LOW GROWTH SETTLEMENTS

Contents

- Rhyll
- Wimbledon Heights
- Smiths Beach, Sunderland Bay, Sunset Strip & Surf Beach
- Cape Woolamai
- Dalyston
- Cape Patterson
- Jam Jerrup
- Pioneer Bay/Gurdies
- Tenby Point
- Corinella
- Coronet Bay
- Bass
- Kilcunda
- Harmers Haven

Rhyll

The Rhyll Structure Plan establishes a clear direction for the future physical form of Rhyll in that it defines a town boundary for residential development and precincts for consolidated commercial areas.

Settlement

- Ensure development occurs within settlement boundaries.
- Maintaining the Rhyll-Newhaven Road, Hastings Road and McIlwraith Road as the boundary for residential development.

Land uses

- Encourage a mix of densities within the urban area to accommodate population growth without compromising the coastal village character.
- Encourage shop top dwellings above retail development to increase activity and surveillance.
- Provide for a consolidated and active commercial area.
- Limit commercial development to the existing area of Beach Road facing the eastern foreshore and the existing shop at the corner of Walton Street and Lock Road.

Landscape and built form

- Ensure that future development is high quality and has an appropriate scale for the compact nature of the urban area of Rhyll.
- Maintain the existing compact residential character of the urban area.
- Ensure that development is responsive to identified flood and coastal inundation risks identified in the Land Subject to Inundation Overlay.
- Within residential areas:
  - Apply the design guidelines of the Phillip Island and San Remo Design Framework.
- Encourage new buildings to respond to the hillside topography of Rhyll by varying the levels of each part of any dwelling to reduce building and wall heights and overall mass.
- Limit building form to be a maximum of two storeys in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline). Encourage new developments to maintain existing view lines to and from the foreshore.
- Maintain the roadside vegetation in Rhyll and on the approaches into the urban area.

- Within commercial areas:
  - Encourage active retail frontages at street level.
  - Ensure new buildings on corner sites present active frontages to both streets.
  - Limit building form to a maximum of two storeys in height (7 metres to top of wall and 8 metres to the ridgeline).
  - Encourage articulated facades, pitched galvanised steel roofs and verandahs, to create a visually cohesive and interesting streetscape.

Environment
- Identify and plan for environmental hazards.

Map 1: Rhyll

Wimbledon Heights
The Wimbledon Heights Strategic Framework Plan establishes a clear direction for the future physical and spatial form of Wimbledon Heights.

Local area implementation
Wimbledon Heights is a small dormitory settlement south of Cowes in the centre of Phillip Island, surrounded by agricultural land and rural landscapes. The settlement is characterised by centrally located open space and modest single-story coastal dwellings set on large blocks.
Streetscape planting within the residential development is minimal and sparse, with broad nature strips and mature tree specimens. This reflects the character of the surrounding open pasture.

**Settlement**

- Protect the established scale of Wimbledon Heights which is set within and defined by its rural setting and hilltop location.
- Limit land available for urban development to land contained within the defined settlement boundary.

**Land Use**

- Facilitate the residential development of vacant land within the defined settlement boundaries.
- Protect and maintain non-urban landscapes between Cowes and Wimbledon Heights.

**Specific Implementation**

- Prepare Urban Design Guidelines for Wimbledon Heights.

**Map 1: Wimbledon Heights Strategic Framework Plan**

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**Smiths Beach, Sunderland Bay, Sunset Strip, Surf Beach**

The Smiths Beach, Sunderland Bay Sunset Strip and Surf Beach Structure Plan establishes a clear direction for the future physical form of these estates in both a spatial sense as well as built form, in that it defines a town boundary for residential development.

The strategy for these beach settlements is to maintain each estate as a separate entity with its own distinct identity and to increase the level of infrastructure to improve the living environment for these estates.

**Settlement**

- Consolidate development within the township boundaries of each estate identified on the structure plans.
- Discourage development beyond the existing residential areas of Sunderland Bay, Surf Beach, Sunset Strip and Smiths Beach.
**Land uses**

- Locate commercial, community or residential development on the south west corner of Marlin Street and Smiths Beach Roads at Smiths Beach.
- Limit floor space for future commercial development on the west side of Smiths Beach and Sunderland Bay to a level to service local community needs.

