus Bay, Sandy Point)*

Public toilets in areas with large increases in seasonal populations are placed under pressure for peak periods of between 4 and 6 weeks per year and some long weekends. The number of toilets and their capacity to cope with large increases in use during summer was identified as an issue. In Venus Bay the lack of toilets at Beach 2, 3 and 4 were attributed to toilet waste in dunes. At Sandy Point the capacity of the toilet and frequent blockages of the current public toilet was the greatest issue.

Public toilet provision in coastal towns is higher per head of the population (1 toilet per 139 people) in comparison with 1: 214 in small towns, 1: 276 in medium towns and 1: 805 in large towns.

TABLE 10: PUBLIC TOILETS IN COASTAL TOWNS

Location	Accessible Facility	Council Owned/ Managed	Council Cleaned	Council Maintained	Number Public Toilets	Public Access
Port Franklin	✓	✗	✗	✗	2	✓
Port Franklin Hall	✗	✗	✗	✗		✗
Port Welshpool	✓	✓	✓	✓	1	✓
Sandy Point	✓	✗	✓	✗	2	✓
Sandy Point Shallow Inlet	✓	✗	✓	✓		✓
Shallow Inlet	✗	✗	✗	✗	1	✓
Toora	✓	✓	✓	✓	3	✓
Toora Rec Reserve	✗	✗	✗	✗		✓
	✗	✗	✗	✗		✓
Venus Bay Jetty	✓	✓	✓	✓	4	✓
Venus Bay No. 5		✗	✓	✗		✓
Venus Bay No.1	✓	✗	✓	✗		✓
Venus Bay Park	✓	✓	✓	✓		✓
Walkerville Nth	✗	✗	✗	✗	2	✓
Walkerville Sth	✗	✗	✗	✗		✓
Waratah Bay	✗	✓	✓	✓	1	✓
Yanakie Hall	✗	✗	✓	✓	1	✓

South Gippsland Shire Council 2015

### *Natural environment (all coastal towns)*

The South Gippsland coasts have a range of managers including Parks Victoria and Coastal Committees of Management comprising community and Council managing the Crown Land. Issues relating to the natural environment include litter, weeds, dog waste, feral animals, erosion, track maintenance, human damage and weather impact.

### *Shop trading hours (Venus Bay, Sandy Point, Yanakie, Toora, Port Welshpool)*

The coastal towns of Waratah Bay and Port Franklin do not have shops. Walkerville kiosk is open from summer to the long weekend in June with limited supplies.

Shop trading hours are an issue in winter with small permanent populations when shops close early. Often shops in small coastal towns are also post office agencies

and are required to be open weekdays. Staying open later for a small population is often not viable. Cafes usually open weekends in winter, however residents of Toora identified the limited opening hours of the local café as an issue for visitors coming to the town via road, from the Franklin River reserve or via the rail trail who are seeking a café but do not find one open on weekends through the year.

### *Social events/tourism (Port Welshpool, Toora, Port Franklin, Venus Bay, Sandy Point)*

There are two main issues relating to social events and tourism and visiting or non-permanent populations: attracting more people to some towns and drawing from a small population for event organising committees.

Tourism promotion and social events were identified as important for towns seeking to attract more people. Towns with large increases in the population often had many events across the summer season and experienced issues of drawing from a small population for volunteer organisers.

### *Waste water/ septic tanks/sewerage/bores*

There is a mix of reticulated sewerage, septic tanks and bores in South Gippsland coastal towns. Issues relating to bore water and septic tanks arise with increased populations in summer periods.

#### *Bores*

A Land Capability Assessment has been undertaken for the townships of Venus Bay, Sandy Point and Prom Views Estate (Walkerville) which determined that some allotments are too small for onsite treatment and disposal without significant special design and cost. Survey respondents contended that such restrictions are limiting property sales, losses in property values and higher building costs in Sandy Point. On Prom Views Estate soil type coupled with block size restricts some dwellings to two bedrooms only with resulting waste water management systems often taking up a large percentage of the land.

Council has installed signage in Sandy Point and Venus Bay warning visitors that the bore water is not suitable for human consumption. The quality of water, supply and restriction of bores across Venus Bay were mixed across the different areas of the town.

In Venus Bay issues with bores included dropping of the water table restricting access by bores water during high use and high population times in summer.

The amount of wastewater generated is likely to increase substantially during the holiday periods with properties often reaching or exceeding expected occupancy levels.



TABLE 11: SERVICES AND INFRASTRUCTURE

Town	Reticulated Water	Sewerage	Septic Tanks	Bores	Rubbish collection compulsory	Rubbish collection Voluntary (6 or 12 month)
Venus Bay			✓	✓		✓
Sandy Point			✓	✓	✓	
Waratah Bay		✓			✓	
Walkerville			✓			✓
Port Welshpool	✓	✓			✓	
Port Franklin	✓		✓		✓	
Toora	✓	✓			✓	
Yanakie			✓		✓	

### *Boat ramps*

Boat launching facilities are varied along the South Gippsland coast. Having to wait to launch and retrieve boats is a common problem during peak periods. The quality of some beach ramps depends greatly on the capacity of local committees of management to respond to erosion and tidal influences. Safety of swimmers and beach users arise when power boats, powered personal watercraft (jetskis) share the beach. Where boat launching is off the beach there is common concern for the safety of beach users with cars and trailers driving on the beach. Tides in Corner Inlet limit the time available to launch boats at a number of boat ramps. Table 12 describes the conditions and issues at each of the boat ramps in South Gippsland.

Council has received funding to conduct a Port Welshpool Precinct Masterplan to resolve issues that exist between recreational, commercial and industrial users of the Port. The development of the Masterplan will commence following advice on a funding application for repair of the Long Jetty.

TABLE 12: BOAT RAMPS SOUTH GIPPSLAND COASTAL TOWNS

Boat ramp	Conditions	Issues
Venus Bay	Water restricted by tidal movement, A shallow channel that can only be navigated by shallow drafted vessels during favourable tide conditions	Access from Andersons Inlet limited Access by kayaks at boat ramp is difficult
Sandy Point (Shallow Inlet)	Beach sand access for launching. Extensive boat trailer parking. Fees collected by Foreshore Management Committee	High tide restricts available parking area
Walkerville North and South	Beach launching for small boats permitted from beach, access ramps at north and south beaches. Local knowledge required	Condition of South ramp Limited space to improve turnaround areas for boat trailer parking near ramps
Yanakie Beach	Water access restricted by tidal movement to 30 minutes either side of high tide	Limited launch time
Toora Beach	Water access restricted by tidal movement to 45 minutes either side of high tide, launching and recovery recommended around high tide. Toora channel is deep; approach to boat ramp is shallow.	Ramp is unusable after half tide Shallow access channel
Port Franklin	Port Franklin has fisherman's jetties, moorings and a slipway for boat owners to lift boats for maintenance activities	Some limitations due to tides
Port Welshpool	Three lane boat ramp with alongside jetty and floating jetty managed by South Gippsland Shire Council 4 x operational jetties managed by Gippsland Ports - Marginal Wharf - Catwalk Jetty - Fisherman's Jetty - Ferry Terminal Jetty - Long Jetty, currently closed with funding sought for repair	Use mainly for launching and retrieval of powerboats Parking of trailers ad hoc and crowded in peak The position of the ramp creates conflict between commercial and recreational waterway users. There are large paved parking areas in Port Welshpool remaining from past ferry services to the town which are not close enough to the boat ramp for boat trailer parking.

Waratah Bay	Beach ramp  Some suggest issues with the ramp becoming slippery to walk on whereas other permanent residents suggest this is rare.	Susceptible to erosion
-------------	--	------------------------

### Seasonal Population Impact – Implications

There are benefits and disadvantages to fluctuating populations in coastal towns. Some coastal towns in South Gippsland have shared issues for which solutions may be addressed collectively whilst others require a specific approach for the individual town. For example emergency management plans are town specific whereas rubbish management solutions may be applied across the coast.

The communities of South Gippsland coastal towns were asked to contribute possible solutions to seasonal population impact issues. Local government, State government and the community bear the impact of finding funding for possible solutions to issues relating to seasonal population impacts.

A full list of issues and solutions provided during community meetings is included in appendix A. Below is a summary of issues, towns impacted and implications of seasonal population impact in coastal towns followed by community solutions offered to address the issues.

### Solutions Identified

*A broad range of community solutions were identified in the development of this plan and are presented with each issue below. Some solutions require considerable resources and cannot be achieved without significant additional funding. The Town Issues Action Plan, Part 3 in this document provides a prioritised list of those actions most achievable in the next 15 years.*

TABLE 13.1 IMPLICATIONS OF WASTE MANAGEMENT ISSUES

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Waste/rubbish management</b> - kerbside collection voluntary in Venus Bay and Walkerville	<b>Venus Bay</b> Council managed service via contractors Fee for service Visitors leasing holiday homes without collection bear cost of rubbish disposal
<b>Green Waste disposal</b> - recent introduction of green waste disposal fees - amnesty period x 2 months - compulsory green waste bin kerbside collection where compulsory full year kerbside collection services provided	<b>Venus Bay, Sandy Point</b> Fee for service required to cover costs Vegetation clearance reduces fire risk in summer – older residents less capable of independent vegetation clearance

(voluntary at Venus Bay and Walkerville)

TABLE 13.2 COMMUNITY IDENTIFIED RUBBISH MANAGEMENT SOLUTIONS

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Implement compulsory kerbside waste collection in summer period	Venus Bay only	✓
Green waste bin for all towns with kerbside collection	Not available for towns with voluntary or part time rubbish services	X
Two amnesty periods for green waste	Kerbside green waste collection service new. Assess effectiveness first	X
Install public skip outside transfer station	Not economically viable for tip operation	X
Investigate small community enterprise – mobile mulching business	Dependent on community	✓
Install 'Seal the Loop' fishing line bins at beaches	Walkerville, Waratah Bay, Port Welshpool	✓
Provide additional litter bins at Yanakie Hall	Investigate need	✓
Provide additional rubbish collection at Yanakie	Currently in place for Christmas period	✓

TABLE 14.1 IMPLICATIONS OF CAR PARKING, BEACH ACCESS AND TRAFFIC CONGESTION ISSUES

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<p><b>Car parking / traffic congestion</b></p> <p>- Emergency vehicle access limited</p>	<p><b>Venus Bay, Sandy Point, Walkerville,</b></p> <p>Parks Vic authority to fine illegal parking is limited to National Parks Act where owner onus does not apply.</p> <p>Efficient access for emergency services, garbage collection affected</p> <p>Parking costs to visitors bring cost of staff to regulate compliance – including in quiet times</p>
<p><b>Beach access</b></p> <p>- related to car parking (see below)</p> <p>- erosion to beach access points</p>	<p><b>Venus Bay, Sandy Point, Walkerville</b></p> <p>Costs fall on Parks Victoria (Venus Bay)</p> <p>Costs fall on Coastal Committee of Management (Sandy Point/Shallow Inlet, Walkerville)</p>

in peak storms	Costs fall on Council
----------------	-----------------------

TABLE 14.2 COMMUNITY IDENTIFIED CAR PARKING, BEACH ACCESS AND CONGESTION SOLUTIONS

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Install moveable bollards to prevent illegal parking at beach	In place	✓
Enforce short term and disabled parking identified beaches	Venus Bay Beach 1 and 5	✓
Continue Community Beach Bus and include trailer for beach equipment	Trailer may be dangerous, should be completely enclosed. Could hire an enclosed trailer. Other storage options on Beach Bus could be pursued	✓
Stop large bus parking at beaches in peak season	May require feasibility study to assess impact to visitors relying on bus tours to access beach	✓
Investigate seasonal parking for cars and large buses on farmland at town edge supported by Beach Bus to shops and Beach 1	Requires partnership between local community, farmers and Council	✓
Parking fees for visitors, vouchers for ratepayers	Requires extensive human resources and administration for Parks Victoria – Low priority	X
Develop informal agreement between Council and Walkerville Committee of Management to formalise traffic management	All included in Walkerville Coastal Management Plan	✓
Install signs – shared road, bike safety, parking, trailer parking	Need to investigate placement of signs for best affect and existence of current signage. Change wording to investigate	✓
Provide designated parking in Bayside Drive	Investigate capacity of roadside to accommodate carparks	✓
Implement vehicle access and parking strategy as outlined in Waratah Bay Foreshore Management Plan	Council as committee of Management	✓
Implement designs for trailer car park Port Welshpool incorporating access for all principles for design	Investigation of need and current use of boat ramp required to inform this	X
Install bollards to restrict	This limits parking for hall users but	✓

campervan parking at Yanakie Hall	may be investigated	
Venus Bay and Walkerville solutions are related to carparking	Outlined above	

TABLE 15.1 IMPLICATIONS OF PEDESTRIAN SAFETY, FOOTPATH, BIKEPATHS ISSUES

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Pedestrian safety</b> – footpaths/bike paths/ shared roads	<p>State government direction re: speed limits difficult to lower.</p> <p>Cost of marking and signs borne by Council</p> <p>Coastal town character can be lost with installation of footpaths and paved roads</p>

TABLE 15.2 COMMUNITY IDENTIFIED SOLUTIONS FOR PEDESTRIAN SAFETY, FOOTPATHS AND BIKEPATHS

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Extend footpath from shops to Beach 1 on south side of road	Currently under completion	✓
Install bike stands at beaches and parks to encourage cycling (Venus Bay)	To be investigated by Council and recommended to Parks Vic	✓
Install 'shared road' signs on residential streets	Signs already in place. Review placement of signs in all coastal towns to ensure broad coverage	✓
Install pedestrian awareness signs at shops in Venus Bay and Sandy Point	Review sign placement as above	✓
Continue shared lane all the way along Canterbury Road from Lees Road to Beach 3 access	Lees Road is too narrow to paint a bike lane in this area. This job would require extensive road widening and rebuilding unsupported by the community.	X
Construct off street footpaths	Off street footpaths require street construction and drainage – currently ratepayers prefer gravel road surfaces in Venus Bay and grass verges in other coastal towns.	X
Introduce 40 km/hr speed limit in residential areas and town centres of coastal towns	A 40km/hr speed limit will only be allowed with a local traffic management scheme.	X

Develop local traffic management scheme including speed humps or traffic calming features	Speed humps or similar cannot be constructed on gravel roads. Most residents wish to keep gravel roads. No speed humps are allowed on connector roads to allow safe travel of emergency vehicles. This prevents construction of speed humps on the Shallow Inlet road and the main entries into coastal towns.	X
Install roadside walking/bike track along Bayside Drive from caravan park to end of road	Feasibility study is required to ensure space allowance and erosion issues on seaward side allow for this	✓
Introduce speed limit on road between Casuarina Drive and Walkerville South Beach	Reduced speed limit will only be allowed with traffic management scheme. This road is maintained regularly by Council. Investigate other options including signs first	X
Provide local signs indicating gravel surface, winding road and pedestrians sharing the road at the beginning of the gravel to Walkerville South Beach and at Casuarina Estate	Investigate current sign placement and possible change of sign placement to increase safety of vehicles and pedestrians	✓
Widen south side of Waratah Bay road between The Gap and Waratah township	Clearing of vegetation and widening of road would be costly and risk problems with sand dune on seaward side of the road. Not possible on farm side	X
Extend Waratah Bay town speed limit to The Gap	Currently regulated by VicRoads. Limited impact period for this town. Will review need in future	X
Clear vegetation as described in Foreshore Management Plan	Retained and included	✓
Support community to continue to mow lawn at front of Freycinet houses to maintain access	Retained and included	✓
Tree guards a trip hazard in Toora	Extend tree guard to match surround in concrete footpath	✓
Footpath repair required in Dutton Street	Extend to roll out of footpath replacement program systematically in Toora and Port Welshpool	✓
Upgrade foreshore path between boat ramp and Long Jetty Caravan Park	In capital works plan and repeated here	✓

DRAFT



TABLE 16.1 IMPLICATIONS OF EMERGENCY MANAGEMENT ISSUES

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Emergency management – fire, flood, heatwave, risk of drowning</b>	<b>Venus Bay, Sandy Point, Waratah Bay, Walkerville</b> Volunteer services (Surf Lifesaving Club, CFA, SES, CERT) drawn from small, permanent population to service large summer population influx
- one road in and out of Venus Bay, Sandy Point, Waratah Bay and Walkerville is subject to flood and fire	Lack of access for emergency vehicles if road cut Communication with population in peak times difficult Visitor population unfamiliar with the area and evacuation procedures (see telecommunication below)
- fire risk is high to four towns with fuel load located near houses - increased fire risk with increased population and visitors camping	<b>Venus Bay, Sandy Point, Waratah Bay, Walkerville</b> Tank water restricts fire fighting capacity in these towns No CFA truck is located at Waratah Bay. Campfires on vacant blocks, fireworks, campfires/ barbeques at beach car parks / on beaches
- increased vehicle incidents in holiday season	Victoria Police, Ambulance, CFA, SES, CERT
- increased risk of drowning at Venus Bay beaches 2, 3, 4 and 5 where visitors unfamiliar with local conditions	Venus Bay Surf Lifesaving Club Victoria Police Signs indicating dangers – Parks Vic, local community

TABLE 16.2 COMMUNITY EMERGENCY MANAGEMENT SOLUTIONS

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Plan alternative emergency access via dairy farm to Tarwin Lower Recreation Reserve from Venus Bay	To be community driven with support from Council if requested	✓
Lobby VicRoads for flood level marker on Tarwin River road	Flood level markers in place. Need to continue education regarding driving through flooded roads	✓
Second road to Venus Bay	Unlikely due to terrain and Tarwin River	✓

Continue tourist fire and awareness program including evacuation information in both fire and flood	Requires partnership between Council, CFA, SES, VicPol, DELWP  Includes provision of materials to rental and tourist accommodation and public places	✓
Provide clear warning at Beaches 2 – 5 of beach dangers	Lifesaving Victoria have standard sign guidelines that should be considered in development of signs	✓
Install moveable bollards for emergency management access to dwelling in Jupiter Boulevard	Investigation by CFA and Council should be conducted to assess accessibility by fire trucks	✓
Develop town specific emergency management plan	Driven by the community	✓
Undertake causeway works to raise C445 above flood level	Impact on community of flooding in Sandy Point is rare, occurs at low population times and clears quickly	X
Boat ramp access and marine coastal mooring at Waratah Bay and Port Welshpool for emergency vessels is an issue	Gippsland Plan provides assessment of current status as satisfactory	X
Reinstate fire truck at Waratah Bay	To be assessed by Fish Creek Fire Brigade in relation to human and monetary resources	✓
Erect signs indicating fire risks in camping areas	Current signage to be reviewed	✓
Implement tighter camping restrictions at Red Bluff Road	Education and signs for Red Bluff Road camping area would reach this return visitors to this area	X