**Environment**

- Establish wildlife corridors throughout the residential areas where possible linked by existing areas of open space as well as creating a buffer to rural land.

**Landscape and built form**

- Provide high quality residential development that is responsive to the opportunities and constraints of a site and character of the area.
- Apply the design guidelines of the Phillip Island and San Remo Design Framework.
- Limit building form to be a maximum of two storey in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline).
- Reflect the context of the existing buildings on the street when determining setback requirements.
- Encourage low front fences to open up the streetscape and allow for visual permeability.
Cape Woolamai

The San Remo, Newhaven and Cape Woolamai Structure Plan establishes a clear direction for the future physical form of Cape Woolamai in both a spatial sense as well as built form in that it defines a town boundary for residential development and nominates design guidelines for development. Cape Woolamai occupies the section of land at the head of the Cape and is almost entirely made up of detached residential dwellings up to three stories. A small set of commercial buildings are located at the entry to Cape Woolamai at Vista Place.

Settlement

- Prevent any additional expansion of Cape Woolamai, other than what is indicated in the strategic Framework Plan below, due to physical and environmental constraints.
Land uses

- Include second storey shop top housing to be used for a mix of residential, holiday apartments and offices.
- Encourage development within the local retail precinct around Vista Place.
- Ensure that ground floor is used for retail, dining, community, or entertainment to maximise interaction between indoor and outdoor commercial development.
- Facilitate urban improvements as a means of encouraging new development within the Vista Drive commercial precinct, servicing the community of Cape Woolamai.
- Encourage commercial uses that support the local community needs within Cape Woolamai’s existing mixed use zoned convenience centre.
- Identify the Phillip Island Airport as ‘an investigation area once the airports’ future has been determined.

Environment

- Ensure the interface of residential development with the State faunal reserves and shearwaters rookeries are sensitive to the environmental significance of these areas. This is best achieved with screening of indigenous vegetation. Using planting and wildlife corridors as a buffer between the rural land and residential development.

Landscape and built form

- Provide high quality residential development that is both responsive to the site and to the character of Cape Woolamai.
- Retain the low scale character of the Cape Woolamai convenience centre.
- Apply the design guidelines of the Phillip Island and San Remo Design Framework.
- Limit building form to a maximum of two storeys in height (7 metres from natural ground level to top of wall and 8 metres from natural ground level to the ridgeline).
- Include landscaping using indigenous plants in new development and new residential subdivisions.
- Encourage fewer and low front fences to open up the streetscape and allow for visual permeability.
- Present a visually cohesive street presence by constructing retail buildings in “strips”.
- Ensure that corner buildings front both streets.
- Improve the existing interface between the southern edge of Cape Woolamai township and the coastal reserve at the Colonnades by connecting Beresford Drive to Lantana Road and closing The Boulevard and the associated extensions of Lantana Road and Tampa Road to vehicle access.

Infrastructure

- Make provision for pedestrian and cycle trails in accordance with the Cape Woolamai Parks and Trails Plan located below.
Map 1: Cape Woolamai Strategic Framework Plan

Investigation area once the airport's future has been determined.

Legend
- Existing Urban Area
- Public Open Space / Public Land
- Rural Area / Farmland
- Settlement Boundary
The Dalyston Strategic Framework Plan establishes a clear direction for the future physical form of Dalyston in that it defines a town boundary for residential development and precincts for consolidated commercial areas.

**Settlement**
- Maintain Dalyston as a small residential community.
- Consolidate urban development within the township boundary.
- Discourage development outside of the identified township boundary.

**Land Uses**
- Retain the existing township character.
- Encourage infill development.
- Encourage a secondary open space precinct as indicated on the Dalyston Parks and Trails Plan below, north of the Bass Highway to serve the northern precinct.
- Encourage a mix of densities to accommodate population growth without compromising the village character.

- In response to the recent provision of infrastructure services for Dalyston, support the removal of the Restructure Overlay that applies to land in North Dalyston to cater for new residential growth.

- Encourage future development of commercial uses to be of a scale that reflects the existing neighbour character.

- Support the retention of a convenience store in the commercial area.

**Landscape and built form**

- Protect and enhance the village character of Dalyston.

- Encourage appropriate urban/rural interfaces that recognise the distinct rural setting of Dalyston.