TABLE 17.1 IMPLICATIONS OF PUBLIC TOILET ISSUES

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Public toilets</b> - located on land managed by Parks Vic or DELWP committees of management - Maintenance and cleaned by Council	<b>Venus Bay, Sandy Point, Yanakie</b> Capacity not adequate to meet peak demand Increased cleaning costs for Council in peak Maintenance costs borne throughout off peak season Limited funding for new toilets or refurbished toilets

TABLE 17.2 COMMUNITY IDENTIFIED SOLUTIONS FOR PUBLIC TOILETS

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Installation of additional permanent public toilets	Public toilets are within walking distance of main tourist areas of most coastal towns. Installation of additional permanent toilets is costly for the limited peak population period	X
Temporary public toilets at Venus Bay beaches 2 - 4	Included for investigation by Parks Victoria. Increased awareness of existing toilets through installation of signs to be investigated	✓
Sandy Point public toilet near shops needs to be replaced with new one	This is costly for committee of management and DELWP. Provide service number for blockages possible  Council currently cleans this toilet but will not take over management.	✓
Some public toilets in coastal towns need refurbishment	Council owned and managed toilets are on capital works plan for refurbishment and replacement	✓

TABLE 18.1 IMPLICATIONS FOR NATURAL ENVIRONMENT ISSUES

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Natural environment</b> Recreational fishing / shellfish harvesting – Increase in recreational fishing from day visitors who do not form part of rates base for infrastructure.	<b>Venus Bay, Sandy Point, Walkerville, Waratah Bay</b>
	Increased patrols for marine safety / illegal fishing – monitoring catch sizes (Fisheries Victoria, Victoria Police)
	Conflict between users of beach for different purposes
	Range of studies monitoring shellfish stock at Venus Bay – Universities, academics...
	Limiting pipi collection to outside peak holiday periods would limit the availability of pipis for bait.
- erosion control	Costs fall to Parks Victoria or Coastal Committees of Management.
- driving on beach Walkerville - jet skis near swimmers Shallow Inlet, Walkerville, Waratah Bay, Anderson Inlet	Cost of monitoring driving on beach falls with Parks Victoria  Increased patrols for management of water craft including jet skis (Victoria Police)

- littering Increases with increase of summer population	Resource cost to Coastal Committees of Management/Parks Victoria picking up litter
- littering from recreational fishing Walkerville, Venus Bay, Shallow Inlet, Port Franklin, Port Welshpool	Volunteer resource to empty 'seal the loop' fishing line bins at Port Welshpool, Venus Bay More 'seal the loop' bins required at Walkerville, Shallow Inlet, Port Franklin
- introduction of exotic species/weeds - African grass inundation Shallow Inlet restricts windsurfing	Resource cost Coastal Committees of Management/ Parks Victoria - funding State government weeding Cost falls with Parks Victoria

TABLE 18.2 COMMUNITY IDENTIFIED SOLUTIONS FOR NATURAL ENVIRONMENT

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Control weeds in dunes	Human resource intensive activity, consider recruiting volunteers from summer population	✓
Recreational fishing for pipis should be banned	There are many different uses of the beach. Consider time limits or areas for different uses.	✓
Feral animals place native animals at risk	Implement fox eradication program and monitor cat curfew	✓

TABLE 19.1 IMPLICATIONS OF ISSUES OF SHOP TRADING HOURS AND TOURISM ATTRACTION

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Shop trading hours</b> - limited in winter - viability relies on visitor population in peak	<b>Venus Bay, Sandy Point, Walkerville (kiosk), Yanakie, Port Welshpool</b> Business viability over winter results in early closing times Business viability relies on individual businesses Larger towns of Foster, Leongatha and Inverloch benefit from coastal residents and visitors shopping
<b>Social and tourism issues</b> Urban expectations of social events in small towns	Volunteer resource draws from smaller permanent population for large events

TABLE 19.2 COMMUNITY IDENTIFIED SOLUTIONS FOR SHOP TRADING HOURS

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Shops should open longer hours	Many general stores and supermarkets in coastal towns are also post office agencies that are required to be open normal business hours for mail access. Opening longer hours is very labour intensive for a few possible customers.	✓
Café should open weekends when tourists are in town	This supports visitors coming to the town but the likelihood of this happening on a cold winter weekend is uncertain.  Regular, well advertised shop trading hours provides certainty for part time residents who can decide whether to shop at a larger centre if arriving late to a holiday house	✓

TABLE 20.1 IMPLICATIONS OF ISSUES FOR WASTE WATER MANAGEMENT

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<p><b>Waste water/septic/sewerage/bores</b></p> <ul style="list-style-type: none"> <li>- Some allotments are too small for onsite treatment and disposal without significant special design and cost.</li> <li>- older septic systems in Venus Bay do not cope with high use, high water levels and impact water quality of bores and ground water</li> </ul>	<p><b>Venus Bay, Sandy Point</b></p> <p>Improvement and cost of septic system falls with the property owner. Special design and costs falls with property owner.</p> <p>Responsibility of South Gippsland Water priorities determine installation of reticulated sewer – costs fall with property owners</p>
Greater demand on septic systems in peak periods	Costs fall on individual home owners, South Gippsland Water

TABLE 20.2 COMMUNITY IDENTIFIED SOLUTIONS TO WASTE WATER MANAGEMENT

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Sewerage for Venus Bay and Sandy Point	Extensive community consultation identified that most ratepayers prefer to keep current septic system and avoid cost of sewerage installation.  Local water authority does not prioritise sewers in these towns.	✓
Investigate connection of Waratah Bay Wastewater Management Treatment Facility to Prom Views Estate	Management of current properties includes storm water management and limitations to building on blocks	✓
Connect Prom Views Estate to propose neighbouring ecovillage development	Applications for this development have not been formally presented to Council and cannot be considered	✓

TABLE 21.1 IMPLICATIONS OF ISSUES FOR BOAT RAMPS

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Boat ramps</b> Increase in boating and fishing activity creates demand for new jetties, moorings and carparks from day visitors who are not permanent residents in the towns	<b>Toora, Sandy Point, Waratah Bay, Walkerville and Port Welshpool</b>  - Infrastructure cost falls to Council where peak demand comes from non-ratepayers.
- dredging required to access boat ramp at Toora	Cost of dredging channel (Toora) Council
- beach informal boat ramps Sandy Point, Waratah Bay Walkerville	Safety for marine rescue along Waratah Bay coast
- parking for cars and trailers at Port Welshpool	Improvement costs to car park – Council

TABLE 21.2 COMMUNITY IDENTIFIED SOLUTIONS FOR BOAT RAMPS

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Improvements and availability of beach boat ramps	Many solutions have been investigated by committees of management and are listed in the action plan	✓
Cars and trailers on the beach present hazard and limited space to other beach users.	Increased monitoring and management of vehicles to be formalised in agreement between Waratah Bay Foreshore Committee of Management and Council and actions implemented.  Monitoring and education is required to manage cars driving on beaches gaining access from beach boat ramps.	✓
Personal water craft such as jetskis and sand yachts place risk on other beach users and should be banned	Signs restricting use of these vessels to areas of the beach away from swimmers is recommended	✓

TABLE 22.1 IMPLICATIONS FOR TELECOMMUNICATIONS ISSUES

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Telecommunications</b>	<b>Venus Bay, Sandy Point, Walkerville, Waratah Bay</b>
- internet slows in peak	Cost of infrastructure falls with Federal and State government
- some mobile telephone providers not available outside Melbourne	Implications for communication of emergency evacuation information
- faster internet connection encourages semi-permanent residents to stay longer and conduct business with positive benefits to local economy	

TABLE 22.2 COMMUNITY IDENTIFIED SOLUTIONS TELECOMMUNICATIONS

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Community Wi-Fi for emergency access	Mobile telephone coverage is most important for emergencies with text messages now being used by authorities.  Wi-Fi enabled telephone boxes currently being rolled out across Australia following trial in 2014 – 2015. Lobby for these in busy towns	✓
Additional mobile phone tower at Sandy Point	Funded recently through mobile telephone blackspot program	✓
Portable mobile telephone station similar to that in Ocean Grove	May not be required due to funding for new tower being approved	✓

TABLE 23.1 IMPLICATIONS FOR WATER SUPPLY ISSUES

ISSUE	TOWNS IMPACTED and IMPLICATIONS
<b>Water supply</b> - Reticulated water at Port Franklin, Toora, Welshpool - Tank water only in Venus Bay, Sandy Point, Waratah Bay, Yanakie	Infrastructure needs to meet summer peak but funding falls on small rate base.  Fire fighting water sources limited in towns with tank supply only

TABLE 23.1 COMMUNITY IDENTIFIED SOLUTIONS FOR WATER SUPPLY

SUGGESTED SOLUTIONS	COMMENT	ACTION PLAN
Tank water for fire fighting used by illegal campers at Yanakie Hall	Refurbishment of toilet will include increased capacity of water at toilets. This water will remain unsuitable for drinking.	✓
Bore water not potable due to septic systems in Sandy Point and Venus Bay	Increased need to plan enough rainwater tank capacity in these towns for household use.	✓



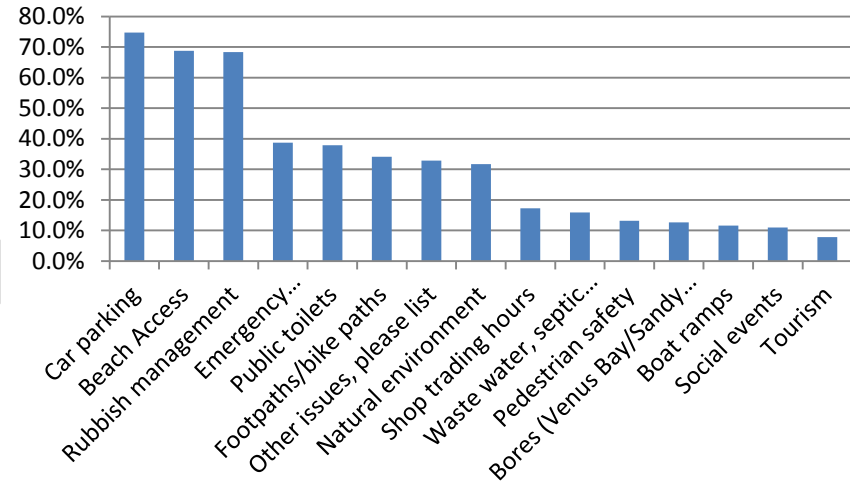
# Seasonal Population Impacts in Coastal Towns

## PART 3: TOWN ISSUE ACTION PLAN

DRAFT



# VENUS BAY



Issue	Action	Responsibility	Priority
<b>Car Parking / beach access</b> Emergency vehicles cannot access beaches due to cars parking along beach access roads and near beach entrances	1. Install moveable bollards to prevent illegal parking at beach	Parks Victoria	Continue
	2. Enforce short term and disabled parking at Beach 1 and 5	Parks Victoria	High <sup>3</sup>
	3. Continue Community Beach Bus and investigate method for transporting beach equipment on bus	Community	High <sup>4</sup>
	4. Stop large bus parking at beaches in peak season	Parks Victoria	Medium
	5. Investigate seasonal parking for cars and large buses on farmland at town edge with community beach bus running to shops and Beach 1	Local farmer and Council	Low

<sup>3</sup> But with very limited resources and limited authority to act  
<sup>4</sup> Requires funding for additional storage and volunteers to drive the bus

Issue	Action	Responsibility	Priority
<p><b>Rubbish Management</b></p> <p>Green waste management</p> <p>Free green waste disposal period x 2 months at transfer stations. Other times of year green waste fees apply at transfer stations.</p>	<p>1. Investigate small community enterprise - mobile mulching business</p>	<p>Community</p>	<p>Low</p>
<p>Dumping of household/domestic rubbish in public litter bins and at transfer station</p>	<p>1. Implement compulsory kerbside waste collection in summer period</p>	<p>Council</p>	<p>High</p>
<p><b>Emergency Management</b></p> <p>One road in and one road out restricts emergency evacuation</p>	<p>1. Plan alternative emergency access via dairy farm to Tarwin Lower Recreation Reserve</p> <p>2. Continue education regarding driving through flooded roads using example of Tarwin River where flood markers are now installed</p> <p>3. Second road to Venus Bay</p>	<p>Community, Council emergency services</p> <p>Council</p> <p>Vic Roads</p>	<p>Medium</p> <p>Medium</p> <p>Low<sup>5</sup></p>
<p>Visitors not aware of evacuation procedures</p>	<p>1. Continue tourism and fire awareness program including evacuation information in both fire and flood</p> <p>2. Provide brochures for visitors in all rental accommodation and public places</p>	<p>Council / CFA/ SES / VICPOL / DELWP</p> <p>CFA / real estate agents / Community Centre / Retailers</p>	<p>High<sup>6</sup></p> <p>High</p>

<sup>5</sup> Low and long term option unlikely in current financial environment

<sup>6</sup> Council in partnership with CFA provide 'Fire Ready Victoria' session in Melbourne each year (November) for non-resident land owners. The invitation sent out to land owners also provides them with information of our green waste amnesty period.

Issue	Action	Responsibility	Priority
	3. Develop town specific emergency management plan	Council, Community and Emergency Services	High
Lifesaving club capacity limited to Beach 1	1. Provide clear warning at Beaches 2 – 5 of beach dangers and no lifesaving service recommending Beach 1	Surf Lifesaving Victoria, Parks Vic, Community,	High <sup>7</sup>
Emergency vehicle access to houses on Jupiter Boulevard	1. Investigate emergency fire vehicle access to dwellings in Jupiter Boulevard to assess risks	CFA / Council	High
<b>Public Toilets</b> 4 available in Venus Bay, Visitors not aware of toilet locations No public toilets at beaches 2 - 4	1. Install signs showing nearest toilet with distance 2. Temporary portable public toilets at beaches 2 - 4 3. Permanent public toilets (unisex) at beaches 2 - 4	Parks Vic / Council Parks Vic Parks Vic	Medium Low <sup>8</sup> Low
<b>Footpaths/bike paths</b> Congested car parks and roads at beaches Shared pedestrian/ bike lanes limited Speeding traffic	1. Extend footpath from shops to Beach 1 on south side of road 2. Investigate location of bike stands at beaches and parks to encourage cycling	Council  Parks Vic at beach Council at parks	High <sup>9</sup>  Low
<b>Natural environment</b> Recreational shell fishing for pipis between beaches 1 – 5 conflicting	1. Limit shell fishing to certain hours of the day e.g. before 9am and after 6pm	Fisheries Victoria	Medium <sup>10</sup>

<sup>7</sup> Outcomes from Coroners report into drowning at Venus Bay 2014 may provide advice.

<sup>8</sup> Adequate supply for most of the year with service in off peak costly.

<sup>9</sup> To be completed 2015

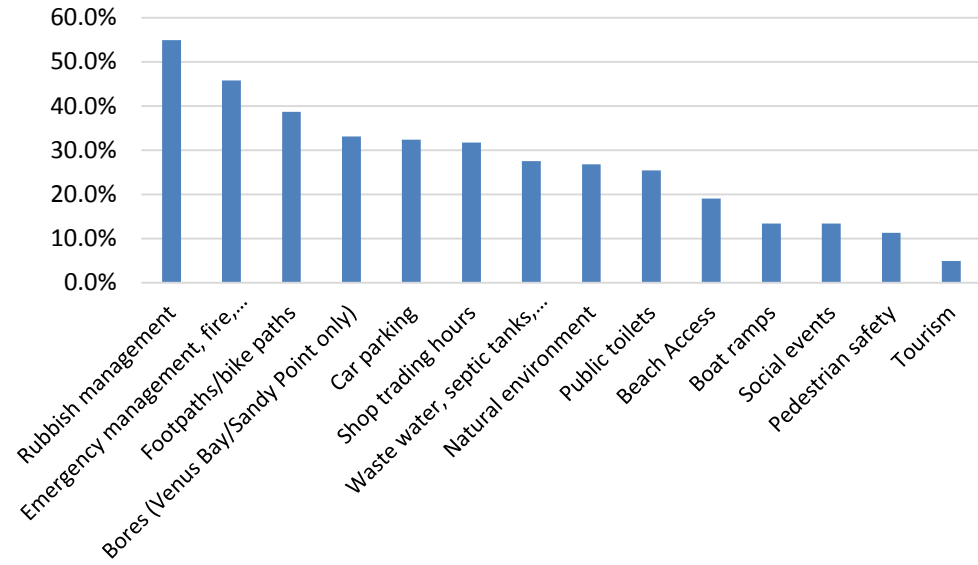
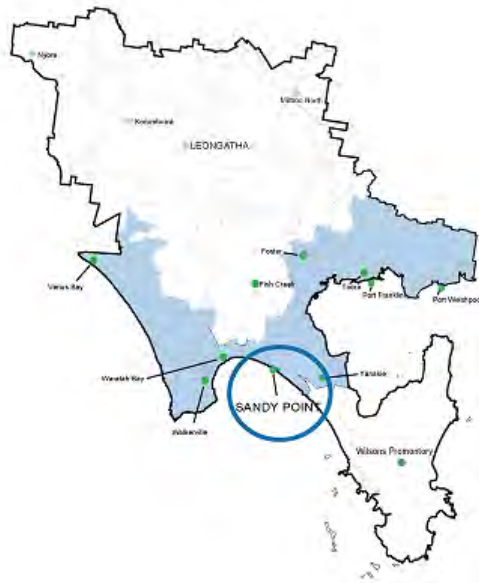
<sup>10</sup> May not be necessary to implement these options as pipi fishing becomes less attractive due to smaller pipis and less of them. If restrict shell fishing then should rod and line fishing also be restricted to these times?

Issue	Action	Responsibility	Priority
with other users of beach			
Littering and soiling of dunes	1. Provide signage to toilets and investigate fines for littering and soiling	Parks Vic	Low
Increased risk to wildlife from cars and feral animals	1. Implement fox eradication program and monitor cat curfew	Council, Parks Vic and community	In progress
<b>Bores and Septic Tanks</b> Building permits limited by rules relating to location of septic tanks to bores *most permanent residents do not want sewerage Improved waste water systems required for any new developments Some allotments are too small for onsite treatment and disposal without significant special design and cost.	1. Maintain signage stating 'bore water is unsuitable for drinking' 2. Investigate building regulations and land sales to determine clear guidelines for ratepayer and real estate agents 3. Monitor bores (\$10,000 pa) 4. Audit septic tank systems 5. Investigate alternative methods to allow closer location of bores and septic.	Council  Council  Council EPA  Council EPA	High  Low  As required  Low but long term activity <sup>11</sup>
Limited internet connection for visitors	1. Install Wi-Fi___33 enabled ADSL public telephone box	Telstra Council lobby Telstra	High <sup>12</sup>

<sup>11</sup> Best Practice would also include: Water fittings and appliances to be a minimum of 3 star WELS (Water Efficiency Labelling & Standards). Household reuse of advanced secondary treated effluent. Disinfection of treated effluent.