- Encourage high quality residential subdivisions that are responsive to the opportunities and constraints of a site and character of the area.

**Infrastructure**

- Improve infrastructure provision for footpaths, roads, and drains within the township.

- Improve the pedestrian and bicycle connections to the Bass Coast Rail Trail.
Map 1: Dalyston Strategic Framework Plan
Cape Paterson structure plan establishes a clear direction for the future physical form of Cape Paterson in that it defines a town boundary for residential development and precincts for consolidated commercial areas. Cape Paterson is a small to medium sized settlement, nestled between rural landscapes and the Cape Paterson Foreshore Reserve and Bunurong Marine Park. Traditionally a holiday/recreational coastal village, it now has an increasing permanent population. Minimal commercial facilities predominantly service the local population and holiday visitors. It has a generous foreshore reserve that includes the caravan park as a major asset set among native coastal vegetation and some mature exotic vegetation. Community facilities are disparate and not well connected.
Settlement
- Contain development within the identified settlement boundary.
- Growth to the west of Cape Paterson will directly abut existing residential areas and be restricted to the corners of Wilson Road and Seaward Drive (Lot 38A).

Land uses
- Retain the existing main commercial area, supplemented by the neighbourhood functions of the eastern local store, community centre, and sporting precinct.
- In the event additional recreation areas are required, the northern precinct for long-term development is considered an appropriate location.
- Limit community and commercial facilities in the other precincts of town to ensure that the existing main centre remains viable and central to the commercial needs of the town.

Environment
- Continue with development and implementation of local Coastal Management Plans and review the feasibility of all land uses and amenities within the foreshore reserve over time.

Landscape and built form
- Improve signage at the entry to town to identify the Bunurong Scenic Drive, commercial and community centre locations and other natural features.

Infrastructure
- Development north of Seaward Drive should be subject to assessments of required utility service upgrades, local traffic analysis, and traffic management measures may be required to minimise impacts on the existing road network and surrounding areas, including appropriate road extensions, upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.
- Upgrade and enhance car parking and adjacent pedestrian and road traffic treatments at the main commercial area.
- The road status of Seaward Drive should be updated to reflect its function as a collector road as development to the north and west of Cape Paterson goes forward.
Jam Jerrup

The Jam Jerrup Strategic Framework Plan establishes a clear direction for the future physical form of Jam Jerrup in that it defines a settlement boundary for residential development.

Jam Jerrup is a discrete cliff top coastal settlement, providing for permanent residential population and holiday homes. It has no community or commercial services.
The settlement pattern of Jam Jerrup is oriented along Bay Road and Foreshore Road. Foreshore Road separates the settlement from the foreshore reserve. The majority of houses are sited to look out over Western Port.

**Settlement**
- Contain development within the settlement boundary, identified on the Jam Jerrup Strategic Framework Plan, which reflects the existing areas zoned for residential development.

**Land uses**
- No further subdivision along Bay Road.

**Environment**
- Protect and effectively manage the foreshore reserve.
- Manage and protect the Ramsar site at Stockyard Point.

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

**Infrastructure**
- Consult with local residents and the CFA regarding the need for, and the feasibility of providing, alternative emergency exists for residents.
Pioneer Bay/The Gurdies

The Gurdies /Pioneer Bay Strategic Framework Plan establishes a clear direction for the future physical form of The Gurdies/Pioneer Bay in that it defines a settlement boundary for residential development and a precinct for consolidated small scale tourism and related commercial activity.

The Gurdies

The Gurdies is a recently developed small hillside estate, east of the Bass Highway, and situated on the edge of a vegetated ridgeline that extends south. The Gurdies Nature Reserve forms the southern boundary. There are no commercial or community facilities.
Pioneer Bay

Pioneer Bay is an established small post-war residential settlement. It is bounded to the east by the Bass Highway and the Gurdies Nature Reserve, to the north and south are rural land uses and to the west, adjacent to a narrow foreshore reserve is Western Port. There are no commercial or community facilities. It functions as a satellite residential area of Grantville.

Settlement

The Gurdies

- Contain development within the settlement boundary identified on the Pioneer Bay/The Gurdies Strategic Framework Plan, which generally reflects the existing areas zoned for residential development.
- Encourage small scale tourism related commercial development through the rezoning of Lot 1 TP 345925G, south of The Gurdies to the Rural Activity Zone.