<sup>12</sup> Telstra planning to roll out Wi-Fi\_\_\_33 hotspots across all areas of Australia following a trial over summer 2014/2015

# SANDY POINT



Issue	Action	Responsibility	Priority
<b>Rubbish management</b> Green waste management	1. Compulsory kerbside green waste collection service for all towns with a full year compulsory kerbside waste collection service  2. Small community mobile mulching business with central green waste dumping and mulching area	Council (currently in place)  Community	In place  Low
<b>Public toilets</b> 1 opposite shops, 1 Shallow Inlet/Sandy Point, 1 Shallow Inlet (east) Public toilet opposite shops cannot cope with summer seasonal population resulting in regular blockage On Crown land	1. Contact number for service provided in toilets 2. New toilet (estimated cost \$45,000 for single access for all toilet facility) - using existing septic system or/ similar to that at Shallow Inlet (composting or drop toilet) - relocate back into dune to release more public space	Committee of Management  Committee of Management	High  Low

Issue	Action	Responsibility	Priority
Soiling of dunes at Ned Neale's lookout	1. Additional public toilet	Committee of Management / Parks Vic	Low <sup>13</sup>
<b>Emergency management</b> One road in and one road out restricts emergency evacuation in fire and flood	1. Continue tourism and fire awareness program including evacuation information in both fire and flood 2. Provide brochures for visitors in all rental accommodation and public places. 3. Undertake causeway works to raise C445 above flood level.	Council / CFA/ SES / VICPOL  CFA / real estate agents / Community Centre / Retailers  VicRoads	High <sup>14</sup>  High  Low <sup>15</sup>
Boat ramp access for emergency vessels – current Marine safety from Inverloch (SES) or Port Welshpool (Coast Guard)	1. Medical emergency via ambulance helicopter 2. Investigate viability of additional service for Waratah Bay	Ambulance Vic Community	In place Low
Slow internet speed in summer peak prevents home based business operation	1. Introduce National Broadband Network to town	NBN	Medium
<b>Footpaths/bike paths</b> Shared roads with pedestrians / bike riders	1. Signs on roads indicating shared roads 2. Off road walking / bike track between Sandy Point and Waratah Bay 3. Bike lane marking on residential roads	Council Community / Council Council	High <sup>16</sup> Medium <sup>17</sup> Low <sup>18</sup>

<sup>13</sup> Current toilet between 1km and 500m of Ned Neale's lookout and 2 toilets in town

<sup>14</sup> Council in partnership with CFA provide 'Fire Ready Victoria' session in Melbourne each year (November) for non-resident land owners. The invitation sent out to land owners also provides them with information of our green waste amnesty period.

<sup>15</sup> Expensive option for small population and limited flood frequency

<sup>16</sup> Some signs already in place. Community may lobby Council for additional signs if specific areas of need identified.

<sup>17</sup> Feasibility study supported by Council June 2015

<sup>18</sup> Sandy Point residential roads are too narrow to paint bike lanes. This job would require extensive road widening and rebuilding impacting the character of the town and requiring considerable funding.

Issue	Action	Responsibility	Priority
<p><b>Bores and Septic Tanks</b>            Building permits limited by rules relating to location of septic tanks to bores            *most permanent residents do not want sewerage</p>	<ol style="list-style-type: none"> <li>1. Maintain signage stating 'bore water is unsuitable for drinking'</li> <li>2. Investigate building regulations and land sales to determine clear guidelines for ratepayer and real estate agents</li> <li>3. Monitor bores (\$10,000 pa)</li> <li>4. Investigate alternative methods to allow closer location of bores and septic</li> </ol>	<p>Council</p> <p>Council</p> <p>Council EPA</p>	<p>High</p> <p>Low</p> <p>As required Low</p>
<p><b>Car parking</b>            'New' car parking at community centre has improved parking            Parking on road verge in residential area results in pedestrians walking on roads with increased traffic            Pedestrians and cars backing out from shops dangerous to pedestrians</p>	<ol style="list-style-type: none"> <li>1. Investigate location and range of signs indicating shared roads</li> <li>2. Investigate pedestrian awareness signs at shops</li> </ol>	<p>Council</p>	<p>Medium<sup>19</sup></p>
<p><b>Shop trading hours</b>            Shop trading hours a limited in winter due to less demand resulting in shop being closed when workers or visitors arrive in the town.</p>	<ol style="list-style-type: none"> <li>1. General store may consider survey of customers to determine whether opening later on Fridays in winter is worth while</li> </ol>	<p>Retailers</p>	<p>Low<sup>20</sup></p>
<p><b>Natural environment</b>            Weed management in dunes is currently the role of the Foreshore Committee of Management.</p>	<ol style="list-style-type: none"> <li>1. Hold volunteer drive working bee sourcing non-permanent ratepayers and summer visitors</li> </ol>	<p>Committee of Management</p>	

<sup>19</sup> Some signs already in place.

<sup>20</sup> This is up to retailers if they wish to investigate increasing business.



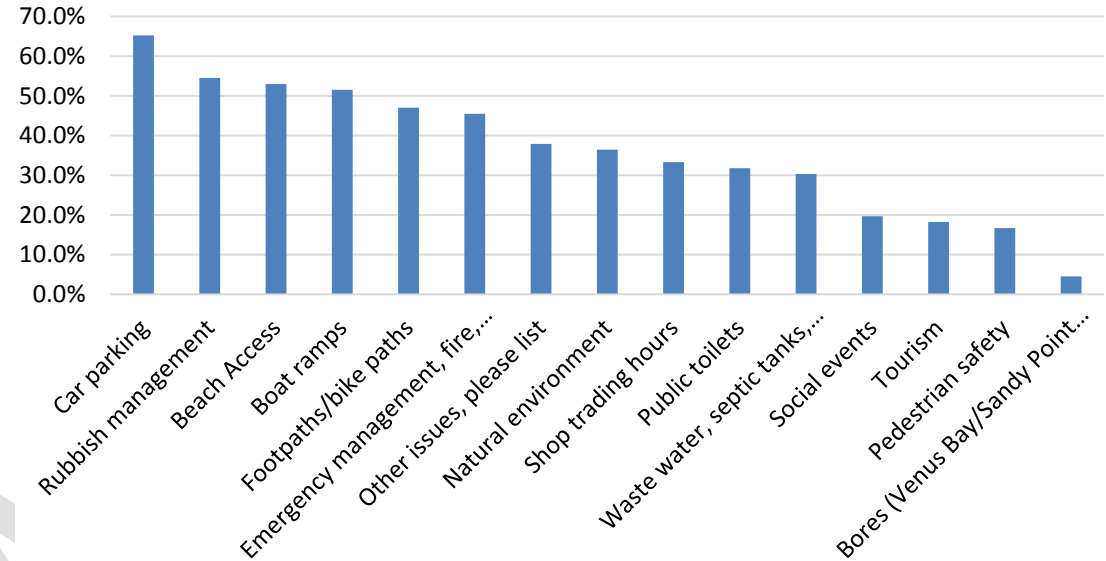
Issue	Action	Responsibility	Priority
Telecommunications/mobile phone reception limited	1. Mobile phone tower in Sandy Point 2. Wi-Fi___33 enabled Telstra public telephone box at shops	Telstra Council lobby Telstra	High <sup>21</sup> High

DRAFT

---

<sup>21</sup> Sandy Point listed as funded under Mobile Black Spot program June 2015

# WALKERVILLE



Issue	Action	Responsibility	Priority
<p><b>Car parking and pedestrian beach access</b></p> <p><b>Walkerville South</b></p> <p>Pedestrian access is related to parking and vehicles on the beach illegally.</p>	<ol style="list-style-type: none"> <li>1. Develop car parking master plan for North and South in conjunction with Foreshore Committee of Management including specific issues as follows:</li> <li>2. Works as identified in Walkerville Foreshore Reserve Coastal Management Plan</li> <li>3. Provide education and enforcement of vehicles on beach</li> </ol>	<p>Committee of Management</p> <p>Committee of Management</p> <p>Parks Vic</p>	<p>Medium<sup>22</sup></p> <p>Medium</p>
<p>Car parking at Walkerville South beach are limited with demand for access and parking exceeding</p>	<ol style="list-style-type: none"> <li>1. Restrict parking area at Walkerville South beach to drop off zone (5 minutes) erect signs</li> <li>2. Develop formal agreement between Council and</li> </ol>	<p>Council</p>	<p>High<sup>23</sup></p>

<sup>22</sup> Safety audit of boat launching in relation to pedestrians and swimmers scheduled.

<sup>23</sup> High priorities in Walkerville Foreshore Reserve Coastal Management Plan 2014

Issue	Action	Responsibility	Priority
capacity. Traffic congestion and parking along Walkerville South Road is a risk to users	Committee of Management to formalise traffic management	Council and Committee of Management	High <sup>24</sup>
Upper car park at South is under-utilised	3. Redirect cars to upper car park on entrance road 4. Direct all trailer parking to upper car park	Council and Committee of Management	High
<b>Walkerville North</b> Increased pedestrian and bicycle traffic along Bayside Drive from caravan park. Unregulated / undesignated parking	1. Investigate option of locating designated marked car parks on inland side of Bayside Drive 2. Investigate location and range of signs indicating shared roads 3. Install bike safety information sign for children at caravan park at exit to Bayside Drive	Council  Council  Committee of Management	Medium <sup>25</sup>  High <sup>26</sup>  High <sup>27</sup>
Large rocks make swimming at North less desirable	4. Review rock placement to provide balance between erosion control and pedestrian access	Committee of Management	Low <sup>28</sup>
<b>Rubbish management</b> Fishing hooks and lines and hooks on the beach	1. Install 'seal the loop' fishing line bins at Walkerville South and North	Committee of Management	High <sup>29</sup>

<sup>24</sup> High priorities in Walkerville Foreshore Reserve Coastal Management Plan 2014

<sup>25</sup> Not currently in capital works budget

<sup>26</sup> Some signs already in place. Review current sign placement for all of Walkerville

<sup>27</sup> Education sign for young children highlighting safe riding and shared road

<sup>28</sup> Balance between erosion control and swimming needs to favour erosion control.

<sup>29</sup> Bins are free from Zoos Victoria and once received are the responsibility of the community group to check and empty the bins regularly

Issue	Action	Responsibility	Priority
Dumping of green waste in bush causing fire hazard	2. Small community mobile mulching business with central green waste dumping and mulching area	Community	Low
<p><b>Boat ramps</b></p> <p>Confined space restricts further development of facilities in the area.</p> <p>Beach access ramps only available</p> <p>Cars and trailers on the beach present hazard to other beach users</p> <p>Jet skis adversely affect experience and may present hazard to other beach users</p>	<p>1. Maintain and repair current boat ramps</p> <p>2. All trailer parking directed to upper car park South and designated area at North</p> <p>3. Provide education and enforcement of vehicles on beach</p> <p>4. Undertake safety audit of motorised water craft at South Beach</p>	<p>Committee of Management</p> <p>Council / Committee of Management</p> <p>Parks Vic</p> <p>Committee of Management</p>	<p>High</p> <p>See parking above</p> <p>Ongoing</p> <p>Medium</p>
<p><b>Footpaths/trails</b></p> <p>Shared roads between cars and pedestrians</p> <p>Walking access between North and South beaches</p>	<p>1. Investigate location and range of signs indicating shared roads</p> <p>2. Investigate roadside walking / bike track along Bayside Drive from caravan park to end of road</p> <p>3. Keep track between North and South open where possible all seasons</p>	<p>Council / COM</p> <p>Community / Council</p> <p>Parks Vic and COM</p>	<p>High<sup>30</sup></p> <p>Medium<sup>31</sup></p> <p>Low<sup>32</sup></p>
Pedestrians share road between Casuarina Drive and South track on Walkerville South road	4. Investigate sign placement at beginning of gravel road to Walkerville South at Casuarina Estate indicating gravel surface, winding road and	Council	Medium <sup>33</sup>

<sup>30</sup> Some signs already in place. Additional signs from Casuarina Drive or beginning of gravel road and from top car park at South beach.

<sup>31</sup> Would require vegetation removal and widening of coastal side to provide sufficient separation from road. Currently identified by Foreshore Committee of Management

<sup>32</sup> Access via the beach is available at most times except high tide. Closure under wet conditions and land slips may be necessary during winter.

<sup>33</sup> This road is gravel and is maintained regularly by Council. Speed limits can only be applied with a road management scheme.

Issue	Action	Responsibility	Priority
Accidents are reported to occur as cars enter gravel on Walkerville South Road	pedestrians sharing the road.		
<p><b>Emergency management</b></p> <p>Fire – evacuation, water supply for fire fighting and campfires on vacant blocks during summer. One of Victoria’s 52 bushfire hotspots</p> <p>Tidal inundation and flooding in winter on Bayview Drive</p>	<ol style="list-style-type: none"> <li>1. Continue tourism and fire awareness program including evacuation information in both fire and flood</li> <li>2. Provide community information brochures for visitors in caravan park and all rental accommodation and public places.</li> <li>3. Continue to monitor erosion control on Bayside Drive.</li> </ol>	<p>Council / CFA/ SES / VICPOL</p> <p>CFA / Committee of Management /real estate agents</p> <p>Committee of Management</p>	<p>High<sup>34</sup></p> <p>High</p> <p>Low</p>
<p><b>Natural environment</b></p> <p>Surrounded by Cape Liptrap Coastal Park, access along coast by pedestrians leads to increased pressure on an area subject to erosion.</p>	<ol style="list-style-type: none"> <li>1. Use fencing and signs to regulate access and encourage natural regeneration.</li> <li>2. Implement and monitor weed control program</li> </ol>	<p>Committee of Management</p> <p>Committee of Management</p>	<p>High<sup>35</sup></p> <p>High<sup>36</sup></p>
<p><b>Shop trading hours</b></p> <p>Kiosk provides basic services in busy periods</p>	<ol style="list-style-type: none"> <li>1. Ongoing operation of the kiosk is desirable to suit needs of visitors and permanent residents for basic provisions</li> </ol>	<p>Committee of Management</p>	<p>Low</p>

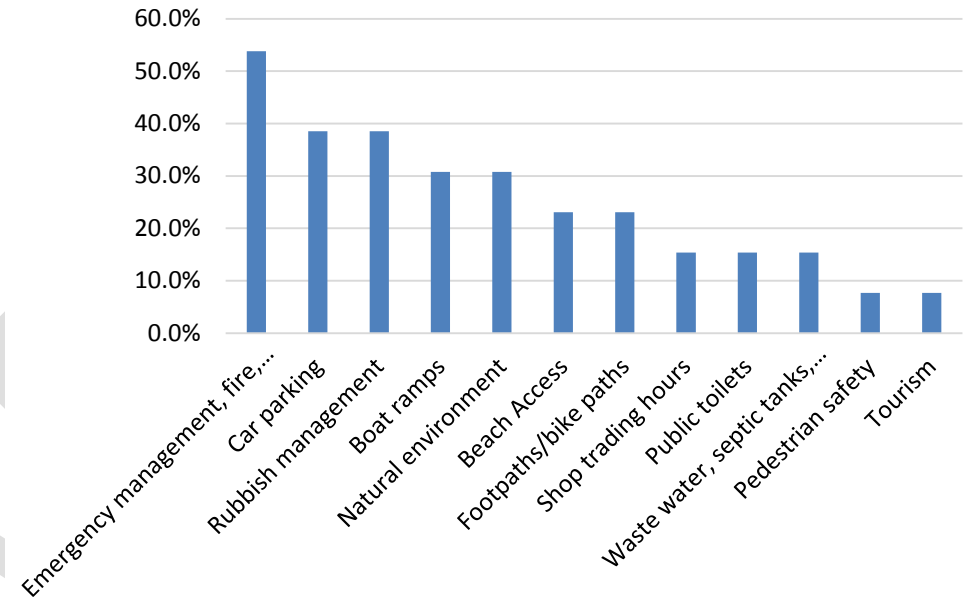
<sup>34</sup> Council in partnership with CFA provide ‘Fire Ready Victoria’ session in Melbourne each year (November) for non-resident land owners. The invitation sent out to land owners also provides them with information of our green waste amnesty period.

<sup>35</sup> Ongoing in Walkerville Foreshore Reserve Coastal Management Plan 2014

<sup>36</sup> High priority for Walkerville Foreshore Reserve Coastal Management Plan 2014

Issue	Action	Responsibility	Priority
<p><b>Public toilets</b></p> <p>Current public toilets are ageing</p>	<ol style="list-style-type: none"> <li>1. Improve disability access to toilet at South</li> <li>2. Provide refurbishment as regular maintenance of facilities</li> </ol>	<p>Committee of Management</p>	<p>Low</p>
<p><b>Waste Water Management</b></p> <p>Prom Views Estate has limited building and development opportunities due to septic tank regulations on small lot sizes, ageing septic tanks and soil type. Growth is discouraged (Areas Between Settlements, Coastal UDF 2006)</p> <p>In winter water tanks overflow raising water levels on the Estate bringing septic waste to the surface.</p> <p>Many house sizes limited to 2 bedrooms with likelihood capacity is exceeded during peak holiday periods.</p>	<ol style="list-style-type: none"> <li>1. Monitor storm water to assess impacts to the quality of the water within the retarding basin</li> <li>2. Storm water management required of all land holders in Prom Views Estate</li> <li>3. Provide individual Land Capability Assessment for allotments smaller than 1000 m<sup>2</sup> prior to issue of a building permit</li> </ol>	<p>Council / EPA</p> <p>Council</p> <p>Council</p>	<p>Medium</p> <p>Medium</p> <p>High</p>

## WARATAH BAY



Issue	Action	Responsibility	Priority
<b>Emergency management</b> High fire risk area No local fire truck but a local CFA shed One road in and out	1. Continue tourism and fire awareness program including evacuation information in both fire and flood 2. Provide community information brochures for visitors in caravan park and all rental accommodation and noticeboard in Moongana Street. 3. Reinstate fire truck in the town CFA shed 4. Implement fire management strategies as outlined	Council / CFA/ SES / VICPOL  CFA / Committee of Management /real estate agents  Fish Creek CFA	High <sup>37</sup>  High  Medium <sup>38</sup>

<sup>37</sup> Council in partnership with CFA provide 'Fire Ready Victoria' session in Melbourne each year (November) for non-resident land owners. The invitation sent out to land owners also provides them with information of our green waste amnesty period.

<sup>38</sup> Fire risk is high – provision of fire truck is dependent on funding and volunteers available to provide the service if necessary

Issue	Action	Responsibility	Priority
	in Strategic Foreshore Management Plan 2014 5. Provide electric barbeques in shelters and signs indicating no fires	Council as Committee of Management	High High <sup>39</sup>
<b>Car parking</b> Cars parked near beach access ramps block view and access of pedestrians along Gale Street	1. Implement vehicle access and parking strategy as out lined in Strategic Foreshore Management Plan 2014 2. Retain roadside parking along Gale Street 3. Increase parking space adjacent to playground and park.	Council as Committee of Management	Medium  High Low <sup>40</sup>
<b>Rubbish management</b> Green waste disposal for fire management an issue	1. Provide kerbside green waste collection service to all households in Waratah Bay as part of existing waste service	Council <sup>41</sup>	High
Littering on the beach	2. Continue provision of public litter bins at beach access tracks and in parks	Council	High
People do not pick up after their dogs	3. Continue provision of dog litter bins in Gale Street	Council	High
<b>Boat ramp</b> Need for emergency launch capability Encourages cars driving on the beach	1. Maintain beach access ramp as minimum in case of emergency 2. Install sign at boat ramp and in park indicating recreation activity zones and regulations related to sail and motorised recreational vehicles (east of boat ramp).	Council  Council / Community	Medium <sup>42</sup>  High

<sup>39</sup> Electric barbeques currently in place

<sup>40</sup> Peak parking requirements currently limited to between Christmas and end of January

<sup>41</sup> Commenced July 2015

<sup>42</sup> As required in response to erosion at beach end



Issue	Action	Responsibility	Priority
Personal water craft (Jet skis) being used too close to swimmers	3. Clearly define and monitor trailer parking in designated, marked areas with signs.	Council	Low
	4. Erect signs guiding use of motorised recreational vehicles and sand yachts (blow carts) at boat ramp	Council	High <sup>43</sup>
<b>Natural environment</b> Weeds infest the sand dunes	<ol style="list-style-type: none"> <li>1. Continue community weed control by hand reducing human impact to allow natural revegetation</li> <li>2. Organise summer activity program of fore dune weeding and education</li> <li>3. Remove weeds by hand replacing immediately with appropriate species proposed and approved by Council</li> </ol>	Community adjacent land holders Parks Vic Community volunteers	Medium Low Medium <sup>44</sup>
<b>Beach access</b> Snakes present on track Overgrown in summer	1. Continue maintenance of all beach access tracks	Council	Medium
Chain boardwalk sits above sand at beach end	2. Lift and maintain chain and board walkway annually	Council	Low <sup>45</sup>
Current seats overlooking beach are broken or do not provide sea views	3. Plan for replacement of damaged wooden seats and maintain sea views through vegetation management	Council and community volunteers	High <sup>46</sup>

<sup>43</sup> Signs describing regulation described above

<sup>44</sup> Currently underway and dependent on supply of replacement plants. No planting should be undertaken during summer. All planning and control works should be undertaken in consultation with Council's Biodiversity team.

<sup>45</sup> As required in response to seasonal erosion at beach end of walkway

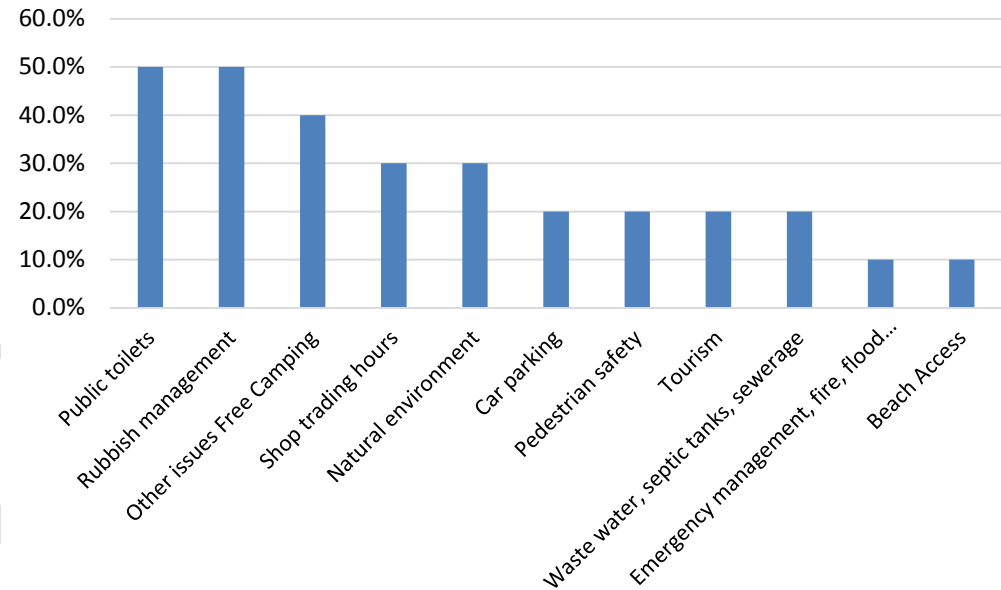
<sup>46</sup> Council to replace seats, community volunteers to maintain trimming of shrubs

Issue	Action	Responsibility	Priority
<b>Footpaths/ bike paths</b> Pedestrians and cyclists along road into town share road with cars.	1. Seasonal population impact in Waratah Bay is limited. Considering road widening that would impact on native vegetation and unstable sandy soil would not be advised in this instance	Council	Low
No formal access between the western end of residential area and Brown Street	2. Support community to continue to mow lawn at front of Freycinet houses to maintain access	Residents	High <sup>47</sup>
No access paths in reserves on Brown/ Cooinda/ Moongana Streets	3. Clear vegetation as described in Foreshore Management Plan (pg 58-59)	Council	Low
<b>Public Toilets</b> Public toilet refurbishment	1. Involve community in location of new public toilet. Investigate relocation of public toilet to park opposite as outlined in capital works plan. Rebuild as Accessible for All unisex toilet facility	Council	High <sup>48</sup>

<sup>47</sup> Currently mowed by residents – maintain support to residents to continue

<sup>48</sup> Currently in capital works budget for 2015/2016 financial year

# YANAKIE



Issue	Action	Responsibility	Priority
Council is currently overseeing an upgrade to the Recreation Reserve including the Yanakie Hall, public toilets, playground, rotunda, access road pathways and signage. It is due to be completed the end of January 2016			
<p><b>Free camping</b></p> <p>Campervans and caravans make use of the recreation reserve and front of hall for free camping.</p> <p>Increased litter and noise.</p> <p>Limiting resident's use of hall and</p>	<ol style="list-style-type: none"> <li>Erect signs indicating no camping allowed</li> <li>Install bollards to limit access to campervans and caravans</li> </ol>	Committee of Management	<p>High<sup>49</sup></p> <p>Medium</p>

<sup>49</sup> Camping is not currently permitted unless associated with a special event with permits such as the Camp Draft.

Issue	Action	Responsibility	Priority
<p>surrounds for community events.</p> <p>Vehicles and caravans blocking cattle run</p> <p>Campfires increase risk of fire and damage to surrounds including playground</p> <p>Hall illegally entered and power and kitchen facilities used by campers</p>			
<p><b>Public toilets</b></p> <p>Public toilet septic system cannot cope with peak use during summer</p> <p>Excessive use of water at toilets during summer when water is scarce<sup>50</sup></p> <p>Toilets available in the hall are not open to the public</p>	<ol style="list-style-type: none"> <li>1. Public toilet block refurbished in Yanakie Recreation Reserve redevelopment</li> <li>2. Maintain toilets in hall for hall users only</li> </ol>	Council and Committee of Management	<p>High<sup>51</sup></p> <p>High<sup>52</sup></p>
<p><b>Rubbish management</b></p> <p>Litter bins overflow in peak summer periods</p>	<ol style="list-style-type: none"> <li>1. Continue increased rubbish collection over summer</li> <li>2. Investigate provision of additional litter bins in</li> </ol>	Council Committee of	<p>High<sup>53</sup></p> <p>High<sup>54</sup></p>

<sup>50</sup> Water supply at toilets is sourced from farmer's dam and is not suitable for human consumption. It is also required for fire fighting

<sup>51</sup> Funded under Yanakie Recreation Reserve redevelopment

<sup>52</sup> Camping is not currently permitted unless associated with a special event such as the Camp Draft.

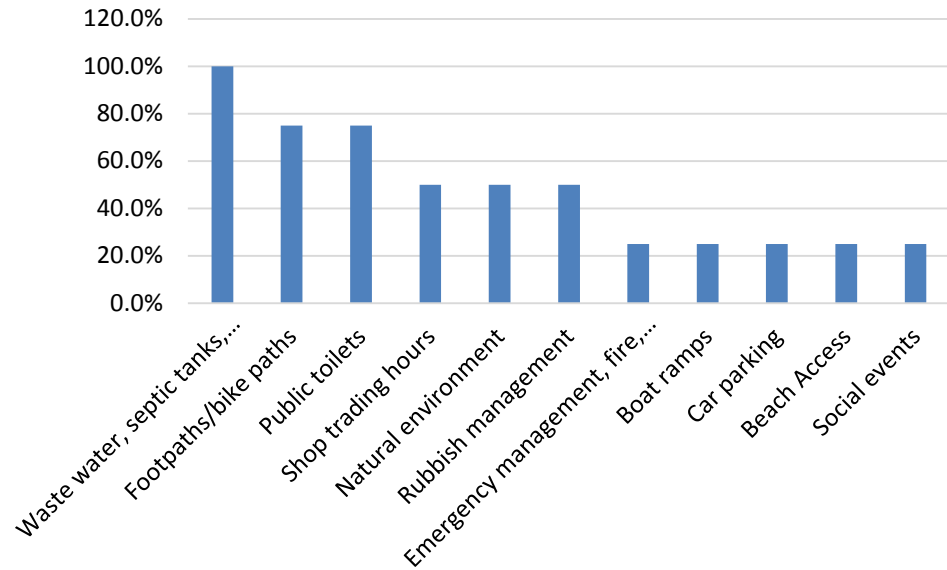
<sup>53</sup> There are 6 public litter bins in Yanakie. All coastal public litter bins are collected at least twice a week over summer.

<sup>54</sup> If free camping can be prevented then additional bins will not be necessary. Emptying these additional bins would be the responsibility of the committee of management for the hall and may attract more dumping.

Issue	Action	Responsibility	Priority
	vicinity of hall	Management	
<b>Shop trading hours</b> Longer trading hours in peak periods are a benefit	1. Continue extended shop opening hours in summer	Private retailer	<sup>55</sup>
<b>Natural environment</b> Weed infestation – cliff top Red Bank Road	1. Continue community weed management	Community	Low
<b>Car parking</b> Unauthorised camping at hall	**Addressed in first point above		
<b>Pedestrian safety</b> Vehicles speed entering Yanakie Store turn in.	1. Investigate sign indicating shared road at each entrance to Yanakie Store	Community in consultation with Council	Medium
<b>Emergency Management</b> Campfire risk at Red Bluff Road, Yanakie Hall from campers Increased use of water at public toilets during summer impacts on CFA water supply	1. Erect signs indicating fire risks from campfires during summer months at Red Bluff and Yanakie Hall 2. Current camping at Red Bluff Road limited to return visitors with whom risks of fire and beach access may be discussed by authorities with long term effect	CFA or Council  Parks Vic and Council	Low  Low

<sup>55</sup> Depending on retailer business planning

## PORT FRANKLIN



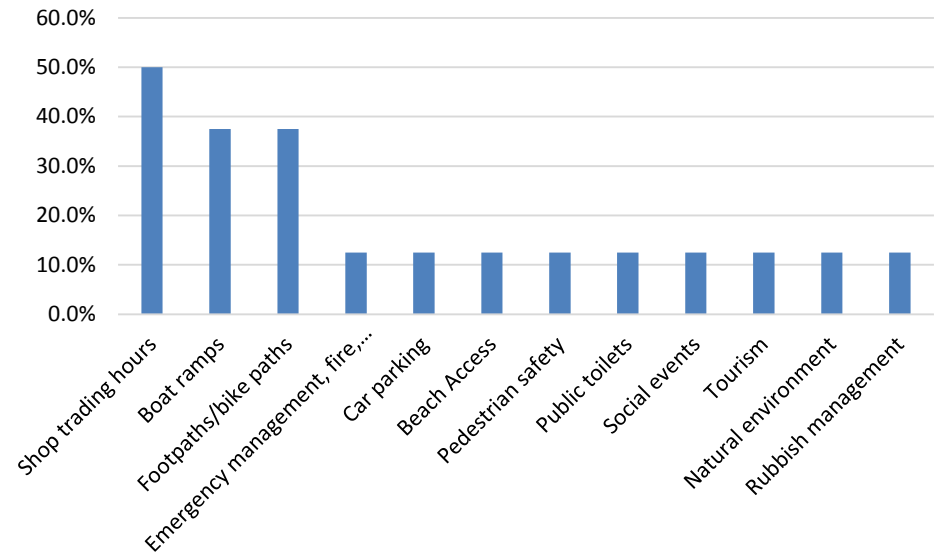
Issue	Action	Responsibility	Priority
<b>Drainage</b> Winter drainage in the residential area has tidal influence Winter flooding on river reserve	<ol style="list-style-type: none"> <li>1. Continue drainage management as outlined in capital works budget</li> <li>2. Continue maintenance agreement with River Reserve</li> </ol>	<p>Council</p> <p>Council and committee of management</p>	<p>Low<sup>56</sup></p> <p>Low</p>
<b>Footpaths/ bike paths</b> There are few issues relating to footpaths and bike paths and minimal seasonal population increased	<ol style="list-style-type: none"> <li>1. Maintain current foreshore path</li> </ol>	<p>Committee of management</p>	<p>Low</p>

<sup>56</sup> Drainage management is difficult in low lying towns adjacent to Corner Inlet and influenced by tides. Rezoning of some areas of Port Franklin will ensure development in the area is kept to a minimum.

Issue	Action	Responsibility	Priority
<p><b>Public toilets</b></p> <p>An access for all composting toilet is available in the park</p> <p>Toilets are available at the hall</p>	<p>1. Continue maintenance and repair of current toilet</p>	<p>Committee of Management</p>	<p>High</p>
<p><b>Tourism</b></p> <p>Limited tourism at any time of year</p> <p>Fish sales only in town</p>	<p>1. Develop visitor attraction plan including clear direction regarding tourism developments</p> <p>2. Provide guidance to nearest retail stores in Foster</p>	<p>Committee of Management</p>	<p>Low</p>

DRAFT

# TOORA



Issue	Action	Responsibility	Priority
<p><b>Shop trading hours</b></p> <p>Visitors staying at Franklin River Reserve do not know about Toora and shop at Foster</p> <p>Coffee shops not open on weekends or public holidays</p> <p>Supermarket open longer in summer an advantage</p>	<p>1. Convene local traders meeting to establish tourism attraction strategies</p>	<p>Community</p>	<p>High</p>
<p><b>Boat ramps</b></p> <p>Shallow Toora Channel restricts</p>	<p>1. Seek funding to dredge Toora Channel<sup>57</sup></p>	<p>Council</p>	<p>Medium<sup>58</sup></p>

<sup>57</sup> Section 27 Agreement in place for pending funding for Toora Channel dredging

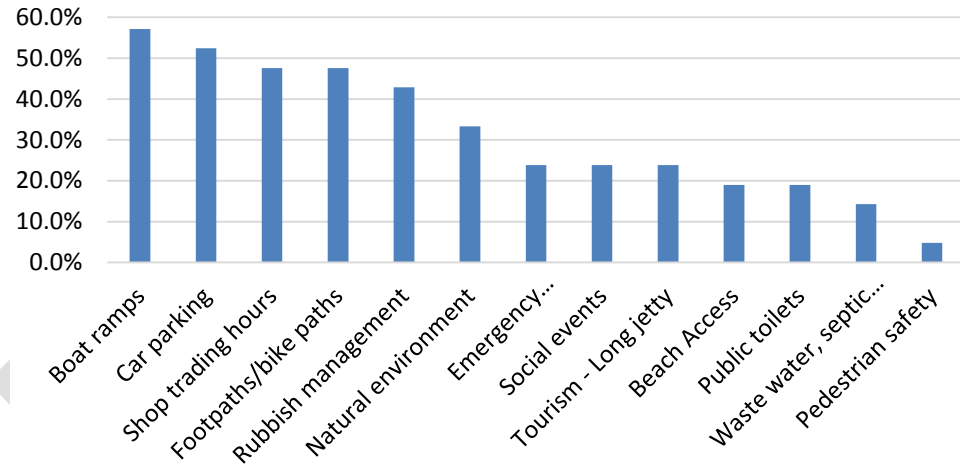


Issue	Action	Responsibility	Priority
access to and from boat ramp			
<p><b>Footpaths / bike paths / beach access</b></p> <p>Beach access is via bush track</p> <p>Tree surrounds in Toora township cause trip hazard to pedestrians</p> <p>Some footpaths uneven</p>	<ol style="list-style-type: none"> <li>1. Investigate feasibility of reopening track to Toora Beach</li> <li>2. Extend tree guard to match raised tree surround in concrete footpath</li> <li>3. Implement Dutton Street footpath replacement as outlined in capital works plan</li> </ol>	<p>Council and Parks Victoria and Coast Care and Community</p> <p>Council</p> <p>Council</p>	<p>Low</p> <p>High</p> <p>Medium</p>
<p><b>Toilets</b></p> <p>Toilets in Sagasser Park require upgrade</p>	<ol style="list-style-type: none"> <li>1. Install new toilets in Sagasser Park as outlined in capital works plan</li> </ol>	<p>Council</p>	<p>High</p>
<p><b>Tourism</b></p> <p>Great Southern Rail Trail extended via Toora likely to bring more visitors</p> <p>Toora not currently set up for tourism</p> <p>Potential for visitors to come from Free Camping at Franklin River Reserve</p> <p>Many natural attractions in close proximity to Toora</p>	<ol style="list-style-type: none"> <li>1. Improved signage on Rail Trail directing to town centre and services</li> <li>2. Install sign with Toora services and retailers at: <ol style="list-style-type: none"> <li>a. Franklin River Reserve</li> <li>b. Rail Trail Sagasser Park rotunda</li> <li>c. Highway at town entrance</li> </ol> </li> </ol>	<p>Council and Rail Trail Committee</p> <p>Community</p>	<p>High</p> <p>High<sup>59</sup></p>

<sup>58</sup> Currently a priority for Council

<sup>59</sup> A list of services and retailers has been developed and could be updated regularly

## PORT WELSHPOOL



Issue	Action	Responsibility	Priority
<p><b>Emergency Management</b></p> <p>Large boat launching and mooring important to maintain for coastal water rescue</p>	<p>1. Ensure marine coastal rescue and mooring is maintained in the area to service Corner Inlet and the coast of South Gippsland</p>	<p>Victorian Volunteer Coast Guard</p>	<p>High<sup>60</sup></p>
<p><b>Boat ramps</b></p> <p>Waiting time at boat ramp increases greatly on calm days in peak season</p> <p>There are limited places to tie boats when boat owners are retrieving their car</p>	<p>1. Investigate levels of use of Council boat ramp compared to other coastal areas of Victoria during peak season.</p> <p>2. Lobby for additional tie up points through petition and letters of request</p>	<p>Council</p> <p>Community</p>	<p>Low<sup>61</sup></p> <p>Low</p>

<sup>60</sup> Port Welshpool is the only area with Volunteer Coast Guard capable to reach along the South Gippsland coast to Phillip Island. Inverloch SES has a water based service with limited local reach.