Pioneer Bay

- Contain development within the settlement boundary identified on the Pioneer Bay/The Gurdies Strategic Framework Plan, which generally reflects the existing areas zoned for residential development.
- Require applications for rezoning of land for urban use on land below 5 metres Australian Height Datum that abuts the coast or coastal reserve to be exhibited with a Development Plan Overlay. The Development Plan Overlay must implement the findings of the required Coastal Hazard Vulnerability Assessment.

Land uses

The Gurdies

- Complete the restructure of inappropriate subdivision through appropriate acquisition of lots for inclusion into a conservation reserve.
- Protect and enhance Hurdy Gurdy Creek through public and private management of the adjacent riparian environment.

Environment

The Gurdies

- Protect remnant vegetation on farm zoned land to the east of Island Views Estate.
- Protect the vegetated ridgeline and hilltops.

Pioneer Bay

- Construct a footpath along the main street to connect Bass Highway and the bus stop with the majority of the estate and the foreshore reserve.
- Protect and effectively manage the foreshore area.
- Identify and plan for environmental hazards.

Landscape and built form

The Gurdies

- Ensure the Gurdies Nature Conservation Reserve, Hurdy Gurdy Creek and remnant hillside vegetation remains as a significant natural backdrop to development.
- Encourage the planting of additional indigenous or native trees, in the Island View Estate, to compliment surrounding bushland and Hurdy Gurdy Creek.
Pioneer Bay
- Protect scenic views to vegetated ridgelines from Western Port and the Bass Highway Scenic Drive.
- Retain the existing natural boundaries of the eastern vegetated ridgeline, northern creek line, and southern nature reserve.
- Retain mature vegetation throughout the residential lots and streetscape.
- Ensure that development is responsive to identified flood and coastal inundation risks identified in the Land Subject to Inundation Overlay.

Infrastructure

The Gurdies
- Ensure all new local roads to connect to Gurdies Road, with no new connections to the Bass Highway.
- Encourage underground electricity to be provided to new subdivisions to minimise impact on the Bass Highway Scenic Drive.

Pioneer Bay
- Improve drainage in and around the foreshore reserve.

Implementation

The Gurdies
- Support the rezoning of Lot 1 TP 345925G, south of The Gurdies to the Rural Activity Zone.
Tenby Point

The Tenby Point Strategic Framework Plan establishes a clear direction for the future physical form of Tenby Point, which encompasses a settlement boundary defined by the extent of land already designated for residential development.

Tenby point is a small established and isolated subdivision, sited on a rocky outcrop and ridgeline overlooking Western Point. The estate has a mixture of holiday homes and permanent residences. There are no commercial or community facilities.

Settlement

- Contain development within the settlement boundary identified on the Tenby Point Strategic Framework Plan, which reflects the existing areas zoned for residential development.
Land uses
- No expansion of the settlement boundary and the extent of growth limited to appropriately zoned land.
- Surrounding land has important rural values that should be retained.

Environment
- Protect manage and enhance the Tenby Point Foreshore Reserve.
- Prepare an integrated foreshore management plan for Tenby Point Foreshore Reserve.

Landscape and built form
- Retain the “bush” residential character of houses settled among mature vegetation.
- Protect and maintain existing indigenous vegetation.
- Protect and enhance the significant tree lined streetscapes and mature vegetation within private properties.
- Protect and enhance the low-key character, environmental qualities and community character.
- Protect views to and from Western Port and adjacent rural landscapes.

Infrastructure
- Ensure sensitive design of any upgrade of Bayview Avenue (if required), taking into account the rural character of Tenby Point and the existing road reserve drainage problems.
- Repair and upgrade facilities at the Tenby Point Foreshore Reserve. Consult with local residents and the CFA regarding the need for, and the feasibility of providing, alternative emergency exists for residents.
Corinella

The Corinella Strategic Framework Plan establishes a clear direction for the future physical form of Corinella in that it defines a settlement boundary for residential development and precincts for consolidated commercial areas.

Corinella is one of the first formal settlements in Victoria having been settled in 1826. It is credited with having the first Government House in the colony. There are two identifiable community/commercial focal points: the park, caravan park and pier and at Settlement Point.