<sup>61</sup> Waiting for use of boat ramps is a seasonal issue along the coast in peak season. The needs at Port Welshpool are unlikely to be greater than other popular sites. Dredging of Toora Channel would ease pressure on the Port Welshpool boat ramp.

Issue	Action	Responsibility	Priority
There are conflicting needs of users of the Port Welshpool marine area	3. Undertake Marine Precinct Masterplan to address existing conflict between recreation, commercial and industrial users of the Port Welshpool marine area	Council	High <sup>62</sup>
<p><b>Car parking</b></p> Boat ramp parking is ad hoc and crowded in peak periods No access for people with disabilities Dust from unsealed car park	1. Pending outcome of boat ramp use, review proposed timelines for trailer car park refurbishment 2. Incorporate 'Access for All' principles for car park design	Council	Low <sup>63</sup>
<p><b>Shop trading hours</b></p> Store closes early in winter Limited population to sustain the store Many boating visitors bring own supplies	1. Maintain the store in the town with consideration for viability. 2. Advertise the store at the boat ramp	Private retailer  Private retailer	Medium  Medium <sup>64</sup>
<p><b>Footpaths/bike paths/pedestrian safety</b></p> Foreshore path degraded Lewis street footpath requires maintenance	1. Upgrade foreshore path between boat ramp and Long Jetty Caravan Park 2. Conduct regular footpath maintenance upgrades	Council  Council	High <sup>65</sup>  Low

<sup>62</sup> Council has received funding to conduct the Port Welshpool Marine Masterplan to commence following outcome of funding applications for repair of the Long Jetty

<sup>63</sup> Designs in place for a 3 stage project. Funding needs to be sought to implement designs. Designs incorporate disability access.

<sup>64</sup> Business plan may include advertising at boat ramp to increase visitor awareness of the store.

<sup>65</sup> In current capital works plan

Issue	Action	Responsibility	Priority
<b>Rubbish management</b> Fishing waste left on beaches	1. Install 'seal the loop' fishing line bins	Community	High <sup>66</sup>
<b>Natural environment / Drainage</b> Flooding during high tide Storm water flap on left of jetty inadequate Commercial fishing impacting recreation fishing	1. Continue drainage works as outlined in capital works plan	Council	Medium
<b>Tourism</b> The Long Jetty is currently closed. If open could attract tourism	1. Upgrade 'Old tramway' to link with Great Southern Rail Trail to bring visitors to town 2. Market Port Welshpool as part of Great Southern Rail Trail marketing plan 3. Improve amenity block at Long Jetty Caravan Park	Council Council Council	High <sup>67</sup> High <sup>68</sup> High <sup>69</sup>

<sup>66</sup> Bins are free from Zoos Victoria and once received are the responsibility of the community group to check and empty the bins regularly

<sup>67</sup> Budgeted as part of Great Southern Rail Trail extension and marketing

<sup>68</sup> In Great Southern Rail Trail Marketing Plan

<sup>69</sup> In capital works plan

## PART 4: BACKGROUND STRATEGIC DOCUMENTS

### STRATEGIC CONTEXT SUMMARY

#### *State and regional policy*

##### *Victorian Coastal Strategy 2014*

The Victorian Coastal Strategy 2014 sets a long term vision and framework for how we plan and manage the coast, guided by a hierarchy of principles, policies and actions.

The Victorian Coastal Strategy identifies five key issues including managing coastal land and infrastructure; valuing the natural environment; integrating marine planning; managing population growth; and adapting to a changing climate.

The Victorian Coastal Strategy classifies coastal towns as having Low Spatial Capacity: Growth contained within existing urban or appropriately zoned land primarily through infill capacity and renewal within defined settlement boundaries.

##### *Gippsland Regional Coastal Plan 2015–2020 Draft*

This plan sets out a regional approach to managing visitation pressures by developing a service level hierarchy for visitation infrastructure and map how those service levels are currently distributed around the region. This will then allow the Gippsland Coastal Board to identify the optimum distribution for the future

##### *Gippsland Regional Growth Plan*

Encourages a diversity of housing options and access to affordable housing. Recommends avoiding urban growth in areas with high value environmental and cultural heritage. Plan strategically to reduce and impact of urban growth on high value coastal and waterway assets including Corner Inlet and Anderson Inlet.

Directs urban growth away from areas of high risk of bushfire, flood, acid sulphate soils and coastal inundation and adopts a precautionary approach and direct development to locations of low bushfire risk.

Supports coastal communities to assist in transition and adaptation to the impacts of climate change including coastal storms, sea level rise, coastal erosion and inundation. Recommends planning for increased demand on services and infrastructure in towns with high holiday home ownership.

##### *Victorian Planning Provisions*

The Victorian Planning Provisions (VPP) includes the key requirement that Councils must:

“Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.”  
(Clause 11.02-1)

Clause 11 (Settlement) also includes the following objectives relevant to this study:

Support a network of diverse coastal settlements which provides for a broad range of housing types, economic opportunities and services.

#### *Gippsland Boating Coastal Action Plan 2013*

Provides strategic guidance for recreational boating and designates Port Welshpool and Port Albert (Wellington) as a Regional boating precinct; McLoughlins Beach, and Yanakie as a District boating facility; and Venus Bay and Tarwin Lower as a local boating facility. It identifies basic and informal boat ramps in the Shire.

This plan also refers to location of the Toora boat ramp and proposals for a marina at Port Welshpool and re-opening the Long Jetty with a recreational and tourism focus.

#### *Gippsland Transport Strategy 2008 – 2020*

As a result of possible expansion of Port Anthony, identifies the potential impact on Toora of a transport route from Barry's Beach.

### *Local Policy, Strategies, Research and Community Plans*

#### *South Gippsland Planning Scheme - Municipal Strategic Statement*

The South Gippsland Municipal Strategic Statement (MSS) sets out the vision, objectives and strategies for managing the use and development of land within South Gippsland Shire. It provides the basis for the application of the local policies, zones and overlays and other provisions in the South Gippsland Planning Scheme. The following statements relating to coasts and coastal towns are included in the South Gippsland MSS:

- ▶ Protect settlement and coastal character through control over development and design through provision of settlement boundaries.
- ▶ The need to protect the character and significance of sensitive coastal landscapes, and to retain undeveloped breaks between towns.
- ▶ The clause 21.06-2 *Coastal and hinterland landscapes* provides detailed objectives and strategies relating to coastal development based on the Coastal Spaces Landscape Assessment Study (2006) (see below)
- ▶ The landscapes of Venus Bay Peninsula and Anderson Inlet, Cape Liptrap and Waratah Bay, and Corner Inlet Amphitheatre that have been determined to have either State or regional significance.
- ▶ The coastal environment is protected for its environmental, recreational, cultural, economic, heritage and landscape values.
- ▶ Development in coastal areas is compatible with the risk of climate change, sea level rise and storm surge inundation through updating the Land Subject to Inundation Overlay (LSIO).
- ▶ Improve the quality of design in the coastal settlements of Venus Bay, Waratah Bay, Sandy Point and Tarwin Lower through the implementation of Urban Design Frameworks for the coastal settlements of Venus Bay, Waratah Bay and Sandy Point through development and design overlays.
- ▶ Promote ecologically sustainable and attractive forms of development that complement the natural and built environmental characteristics of the small coastal towns.

- ▶ Ensure that long stretches of the coastal strip around Waratah Bay / Corner Inlet remain free of development of any kind.
- ▶ Carefully manage development at the Corner Inlet coastal edge to retain intact natural coastal character by restricting heights of dwellings, controlling colours and clustering development at already developed centres (e.g. Port Welshpool).

As an overview, the MSS identifies a selection of coastal towns in the Shire and their respective roles in the future as follows:

- ▶ Venus Bay will be known as a small coastal village that supports a small permanent population and is seen as an attractive holiday destination.
- ▶ Waratah Bay will be known as a small, coastal holiday hamlet that supports a small permanent population and is a peaceful holiday destination.
- ▶ Sandy Point will be known as a small, coastal holiday village that supports a small permanent population and is seen as an attractive holiday destination. It will rely on Foster and Leongatha for access to major retail, industrial and commercial facilities.

#### *South Gippsland Housing and Settlement Strategy 2013*

This strategy is an integrated framework for managing the future growth and development of settlements over 15 – 20 years. It aims to encourage consolidated residential development adjacent to central activity districts of towns to achieve a more efficient use of urban infrastructure.

#### *Tarwin Lower Venus Bay Community Infrastructure Plan 2014*

This community infrastructure plan provides a demographic summary for Venus Bay and the neighbouring town of Tarwin Lower and provides recommendations for management of seasonal holiday populations and day visitors to ensure safety, emergency services access and waste management suited to both the winter and summer populations.

#### *Economic Development and Tourism Strategy 2015 – 2020*

The Economic Development and Tourism Strategy has been prepared to guide Council's desire to build a prosperous community. Council seeks to develop a strong economy for residents and enhance the experience for visitors. The delivery of the Strategy is focussed on three Strategic Goals:

1. Business Development and Attraction
2. Supportive Business Environment
3. Promotion, Marketing and Networks.

#### *Urban Design Frameworks*

Township Plans (also known as Urban Design Frameworks, Structure Plans or Master Plans) present a strategic, long term view (10-15 years or more) of a town's character and help identify its future. Urban Design Frameworks have been developed for Sandy Point, Venus Bay, Waratah Bay, Eastern Districts (Port Franklin, Toora, Welshpool and Port Welshpool) and Coastal UDFs, areas between settlements. These plans provide recommendations for future development or preservation within the coastal towns included in this study.

### *Coastal Management Plans - Gippsland*

Committees of Management on the coast are strongly recommended to develop coastal management plans in accordance with the Coastal Management Act 1995. The coastal management plan is a public document approved by the Minister for the Environment and describes how an area of coastal Victoria will be managed.

### *South Gippsland Emergency Management Plan Version 1.6 April 2013*

A joint plan developed by the Municipal Emergency Management Planning Committee to detail the agreed arrangements for the prevention of, the response to, and the recovery from emergencies that could occur in the South Gippsland Shire as identified in the Emergency Management Act, 1986.

Sub plans include

- ▶ Municipal Fire Management Plan 2013/2016
- ▶ Heatwave Plan
- ▶ Pandemic Plan
- ▶ South Gippsland Flood Emergency Plan Version 1.4 February 2013

### *Coastal Spaces Landscape Assessment Study (2006)*

This study identifies six different character areas described on a landscape character areas map. Specific coastal landscapes within the Shire have been determined to have either State or regional significance. These are the landscapes of Venus Bay Peninsula and Anderson Inlet, Cape Liptrap and Waratah Bay, and Corner Inlet Amphitheatre. The Significant Landscape Overlay has been applied to these areas to protect the landscape values by requiring a planning permit for specified development and stipulating objectives to be achieved.

### *Gippsland Tourism Research Study 2012 – Holiday Home Research South Gippsland*

A profile of holiday homes across Gippsland and across South Gippsland Shire developed with information gathered from a survey conducted in 2012 in South Gippsland, Wellington and East Gippsland and supplemented by a survey conducted in Bass Coast in 2009.

### *Community Plans*

Community Directions Statements have been developed for the coastal towns of Tarwin Lower and Venus Bay; Sandy Point; Welshpool and District and Toora. These plans have been developed by the local communities to prioritise community actions for each area or town. Details outlined in the plans are described below under each town.



*Andersons Inlet Fisheries Reserve Management Plan - DELWP, Fisheries Victoria*

*Corner Inlet Marine National Park Management Plan - Parks Victoria*

*West Gippsland Regional Catchment Strategy - West Gippsland CMA*

*Wilsons Promontory Marine National Park Management Plan - Parks Victoria*

## CULTURAL HERITAGE

The Gunai / Kurnai and the Boonwurrung Aboriginal peoples have a strong traditional association with the South Gippsland coast. Many examples of prior occupation by these Aboriginal groups have been identified as a result of regular survey and investigation. These include coastal shell middens, flaked stone artefact scatters, burial sites and other camp sites. This evidence continues to increase as further heritage assessments are undertaken.

The Victorian Aboriginal Heritage Act 2006 recognises Aboriginal people as the primary guardians, keepers and knowledge holders of Aboriginal cultural heritage. Under the Act, 'registered Aboriginal parties' are the voice of Aboriginal people in managing and protecting their cultural heritage. The appointment of these is an ongoing process, gradually re-establishing tribal boundaries lost during colonisation for all language groups in Victoria.

In Victoria, all heritage places, sites and objects are protected under State (Archaeological and Aboriginal Relics Preservation Act 1972) and Commonwealth (Aboriginal and Torres Strait Islander Heritage Protection Act 1984) legislation.

The Gunaikurnai Land and Waters Aboriginal Corporation (GLWAC) is the registered Aboriginal party for the land and waters between the Snowy River near Marlo and the Franklin River at Port Franklin, extending three nautical miles into Bass Strait. No registered Aboriginal parties have yet been recognised for the adjoining west of the Franklin River.

## NATIONAL PARKS AND RESERVES IN SOUTH GIPPSLAND COASTAL AREAS

### *Cape Liptrap Coastal Park*

Cape Liptrap Coastal Park comprises 4,175 hectares and encompasses the coastline from the residential subdivision at Waratah Bay westwards to Point Smythe on Anderson Inlet to the low water mark, and the Cape Liptrap Lighthouse Reserve (0.03ha) which is encompassed in the coastal park.

The park encloses the Township of Walkerville and abuts the residential subdivisions of Venus Bay, Promontory Views Estate and Waratah Bay.

A number of public land reserves once managed by local committees of management are included in the park. The Walkerville Foreshore Committee of Management continues to manage the foreshore and caravan park at Walkerville, adjacent to the park. Cape Liptrap Coastal Park Management Plan, 2003

### *Wilsons Promontory National Park*

A major attraction for South Gippsland, Wilsons Promontory National Park is at the southernmost tip of mainland Australia. The park protects 50,460 hectares and features granite mountains, sandy beaches and diverse plant communities including heathlands, woodlands and rainforests. The park is popular for camping, short walks and overnight hiking.

### *Corner Inlet and Nooramunga Marine and Coastal Parks (Corner Inlet Ramsar site)*

Nooramunga Marine and Coastal Park (30,179 hectares) and Corner Inlet Marine and Coastal Park (28,500 hectares) consist of shallow marine waters, intertidal mudflats and a series of over forty sand islands. Corner Inlet Marine National Park is made up of two separate areas located in the south eastern coast of Corner Inlet adjacent to Wilsons Promontory National Park. This area is known internationally for its wading bird habitat and is popular for boating, fishing and bird watching.

### *Shallow Inlet Marine and Coastal Park (2,377 hectares)*

Protects a large tidal bay enclosed from the sea by a sand barrier, spits, bars and mobile dunes. It is popular for boating, fishing and windsurfing. Cape Liptrap Coastal Park Management Plan, 2003

### *Andersons Inlet*

Venus Bay is situated on the south side of Anderson Inlet. The Inlet covers an area of 2,498 hectares and has mobile sand belts permanently open to the ocean. It is surrounded by foreshore reserve, agricultural grazing land, rural residential development and the townships of Inverloch, Tarwin Lower and Venus Bay. The shoreline is fringed by mangroves and salt marsh, with seagrass in the intertidal and sub tidal zones. Anderson Inlet is used year round by thousands of birds for breeding and feeding, and is subject to two international wader bird agreements including the Japanese Migratory Bird Agreement and the Chinese Migratory Bird Agreement (JAMBA and CAMBA). The inlet has also been recognised as having all the required criteria to be listed as a RAMSAR site. (Venus Bay UDF, 2006)

## PART 5: COASTAL TOWNS - PLANNING DETAILS AND COMMUNITY INFRASTRUCTURE

### VENUS BAY

*Permanent population - 589* (ABS Census 2011)

Venus Bay is situated 4km east of Tarwin Lower and 35km south of Leongatha. This hamlet was created from the donation of land by a local farmer and established in three parts, commonly known as the first, second and third estates.

Venus Bay contains a limited number of shops with the settlement reliant on tank water and on-site waste-water disposal systems.

Venus Bay as a small coastal hamlet has three roles.

1. A holiday destination for people from Melbourne and the surrounding district;
2. A small hamlet for a permanent year round population; and
3. A destination for day visitors to Anderson Inlet and Cape Liptrap Coastal Park.