Settlement

- Contain development within the settlement boundary, identified on the Corinella Strategic Framework Plan.
- Support the continued infill development of short-term residential areas adjacent to Smythe, Balcombe, and Anderson Streets, encouraging development to be consistent with existing town character.

- Support short term residential expansion to the south of town, as outlined by the existing General Residential Zone, with a Development Plan Overlay required to ensure residential design respects existing conditions, the need for appropriate setbacks from the foreshore and an appropriate interface between development and the foreshore reserve.

- Encourage additional short term residential development further south, with a Development Plan Overlay required to coordinate development of existing low-density residential lots.

- Acknowledge potential intermediate-term low density residential extension to the south, subject to further assessment of the preferred extent of the area with views and scenic values.

- Require future rezoning adjoining the coast or coastal reserve to be preceded by a Coastal Hazard Vulnerability Assessment, taking into account the requirements of Clause 13.01 Coastal Climate Impacts (including projected tide levels, storm surges and coastal erosion). This will function to define the boundary of the developable area. A Development Plan Overlay (DPO) must also be exhibited with the rezoning to ensure the implementation of the outcomes of an assessment into coastal erosion risk.

**Land uses**

- Maintain two focal points for community and commercial development, with the Smythe Street centre being the major commercial/community centre and the Settlement Point area being the focus for community and low-key tourism facilities.

- The rural area south of town acts as an area with rural values to be retained between Corinella and Coronet Bay.

- Situate new residential development with sufficient coastal setbacks to respond to coastal process constraints, to replace indigenous foreshore vegetation, and to provide adequate and safe public access.

**Environment**

- Continue and extend the foreshore revegetation program, in conjunction with improved management and rehabilitation measures for foreshore and cliff side reserves.

- Improve and enhance the entire foreshore reserve, maximising its scenic, heritage, environmental and tourism opportunities.

**Landscape and built form**

- Protect and enhance the significant tree lined streetscapes and mature vegetation within private properties.

- Protect and enhance the low-key character, environmental qualities and community character.

- Protect views to and from Western Port and adjacent rural landscapes.

**Infrastructure**

- Ensure additional residential development undertakes as appropriate local traffic analysis and traffic management measures to minimise impacts on the existing road network and surrounding areas, including appropriate upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.

- Ensure utilities upgrade occurs so as additional utility service capacity is available for new development.
Coronet Bay

The Coronet Bay Strategic Framework Plan establishes a clear direction for the future physical form of The Coronet Bay in that it defines a settlement boundary.

Coronet Bay was established in the 1970s as a new greenfield subdivision. It has a small commercial centre servicing local needs. It rises from the foreshore flats of Western Port, up a gentle hillside to an inland ridgeline. There are no significant community facilities or services, except a community hall and reserve located in the centre of the town.
Settlement

- Contain development within the settlement boundary identified on the Coronet Bay Strategic Framework Plan.
- Encourage infill development of the central vacant land parcel zoned Residential 1, including provision of appropriate pedestrian connections between the reserve and the commercial centre, and design and development responses to protect and enhance the existing Banksia stands.
- Require applications for rezoning of land for urban use on land below 5 metres Australian Height Datum that abuts the coast or a coastal reserve to be exhibited with a Development Plan Overlay. The Development Plan Overlay must implement the findings of the required Coastal Hazard Vulnerability Assessment.
- Support additional low density residential to the east of the existing settlement, subject to relevant environmental investigations and a supply and demand analysis to ensure the market is ready for the release of such land.

Land Uses

- Establish a low-key recreation precinct at the existing board ramp and surrounding precinct, subject to further investigation.

Environment

- Identify and plan for environmental hazards.

Landscape and built form

- Protect scenic views to and from Western Port and adjacent rural landscapes.
- Encourage new development to include the provision of coastal reserves determined by environmental criteria relating to vegetation protection, setbacks from coastal features, topography, and geomorphology, and protection from possible sea level change.
- Ensure that development is responsive to identified flood and coastal inundation risks identified in the Land Subject to Inundation Overlay.

Infrastructure

- Ensure additional residential development undertakes as appropriate local traffic analysis and traffic management measures to minimise impacts on the existing road network and surrounding areas, including appropriate upgrading, reconfiguring, enhancing and landscaping of existing impacted streets and intersections.
- Encourage road upgrades to include street tree planting and footpaths.
The Bass Strategic Framework Plan establishes a clear direction for the future physical form of Bass in that it defines a settlement boundary for residential development and precincts for consolidated commercial areas.