Venus Bay Urban Design Framework, 2006

### *Infrastructure and Constraints*

#### *Physical Infrastructure*

- ▶ Electricity
- ▶ Bore water on private property

#### *Community Infrastructure*

- ▶ Community Centre
- ▶ Country Fire Authority Shed
- ▶ Venus Bay Surf Lifesaving Club
- ▶ Voluntary kerbside rubbish collection
- ▶ Transfer station
- ▶ Recreation, reserves and tourist facilities
  - ▶ Caravan park
  - ▶ Skate park
  - ▶ Parks - Jupiter Park (Estate 1, barbeque, playground),
  - ▶ Van Cleef Reserve (Estate 2)
  - ▶ Point Smythe Reserve, Doyle's Road Foreshore Reserve (Estate 3)
  - ▶ Boat ramp
  - ▶ Fisherman's Jetty
  - ▶ Public toilets – Jupiter Park, Beach 1 and Beach 5
  - ▶ Picnic tables, litter bins, viewing platform
  - ▶ Cape Liptrap Coastal Park

- ▶ Shared walking bike trail: Venus Bay – Tarwin Lower
- ▶ Retail area Estate 1 with General Store/Post Office, post office boxes and some road side mail delivery, café/restaurant, fishing supplies, take away stores, real estate agent

#### *Key Constraints - Physical Infrastructure*

- ▶ No reticulated water
- ▶ No sewerage
- ▶ No gas
- ▶ Limited retail services

#### *Key Constraints - Environment*

- ▶ Crown Land reserve along the coast within Aboriginal Cultural Heritage Sensitive Area
- ▶ Prone to coastal processes
- ▶ Bushfire prone
- ▶ Land to southeast is flood prone
- ▶ Significant landscape character
- ▶ Acid Sulphate soils

South Gippsland Housing and Settlement Strategy 2013

### *Community Directions: Venus Bay Tarwin Lower Community Plan*

#### *Priorities*

- ▶ Paths and trails – nature trails connecting to the beach and between beaches, improvement to bike paths and walking tracks.
- ▶ Garbage collection, extended transfer station hours.
- ▶ Youth – skate park improvement, carnival/festival, public transport to larger centres
- ▶ Dog off leash section of beach

#### *South Gippsland Planning Scheme*

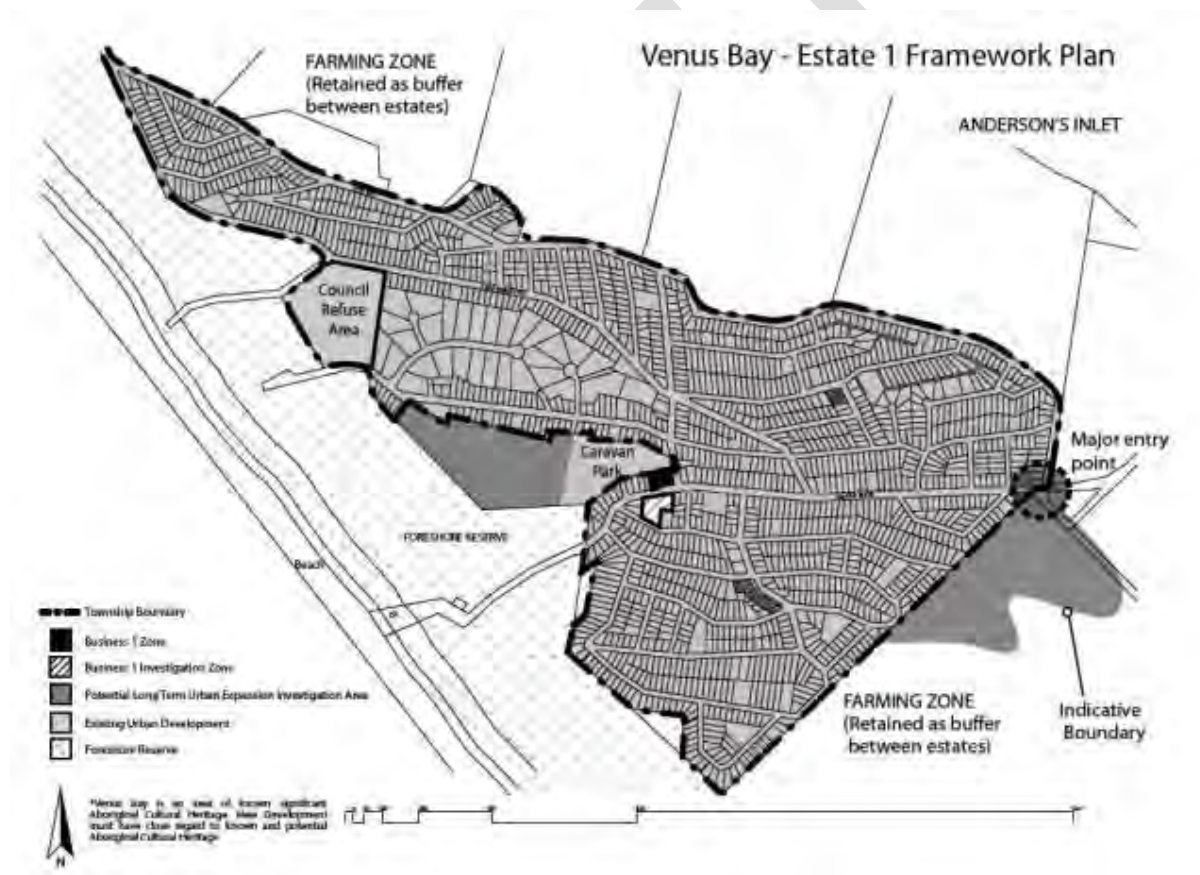
Future population growth in Venus Bay, when required, will be promoted within the existing zoned land and in the growth areas defined in the Framework Plan. It will provide low end convenience facilities and rely on Tarwin Lower and Leongatha for access to major retail, industrial and commercial facilities. Simple urban forms, low rise development and the natural bushland setting will continue to characterise the appearance of the village.

South Gippsland Planning Scheme – Municipal Strategic Statement 21.15-9

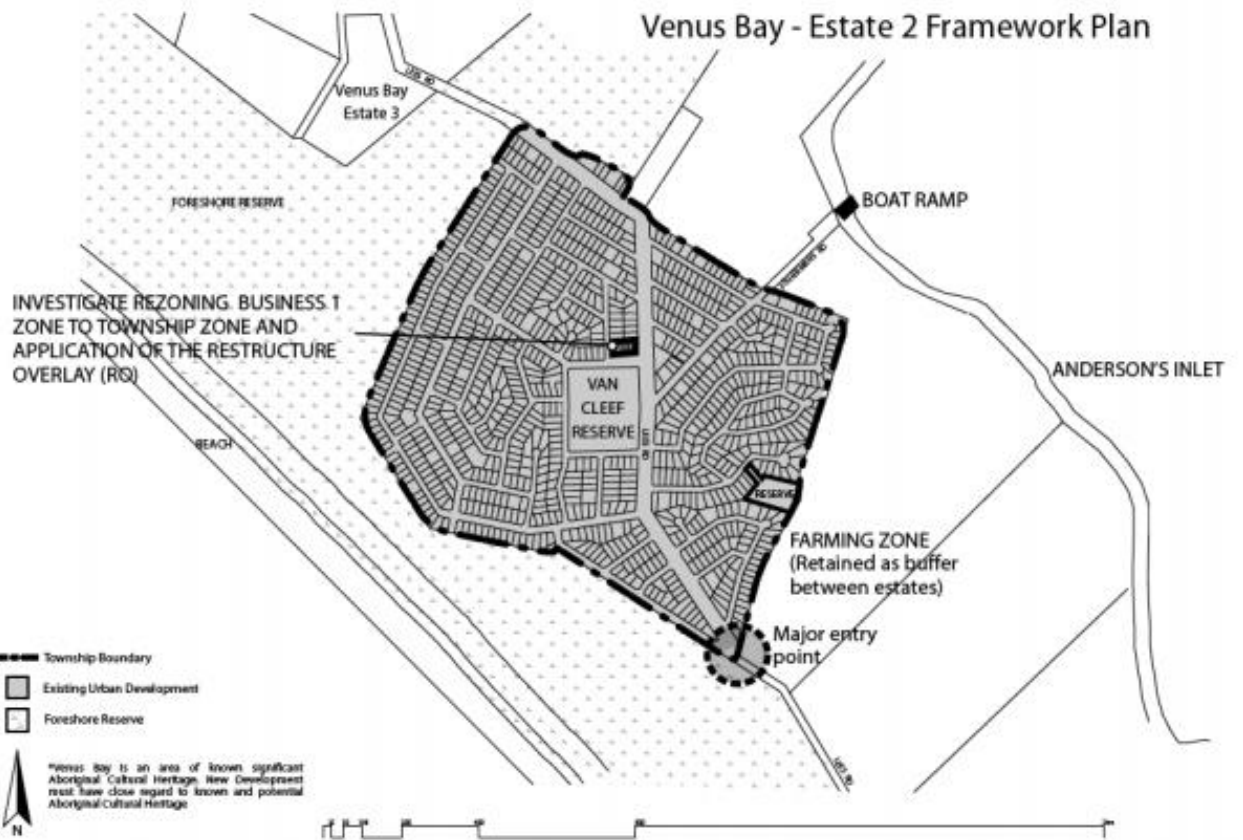
## Planning overlays

Overlays are additional controls over land that offer a further level of direction in relation to areas that have a particular sensitivity or unique circumstance. There are a number of overlays in Venus Bay, and these include:

- ▶ Environmental Significance Overlay
- ▶ Land Subject to Inundation Overlay
- ▶ Restructure Overlay
- ▶ Bushfire Management Overlay
- ▶ Design and Development Overlay



South Gippsland Planning Scheme – Municipal Strategic Statement – Clause 21.15



South Gippsland Planning Scheme – Municipal Strategic Statement – Clause 21.15

DRAFT

## SANDY POINT

*Permanent population – 197* (ABS Census 2011)

Sandy Point is located 201km south east of Melbourne, 40km south of Leongatha, 5 minutes from Shallow Inlet with Wilson's Promontory National Park to the east.

Sandy Point was developed as a small holiday coastal hamlet in the 1950s and has remained a popular destination for surfing, fishing and boating. The township has a limited range of commercial services and community facilities.

As a small coastal hamlet Sandy Point has three roles:

1. A holiday destination for people from Melbourne and the surrounding district;
2. A settlement for a small permanent year round population; and
3. A destination for tourists to Shallow Inlet and the surrounding Coastal Parks.

Sandy Point Urban Design Framework 2006

### *Infrastructure and Constraints*

#### *Physical Infrastructure*

- ▶ Electricity
- ▶ Bore water on private property

#### *Community Infrastructure*

- ▶ Community hall
- ▶ Waratah Bay Surf Lifesaving Club
- ▶ Neighbourhood Safer Place (Community Hall)
- ▶ Kerbside rubbish collection
- ▶ Recreation, reserves and tourist facilities
  - ▶ Recreation reserve
  - ▶ Tennis court
  - ▶ Mini golf
  - ▶ Public toilet
  - ▶ Park with barbeque, half basketball court
  - ▶ Picnic tables, litter bins
  - ▶ Foreshore Reserve
  - ▶ Cape Liptrap Coastal Park
- ▶ Retail shopping strip with general store, café/restaurant, real estate agent

#### *Key Constraints- Physical Infrastructure*

- ▶ No reticulated water
- ▶ No sewerage

- ▶ No gas.

### *Key Constraints- Environment*

- ▶ Prone to coastal processes
- ▶ Acid sulphate soils
- ▶ Bushfire prone
- ▶ Aboriginal Cultural Heritage Sensitive Area surrounding the settlement

South Gippsland Housing and Settlement Strategy 2013

### *Community Directions - Sandy Point*

#### *Priorities*

- ▶ Public toilets
- ▶ Infrastructure
  - ▶ Waratah and Sandy Point Walking Trail – feasibility study current underway
  - ▶ Footpath on Graham Grove
  - ▶ Speed limits, traffic calming, signage
  - ▶ Pedestrian crossing
  - ▶ Shallow Inlet road maintenance
- ▶ Telecommunications
  - ▶ Broadband
  - ▶ Telephone reception – Telstra Blackspot funding received
- ▶ Planting at Ash Avenue Reserve for koalas
- ▶ Men's Shed
- ▶ Skate park

### *South Gippsland Planning Scheme*

Future population growth in Sandy Point, when required, will be promoted within the existing zoned land and in the growth areas defined on the Sandy Point Framework Plan. The town will rely on Foster and Leongatha for access to major retail, industrial and commercial facilities. Simple urban forms, low rise development and the natural bushland setting will continue to characterise the appearance of the area.

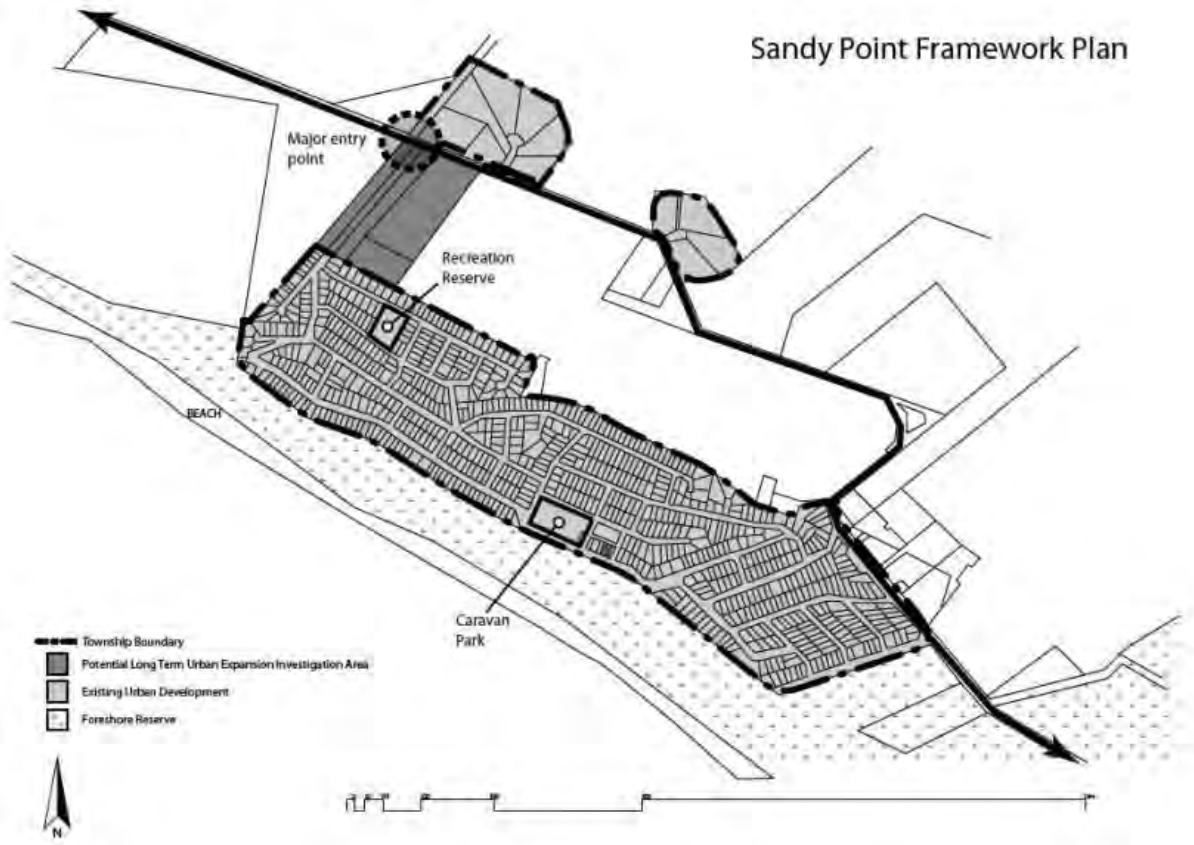
### *Planning overlays*

Overlays are additional controls over land that offer a further level of direction to areas that have a particular sensitivity or unique circumstance. Overlays that apply to Sandy Point include:

- ▶ Environmental Significance Overlay Schedule 3 - Coastal Areas
- ▶ Environmental Significance Overlay Schedule 5 - Areas Susceptible to Erosion



- ▶ Land Subject to Inundation Overlay
- ▶ Bushfire Management Overlay
- ▶ Design and Development Overlay



South Gippsland Planning Scheme – Municipal Strategic Statement – Clause 21.15

## WALKERVILLE

Walkerville is located along the coast within the Cape Liptrap Coastal Park, between Inverloch and Wilsons Promontory. The settlement includes three areas, Walkerville North, Promontory Views Estate and Walkerville South, consisting of vacation homes and rural dwellings. The locality has a strong coastal character, with unsealed roads and well-established coastal vegetation.

### *Infrastructure and Constraints*

#### *Physical Infrastructure*

- ▶ Electricity

#### *Community Infrastructure*

- ▶ Community Hall
- ▶ CFA brigade and shed
- ▶ Voluntary kerbside rubbish collection
- ▶ Transfer station
- ▶ Recreation, reserves and tourist facilities
  - ▶ Caravan Park
  - ▶ Kiosk
  - ▶ Public toilet at North and South
  - ▶ Beach boat ramps at North and South beaches
  - ▶ Foreshore Reserve
  - ▶ Cape Liptrap Coastal Park

#### *Key Constraints – Physical Infrastructure*

- ▶ No reticulated water
- ▶ No sewerage
- ▶ No gas

#### *Key Constraints – Environment*

- ▶ Acid sulphate soils
- ▶ Bushfire prone
- ▶ Aboriginal Cultural Heritage Sensitive Area in Crown land south and east of the settlement.
- ▶ Walkerville South and North are largely surrounded by Crown land.

South Gippsland Housing and Settlement Strategy 2013

## *South Gippsland Planning Scheme*

Walkerville, Walkerville North and Promontory Views Estate are described as part of a network of small towns and localities in the planning scheme. Statements in this clause relating specifically to Walkerville include:

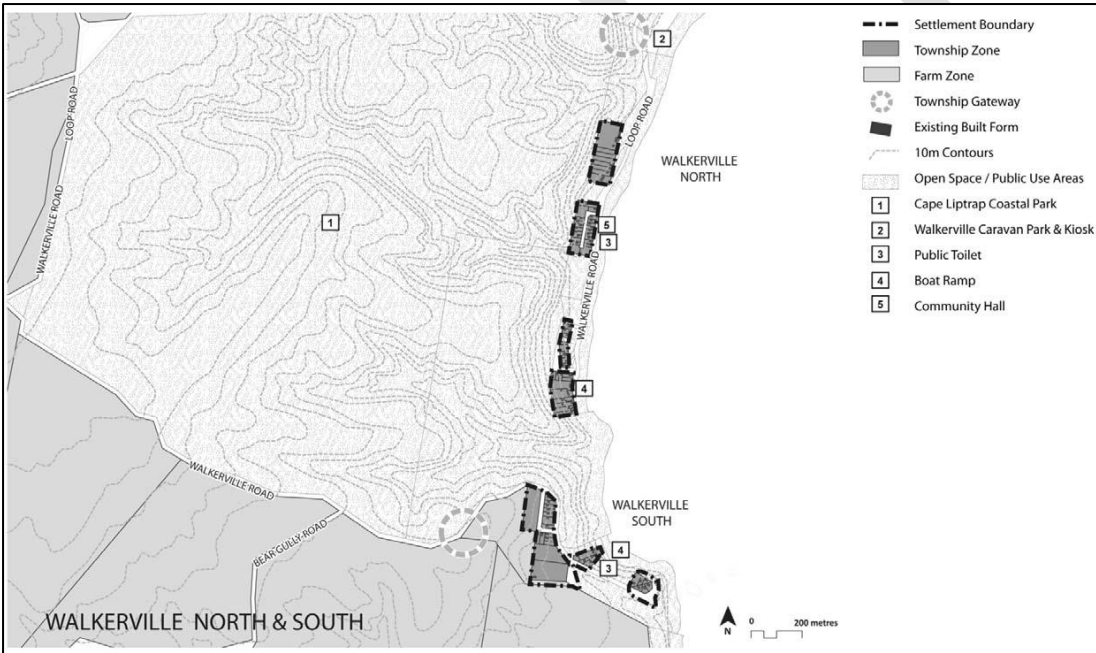
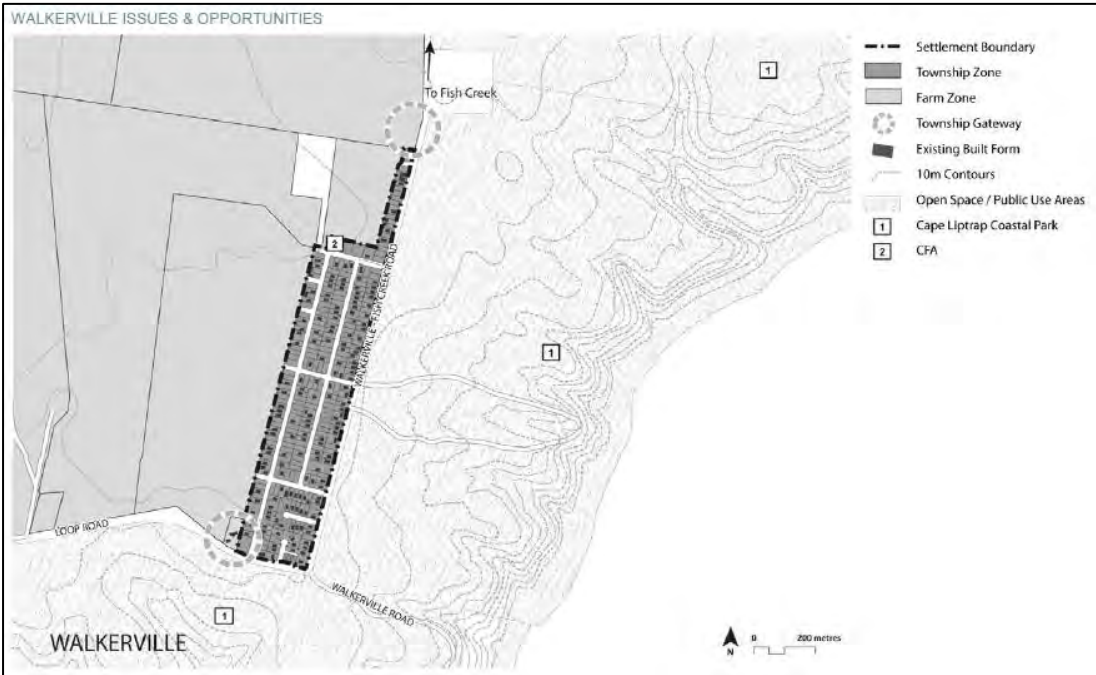
Maintain Walkerville, Walkerville North and the Promontory Views Estate as principally unserviced holiday destinations

Discourage further commercial development in the Walkerville, Walkerville North and Promontory Views Estate area apart from non-retail commercial facilities which are aimed at the tourist market and which could be readily confined to a house or residential property

### *Planning overlays*

Overlays are additional controls over land that offer a further level of direction in relation to areas that have a particular sensitivity or unique circumstance. Overlays that apply to Walkerville include:

- ▶ Environmental Significance Overlay Schedule 3 – Coastal Areas
- ▶ Environmental Significance Overlay Schedule 5 - Areas Susceptible to Erosion
- ▶ Bushfire Management Overlay



Housing and Settlement Strategy Urban Design Framework 2013

## WARATAH BAY

Waratah Bay is situated 40 kilometres south east of Leongatha, 10km west of Sandy Point and adjoins Cape Liptrap Coastal Park. It is a holiday hamlet with a small permanent population. Waratah Bay has long flat sandy beaches that are used for swimming, fishing, surfing and sand sailing.

The town has few services with most people relying on the Caravan Park for incidental supplies, and Sandy Point and Foster for more convenience goods.

Waratah Bay's role is as:

1. A holiday destination for Melbourne and the surrounding rural areas;
2. Supports a small permanent year round population; and
3. An entry point for tourists to the beach and Cape Liptrap Coastal Park.

*Infrastructure and Constraints* South Gippsland Housing and Settlement Strategy 2013

### *Physical Infrastructure*

- ▶ Electricity
- ▶ Sewerage

### *Community Infrastructure*

- ▶ Kerbside rubbish collection
- ▶ Recreation, reserves and tourist facilities
  - ▶ Park with playground, barbeque, picnic area, CFA shed, water tank corner Moongana and Gale Streets. Two smaller informal reserves
  - ▶ Caravan and camping park with kiosk
  - ▶ Public toilet opposite park
  - ▶ Boat ramp launching off ocean beach
  - ▶ Five beach access tracks, with litter bins and some with picnic tables
  - ▶ Foreshore Reserve
  - ▶ Cape Liptrap Coastal Park

### *Key Constraints – Physical Infrastructure*

- ▶ No reticulated water
- ▶ No gas
- ▶ No CFA truck

### *Key Constraints – Environment*

- ▶ Prone to coastal processes
- ▶ Acid sulphate soils
- ▶ Bushfire prone
- ▶ Aboriginal Cultural Heritage Sensitive Area covers most of the settlement.

## South Gippsland Planning Scheme

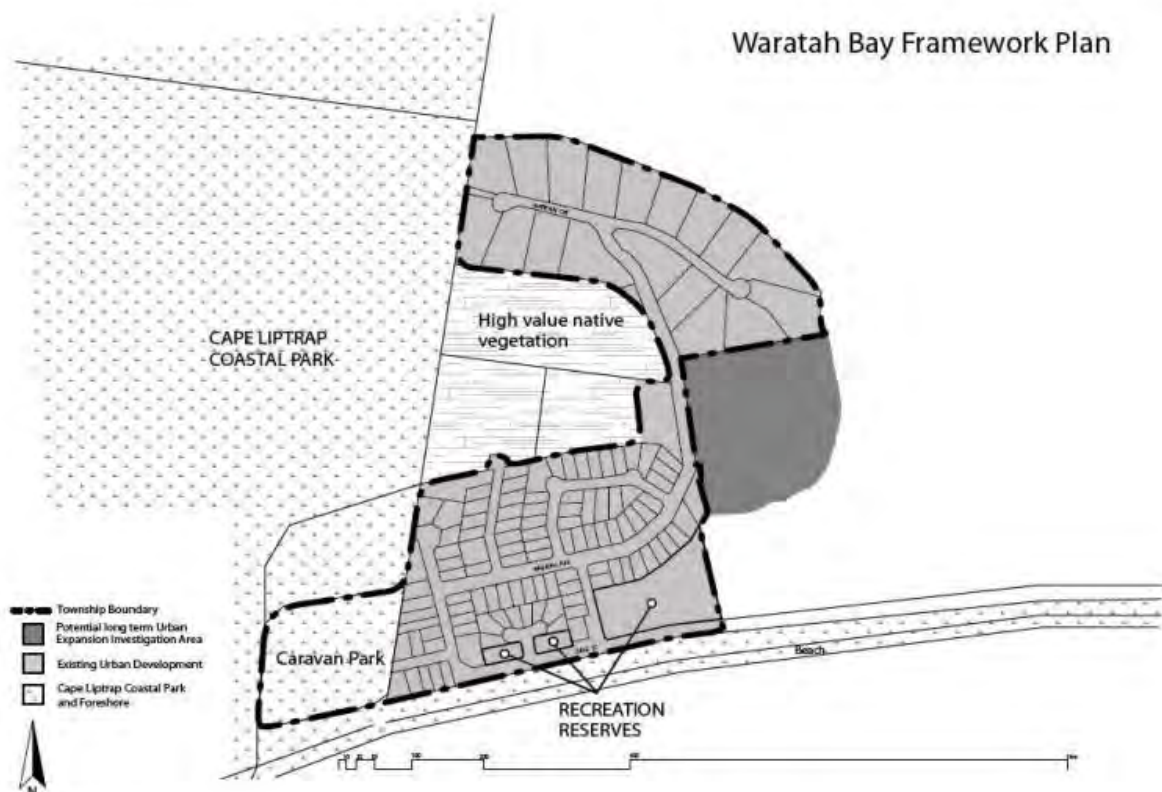
There is an opportunity to capitalise on the unique view and nature based recreation opportunities in and around Waratah Bay. Flora and fauna, cultural and landscape values and nature based recreation will be promoted and supported. Future population growth will be promoted within the existing zoned land and in the growth areas defined on the Framework Plan when required.

South Gippsland Planning Scheme – Municipal Strategic Statement 21.15-10

### Planning overlays

Overlays are additional controls over land that offer a further level of direction in relation to areas that have a particular sensitivity or unique circumstance. Overlays that apply to Waratah Bay include:

- ▶ Environmental Significance Overlay Schedule 7 - Coastal Settlements
- ▶ Land Subject to Inundation Overlay
- ▶ Bushfire Management Overlay
- ▶ Design and Development Overlay



South Gippsland Planning Scheme – Municipal Strategic Statement – Clause 21.15

## YANAKIE

*Permanent population - 382* (ABS Census 2011)

Yanakie is located on the strip of land heading into the Wilsons Promontory, and provides a service stop for locals and tourists heading into the national park. The settlement is surrounded by low-lying coastal plain with views of rolling hills along the horizon.

### *Infrastructure and Constraints*

#### *Physical Infrastructure*

- ▶ Electricity

#### *Community Infrastructure*

- ▶ Country Fire Authority brigade
- ▶ Community hall
- ▶ Kerbside rubbish collection
- ▶ Recreation, reserves and tourist facilities
  - ▶ Recreation reserve
  - ▶ Playground, barbeques, rotunda
  - ▶ Public toilet
  - ▶ Caravan parks – Yanakie (Duck Point) and Shallow Inlet
  - ▶ Boat ramp
  - ▶ Wilsons Promontory National Park
- ▶ Retail strip – general store, take away, petrol station

#### *Key Constraints – Physical Infrastructure*

- ▶ No reticulated water
- ▶ No sewerage
- ▶ No gas

South Gippsland Housing and Settlement Strategy 2013

### *South Gippsland Planning Scheme*

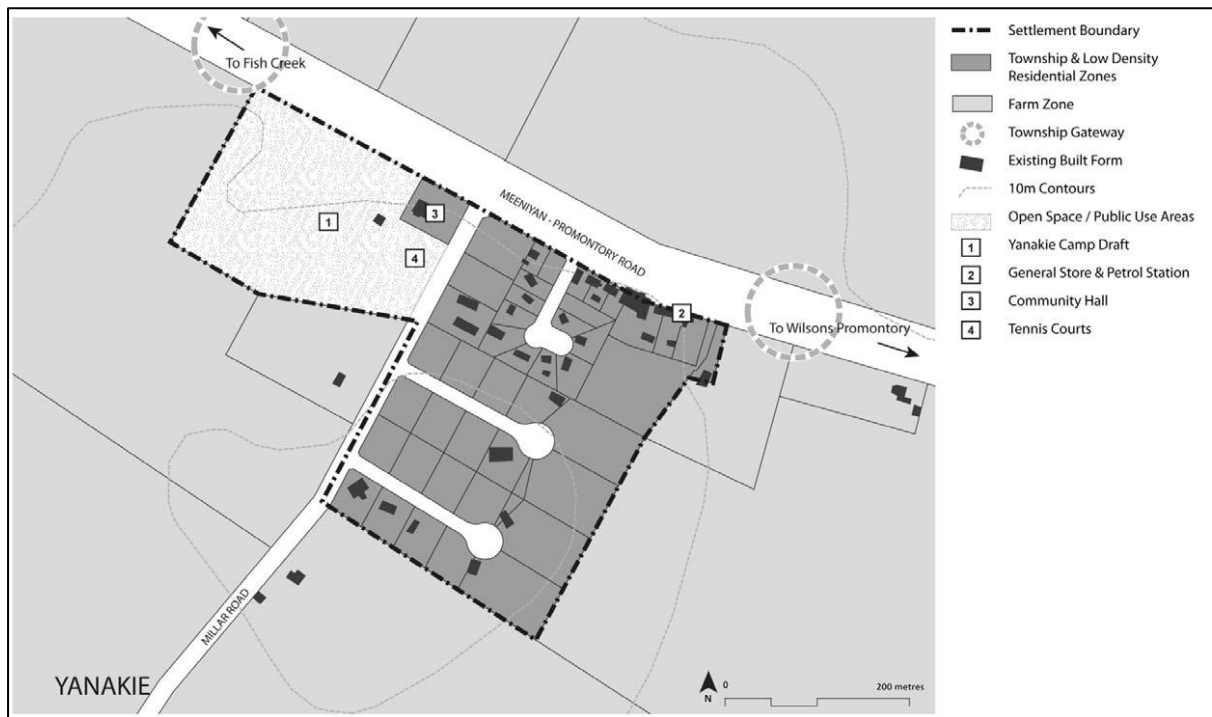
Yanakie is described as part of a network of small towns and localities in the planning scheme. Statements in this clause relating specifically to Yanakie include:

Encourage self-contained tourist development at Yanakie. Land outside the township has recently been rezoned to the Rural Activity Zone to encourage tourist related use and development.

## Planning overlays

Overlays are additional controls over land that offer a further level of direction in relation to areas that have a particular sensitivity or unique circumstance. Overlays that apply to Yanakie include:

- Environmental Significance Overlay
- The ESO3 and a Significant Landscape Overlay



Housing and Settlement Strategy Urban Design Framework 2013

## Gippsland Regional Boating Strategy 2013

The access and tidal restrictions at Yanakie, Corner Inlet and Port Franklin limit any new development of recreational boating facilities. The focus for this area will be on maintaining recreational boating at its current level while reducing the impact on the natural environment of the Corner Inlet embayment through a reduced need for dredging and other maintenance activities.



## PORT FRANKLIN

*Permanent population - 114* (ABC Census 2011)

Port Franklin, is a charming low-key fishing village that is hidden away on a quiet section of Corner Inlet near the mouth of the Franklin River where it flows into Corner Inlet Marine and Coastal Park. Physically remote from other towns, the single access road from the South Gippsland Highway gives the town a feeling of isolation.

Eastern Districts Urban Design Framework 2012

### *Infrastructure and Constraints*

#### *Physical Infrastructure*

- ▶ Reticulated water
- ▶ Electricity

#### *Community Infrastructure*

- ▶ Community Hall
- ▶ Kerbside rubbish collection
- ▶ Recreation, reserves and tourist facilities
  - ▶ Basketball courts
  - ▶ Tennis courts
  - ▶ Oval and pavilion, secondary oval
  - ▶ Public toilet
  - ▶ Playground
  - ▶ Corner Inlet
  - ▶ Cape Liptrap Coastal Park
  - ▶ Franklin River Reserve
  - ▶ Foreshore Reserve
  - ▶ Barbeques
  - ▶ Corner Inlet

#### *Key Constraints – Physical Infrastructure*

- ▶ No Sewerage
- ▶ No Gas

#### *Key Constraints – Environment*

- ▶ Prone to coastal processes
- ▶ Aboriginal Cultural Heritage Sensitive Area

South Gippsland Housing and Settlement Strategy 2013

## *South Gippsland Planning Scheme*

Port Franklin is part of a network of small towns and localities described in the planning scheme as the Eastern District. Statements in this clause relating specifically to Port Franklin include:

- ▶ Encourage small scale tourism within the township zone
- ▶ Discourage development in the absence of reticulated sewerage at Port Franklin

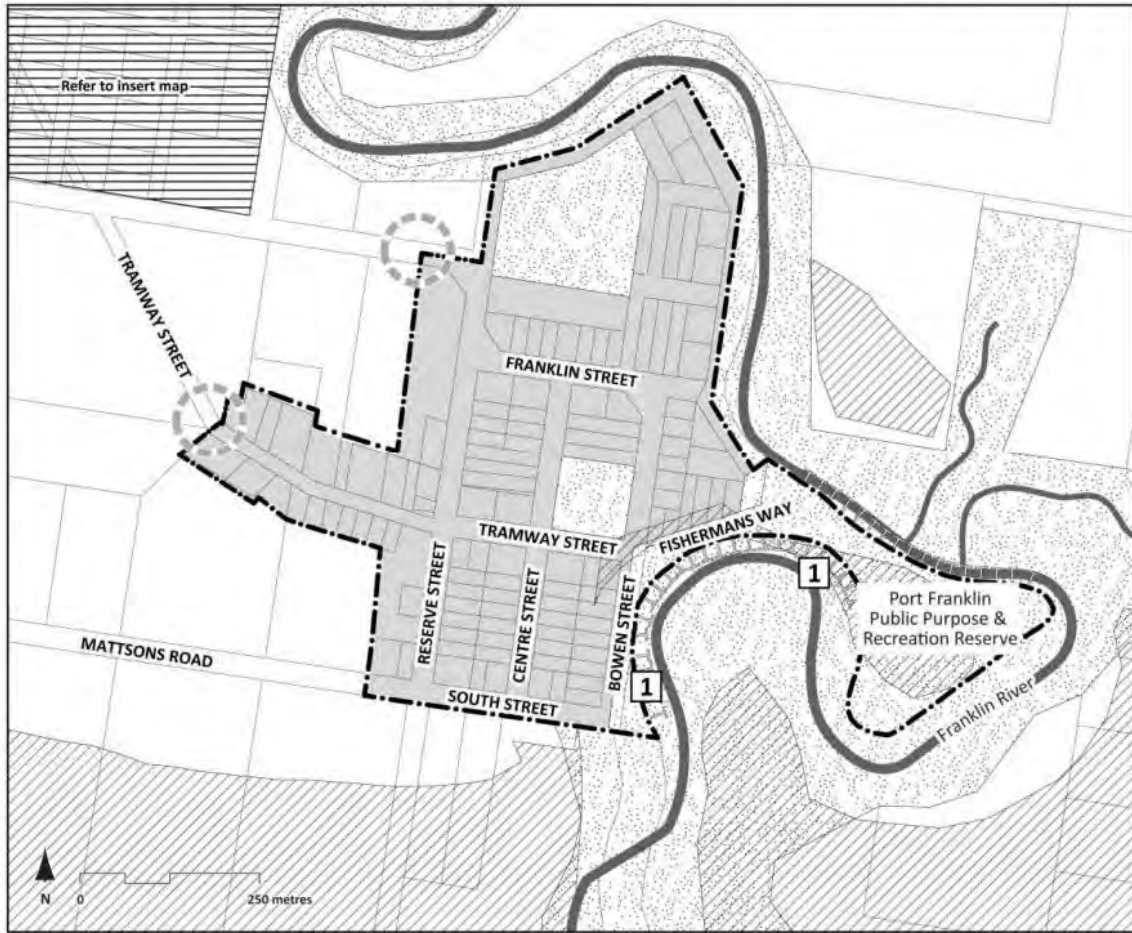
## *Planning overlays*

Overlays are additional controls over land that offer a further level of direction in relation to areas that have a particular sensitivity or unique circumstance. Overlays that apply to Port Franklin include:

- ▶ Environmental Significance Overlay Schedule 3 - Coastal Areas
- ▶ Significant Landscape Overlay, Schedule 3 – Corner Inlet Amphitheatre
- ▶ Land Subject to Inundation Overlay
- ▶ Restructure Overlay

## *Gippsland Regional Boating Strategy 2013*

The access and tidal restrictions at Yanakie, Corner Inlet and Port Franklin limit any new development of recreational boating facilities. The focus for this area will be on maintaining recreational boating at its current level while reducing the impact on the natural environment of the Corner Inlet embayment through a reduced need for dredging and other maintenance activities.