Bass is a small historic town, located at the junction of the Bass River and the Bass Highway. The town has a cultural and historical character, and significant tourism opportunity and potential for additional residential and commercial development. A tourism precinct has emerged north of the town on the western side of the Bass Highway.

**Settlement**

- Contain development within the settlement boundary, identified on the Bass Strategic Framework Plan,
- Support extension of town to the south of Bass Road and the east of Hade Avenue as short-term expansion.
- Support extension of residential development to the east in accordance with the Strategic Framework Plan.
- Prevent development on the west side of the Bass Highway, except of the enhancement of existing tourism/recreation facilities and in keeping with the protection of landscapes and scenic views.
- Prevent development to the south of the settlement boundary.

**Land uses**
- Encourage mixed use development of key properties adjacent to Hade Avenue, including tourism related commercial development and additional residential.
- Retain existing recreation and conservation in the river environs, extending through town and across the Bass Highway.
- Improve formal parks and gardens in the bridge and town side river foreshore precincts.
- Encourage mixed use development on key properties adjacent to the main street: Hade Avenue, including tourism related commercial development and additional residential development.

**Environment**
- Identify and plan for environmental hazards.

**Landscape and built form**
- Retain formal tree lined edge to the town and its main roads, and undertake ongoing management of Cypress hedgerow, including replacement with the same or similar species when required.
- Ensure that development is responsive to identified flood and coastal inundation risks identified in the Land Subject to Inundation Overlay.

**Infrastructure**
- Undertake streetscape improvements along Hade Avenue, including; signage and traffic management measures at the bridge and war memorial to direct traffic to and from the Highway and provide for visitor parking.
- Investigate feasibility of streetscape renewal in conjunction with improved mixed-use functions of the existing commercial developments.
Kilcunda

The Kilcunda Strategic Framework Plan establishes a clear direction for the future physical form of Kilcunda in that it defines a settlement boundary for residential development and precincts for consolidated commercial areas.

Kilcunda is a well-established coastal settlement, on a ridgeline overlooking Bass Strait and the Bunurong Marine National Park and Bunurong Marine and Coastal Park. The settlement has changed from a farming community to a holiday and residential town and contains both commercial and community facilities.
Local area implementation

Settlement

- Contain development within the settlement boundary identified on the Kilcunda Strategic Framework Plan.
- Support short-term development in existing areas zoned Township and Rural Living.
- Support additional short-term residential development in the north, central and south eastern areas of Kilcunda, as defined by the settlement boundary providing visual impact can be minimised.

Land uses

- Support the retention of the existing commercial and community facilities precinct, with minor extensions along an improved service road, and streetscape upgrading of the precinct to be undertaken.

Environment

- Identify and plan for environmental hazards.

Landscape and built form

- Ensure that development is responsive to identified flood and coastal inundation risks identified in the Land Subject to Inundation Overlay.

Specific Implementation

- Apply a Design and Development Overlay to the existing crown subdivision on land included in the settlement boundary to ensure that any development incorporates an integrated approach to stormwater management, and ensures that the visual intrusion of development is minimised.
Harmers Haven

The Harmers Haven Strategic Framework Plan establishes a clear direction for the future physical form of Harmers Haven in that it defines a settlement boundary for residential development.

Harmers Haven is a small coastal settlement, with a mix of permanent residences and holiday homes, located adjacent to the Harmers Haven (William Hovell) Flora and Fauna Reserve and the Bunurong Marine Park.
Local area implementation

Settlement

- Contain development within the settlement boundary, identified on the Harmers Haven Strategic Framework Plan, which reflects the existing areas zoned for residential development.

Environment

- Retain the firebreak to south of existing lots and reduce the number of informal paths to the foreshore as part of implementing foreshore broad management measures.

Infrastructure

- Modify the western end of Viminaria Road to accommodate a turning circle, and sign-post availability of non-resident car parking and facilities at the eastern end of Harmers Haven. Provision of visitor facilities to be reviewed in consultation with community during the preparation of the Bunurong Marine National Park, Bunurong Marine Park, Bunurong Coastal Park and Harmers Haven Flora and Fauna Reserve Management Plan.