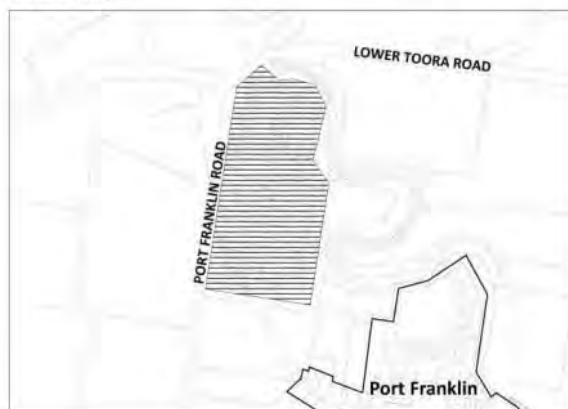
- Urban Zoned land
- Open Space / Public Use / Education & Environmental Areas
- Land potentially subject to flooding\*
- Restructure Overlay Investigation Area
- Township Boundary
- Waterway
- Township Gateway

\*Note: Refer to Catchment Management Authority for precise flood extent information.

**SUPPORT TOURISM OPPORTUNITIES:**

- 1** Bowen Street & Fishermans Way Precinct

**INSERT MAP:**



## TOORA

Toora is a compact, attractive town with a strong rural character set within a rolling agricultural landscape. Located at the point where the Strzelecki Ranges foothills meet the coastal plain, the town is visible from a number of vantage points along South Gippsland Highway and the roads that meander up to Mt Best. From within the town itself views are available to the foothills to the north and the coast to the south.

Stanley Street is Toora's primary commercial address. It not only runs at a right angle to the highway but the majority of shops are located towards its southern end, away from the main intersection. This means that the street does not suffer from the heavy traffic volumes and safety and amenity issues associated with the highway but creates a challenge to attract passers-by from the highway.

Eastern Districts Urban Design Framework 2012

### *Infrastructure and Constraints*

#### *Physical Infrastructure*

- ▶ Reticulated Sewerage
- ▶ Reticulated water
- ▶ Electricity

#### *Community Infrastructure*

- ▶ Maternal Child Health Centre
- ▶ Preschool
- ▶ Primary School
- ▶ Medical Centre
- ▶ Community house
- ▶ Public Hall
- ▶ Mobile Library
- ▶ VLine bus service
- ▶ Recreation, reserves and tourist facilities
  - ▶ Swimming Pool
  - ▶ Recreation reserve
  - ▶ Skate park
  - ▶ Great Southern Rail Trail
  - ▶ Public toilet
  - ▶ Boat ramp
  - ▶ Bird Hide
  - ▶ Pear Orchard
- ▶ Extensive retail shopping area with supermarket, hotel, pharmacy, hardware store, petrol station

### *Key Constraints – Physical Infrastructure*

- ▶ No Gas

South Gippsland Housing and Settlement Strategy 2013

### *Community Directions - Toora and District Community Plan*

#### *Priorities*

- ▶ Streetscape – Stanley Street, town beautification, replace planter boxes (completed), use of shops
- ▶ Tourism / business association – promote Toora as a tourist and business opportunity
- ▶ Youth – street art, BMX track

### *South Gippsland Planning Scheme*

Toora is part of a network of small towns and localities described in the planning scheme as the Eastern District. Statements in this clause relating specifically to Toora include:

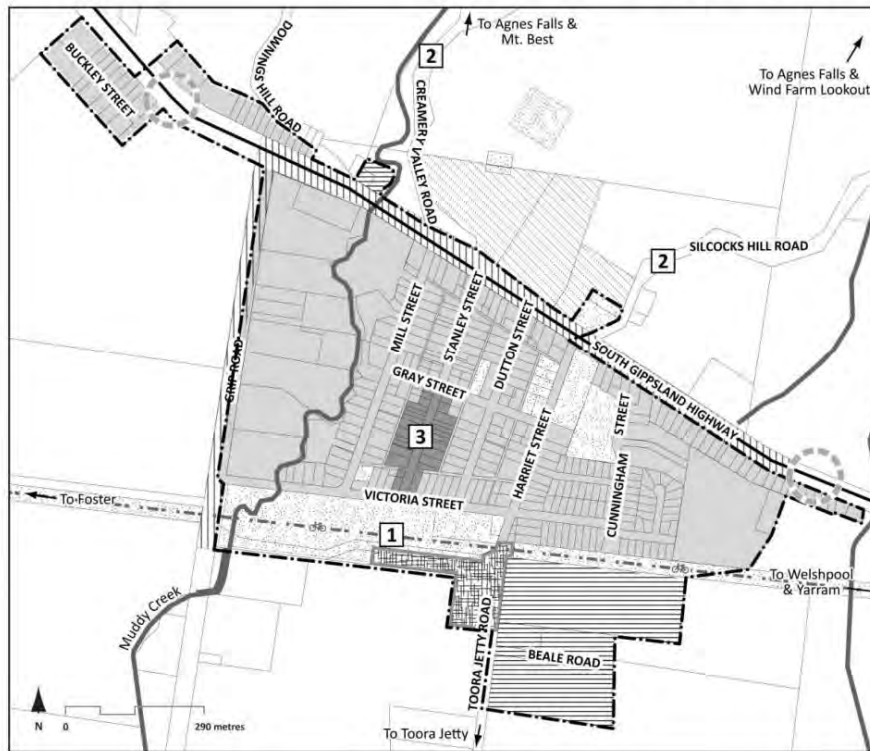
- ▶ Identify the Town Centres of Toora and Welshpool as the preferred focus for commercial services and facilities in those towns
- ▶ Encourage small-scale tourism within the Township Zone in Toora
- ▶ Conserve and enhance heritage places, in particular along Stanley Street Toora, in recognition of their contribution to the overall image of the Eastern District towns and localities.

### *Planning overlays*

Overlays are additional controls over land that offer a further level of direction in relation to areas that have a particular sensitivity or unique circumstance. Overlays that apply to Toora include:

- ▶ Environment Significance Overlay 3
- ▶ Sewerage Treatment Plan Buffer
- ▶ Land Subject to Erosion
- ▶ Significant Landscape Overlay – Corner Inlet Amphitheatre
- ▶ Heritage Overlay
- ▶ Land Subject to Inundation Overlay

Toora Framework Plan



- Town Centre
  - Urban Zoned land
  - Industrial Zoned land
  - Rural Activity Zoned land
  - Open Space / Public Use / Education & Environmental Areas
  - Future Rezoning Investigation Area
  - Township Boundary
  - Major Traffic Route
  - Great Southern Rail Trail
  - Waterway
  - Township Gateway
  - Avenue of Honour
- SUPPORT TOURISM OPPORTUNITIES:**
- 1** Great Southern Rail Trail
  - 2** Scenic Tourist Drive
  - 3** Toora Historic Town Centre

South Gippsland Planning Scheme – Municipal Strategic Statement – Clause 21.15

*Gippsland Regional Boating Strategy 2013*

Sand build up and channel depth are restricting use of Toora’s high quality facilities. A long-term solution for the Toora boat ramp needs to be determined through a more detailed planning process.

## PORT WELSHPOOL

*Permanent population - 179* (ABS Census 2011)

Port Welshpool is a sparsely developed port town located on low-lying coastal land adjacent to Corner Inlet. Port infrastructure dominates the town, defining its character and its economic fortunes.

Port Welshpool is a significant commercial port servicing the offshore oil, gas and fishing industries as well as being a popular recreational boating area. A marine precinct master plan is currently being developed.

A former ferry terminal dock and sealed car park provide large areas opposite the hotel and general store and jetty. The historic Long Jetty is now closed. The entrance to Port Welshpool is accessed a short distance from the South Gippsland Highway via Port Welshpool Road.

Eastern Districts Urban Design Framework 2012

### *Infrastructure and Constraints*

#### *Physical Infrastructure*

- ▶ Reticulated water
- ▶ Electricity
- ▶ Sewerage

#### *Community Infrastructure*

- ▶ Former ferry terminal community building
- ▶ Port Facility
- ▶ Australian Volunteer Coast Guard
- ▶ Recreation, reserves and tourist facilities
  - ▶ Public toilet
  - ▶ Tennis courts
  - ▶ Playground
  - ▶ Foreshore Reserve
  - ▶ Heritage listed 'Long Jetty' (currently closed)
  - ▶ Boat ramp
  - ▶ Fishing Jetty
  - ▶ Maritime Museum
  - ▶ Caravan park
  - ▶ Bowling club
  - ▶ Foreshore walking path
  - ▶ Fishing and sightseeing boat charters
- ▶ One general store

### *Key Constraints – Physical Infrastructure*

- ▶ No Gas

### *Key Constraints – Environment*

- ▶ Prone to coastal processes
- ▶ Significant landscape character
- ▶ Bushfire prone
- ▶ Settlement largely surrounded by Crown land.
- ▶ Aboriginal Cultural Heritage Sensitive Area covers the entire settlement.

South Gippsland Housing and Settlement Strategy 2013

### *Community Directions – Welshpool and District Community Plan*

#### *Port Welshpool Priorities*

- ▶ Upgrade recreation reserve

### *South Gippsland Planning Scheme*

Port Welshpool is part of a network of small towns and localities described in the planning scheme as the Eastern District. Statements in this clause relating specifically to Port Welshpool include:

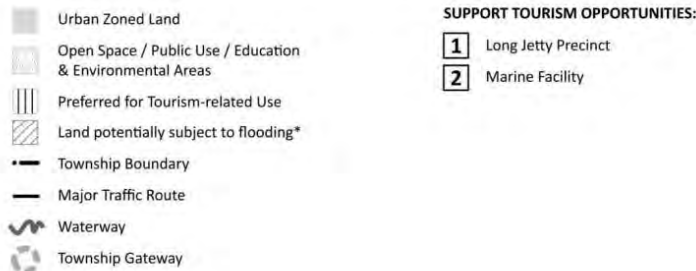
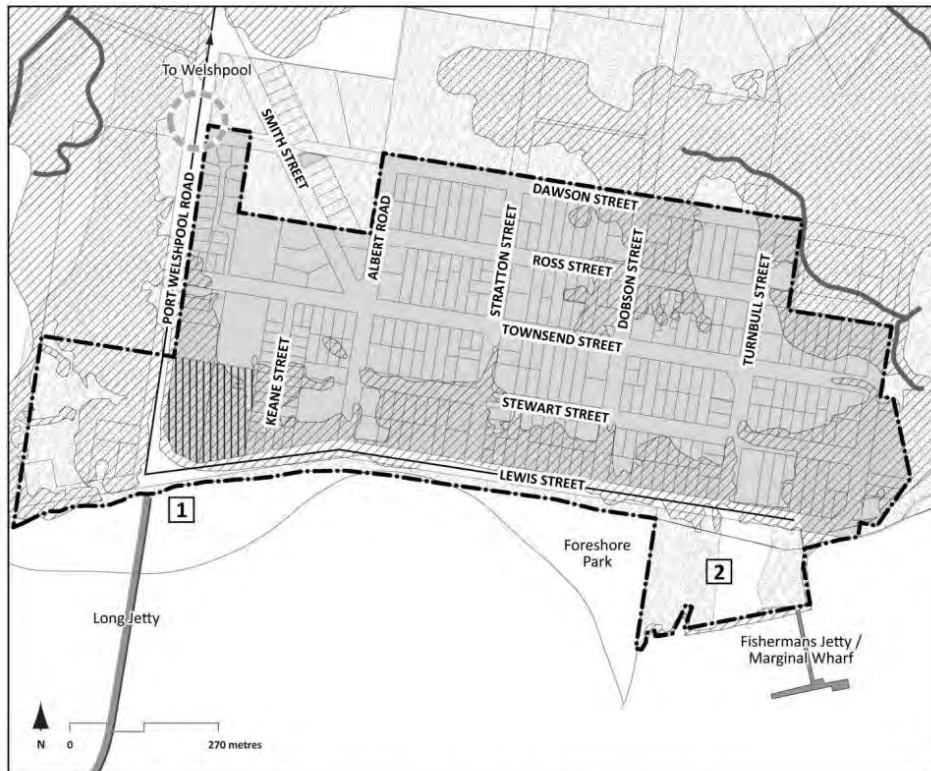
- ▶ Encourage small scale tourism within the Township Zone.
- ▶ Encourage medium-scale tourism, compatible with any environmental constraints, in the precinct in the Township Zone in the vicinity of Long Jetty.
- ▶ Encourage aquaculture and other marine related activities.
- ▶ Encourage the use and development of port facilities
- ▶ Develop and implement a Design and Development Overlay or similar control for the precinct on the north-east corner of Port Welshpool Road and Lewis Street (1- 9 Lewis Street) Port Welshpool.

### *Planning overlays*

Overlays are additional controls over land that offer a further level of direction in relation to areas that have a particular sensitivity or unique circumstance. Overlays that apply to Port Welshpool include:

- ▶ Bushfire management Overlay
- ▶ Environmental Significance Overlay Schedule 3 - Coastal Areas
- ▶ Land Subject to Inundation Overlay





\*Note: Refer to Catchment Management Authority for precise flood extent information.

South Gippsland Planning Scheme – Municipal Strategic Statement – Clause 21.15

### Gippsland Regional Boating Strategy 2013

- ▶ Gippsland Ports manages most wharves and jetties in Port Welshpool and South Gippsland Shire Council manages the boat ramp and adjacent jetty
- ▶ One of seven regional boating precincts – boating master plan proposed
- ▶ Publicly accessible slipways and/or boat lift
- ▶ Three ramp lanes South Gippsland Shire District Regional Jetty (Marginal Wharf) Gippsland Ports District Jetty (Catwalk Jetty) Gippsland Ports District Jetty (Fisherman’s Jetty) Gippsland Ports District Jetty (Ferry Terminal Jetty) Gippsland Ports District Jetty (Long Jetty) Gippsland Ports Closed

## REFERENCES

- South Gippsland Shire Council (2015) *Seasonal Population Impacts in Coastal Towns - resident and non-resident ratepayer survey*.
- South Gippsland Shire Council (2006) *Venus Bay Urban Design Framework, Settlement Background Paper*, Connell Wagner
- South Gippsland Shire Council (2013) *Housing and Settlement Strategy* (Planisphere 2013)
- Surf Lifesaving Victoria (2006) *National Aquatic and Recreational Signage Style Manual* (3<sup>rd</sup> Edition)
- Urban Enterprise (2012) *Gippsland Tourism Research Study. Holiday Home Research – South Gippsland*. Destination Gippsland
- South Gippsland Shire Council Planning Scheme, <http://planningschemes.dpcd.vic.gov.au/schemes/southgippsland> accessed May 2015
- Department of Sustainability and Environment (2006) *Coastal Landscape Assessment Study: South Gippsland Municipal Reference Document* [http://planningschemes.dpcd.vic.gov.au/schemes/southgippsland/ordinance/21\\_mss\\_06\\_sqip.pdf](http://planningschemes.dpcd.vic.gov.au/schemes/southgippsland/ordinance/21_mss_06_sqip.pdf) accessed May 2015
- Surf Lifesaving Australia *Beachsafe* <http://beachsafe.org.au> accessed 3 June 2015
- Parks Victoria (2003) *Cape Liptrap Coastal Park Management Plan*, [http://parkweb.vic.gov.au/\\_data/assets/pdf\\_file/0016/313252/Cape-Liptrap-Coastal-Park-Management-Plan.pdf](http://parkweb.vic.gov.au/_data/assets/pdf_file/0016/313252/Cape-Liptrap-Coastal-Park-Management-Plan.pdf) accessed May 2015
- Australian Bureau of Statistics (ABS) *Census of Population and Housing 2011*, Accessed May 2015
- Wastewater Management in Coastal Settlements of Gippsland Project, *Part 2: Report on Strategies for Domestic Wastewater in Gippsland*, 2004
- McKenzie, F, Martin, J, Paris, C (2008) 'Fiscal policy and mobility: The impact of multiple residences on the provision of place-based service funding', *Australasian Journal of Regional Studies*, Vol 14, No 1
- South Gippsland Shire Council *Rates Records*, Accessed December 2014
- Department of Transport, Planning and Local Infrastructure Spatial Analysis and Research Branch (August 2013) *Population and Settlement along the Victorian Coast: Background Research Paper to inform the Victorian Coastal Strategy 2013* (VCC 2013)
- Ipsos-Eureka Social Research Institute (2012) *Coastal and Marine Environment Community Attitudes and Behaviour (Wave Four) Report*, prepared for Victorian Coastal Council.

Bass Coast Shire Council (2009) *Victorian Desalination Project Housing Accord*,  
Bass Coast Shire Council

Kelly, G and Haslam-McKenzie, F (2005) *Housing affordability in a seachange community: Market and policy responses to changing socio-demographics in VCC*  
2013

Real Estate.com <http://www.realestate.com.au/rent> accessed 27 May 2015

For further information



Vicki Bradley - Social Planning Officer

---

P: 03 5662 9809 M: 0459 021 958 F: 03 5662 3754  
South Gippsland Shire Council • 9 Smith Street (Private Bag  
4) • Leongatha • Vic • 3953  
W: <http://www.southgippsland.vic.gov.au>