

21.06

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C134

INFRASTRUCTURE

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Overview

The Bass Highway provides the major link between the Shire and metropolitan Melbourne. Other major roads include the South Gippsland Highway on the northern Shire boundary and the Phillip Island Road.

A public bus service runs from Cowes and Inverloch to Melbourne daily. The privately owned Phillip Island Airfield provides facilities for small charter and private aircraft including helicopters, and there is a helicopter landing site at Cowes and Wonthaggi.

There are several primary schools located in the Shire, with a secondary school at Newhaven, and secondary schools and a TAFE college at Wonthaggi. A public hospital exists at Wonthaggi. Pre-schools and infant welfare centres are situated in the major towns.

Physical infrastructure includes the provision of water supply and sewerage, drainage services and waste management. Reticulated water provided to most towns comes from either the Lance Creek or Candowie reservoirs located in the rural hinterland of the Shire. Access to natural gas is to be provided to Wonthaggi and Inverloch, with investigations underway regarding the opportunity to supply natural gas to smaller settlements within the municipality.

Most towns are connected to a reticulated sewerage system, the exceptions being Jam Jerrup, Harmers Haven, Silverleaves and The Gurdies. Low density residential and rural living properties operate on-site effluent disposal systems. There is inadequate street drainage infrastructure in some urban areas. Council operates a landfill site at Grantville, with transfer stations located on Phillip Island, in Wonthaggi and Inverloch.

Telecommunications infrastructure, such as internet services to support business across the Shire, is limited to the major townships.

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Transport

Overview

The Bass Highway is the primary arterial road link to the municipality and beyond. The quality of the network is vital to the competitiveness of the Shire's products in regional, State and worldwide markets.

The majority of residents and visitors to the Shire rely on cars for transportation, although bus loads of tourists visit Phillip Island daily. The privately owned airfield and ferry service at Phillip Island is also orientated to the tourist market. Bicycling is a popular mode of transport for residents and tourists, particularly on Phillip Island. Public transport in the municipality is minimal, although there has been an increase in public transport since 2006, particularly within Wonthaggi.

Objectives and Strategies

Objective 1	To have an efficient public and community transport system operating within, and to, the municipality.
Strategy 1.1	Support relevant authorities in the provision of an efficient public transport system with regular bus services linking all major towns to Wonthaggi.

Objective 2	To have an effective and efficient road network throughout the municipality.
Strategy 2.1	Require full street construction and drainage works for all new subdivisions in urban areas.
Objective 3	To provide adequate car parking facilities in proximity to tourist attractions, recreation destinations, the coastline, and commercial activity centres.
Strategy 3.1	Provide car parking facilities along the coastline in proximity to recreation areas, access routes to the beach, and scenic spots, in areas which do not degrade the quality of the natural environment or landscape significance.
Strategy 3.2	Ensure that new developments in coastal towns provide for boat parking on-site in proximity to boat ramps, and coastal areas with boating facilities.
Strategy 3.3	Encourage new residential developments in coastal towns to provide adequate car parking on-site to cater for increased demand for car parking during peak periods.
Objective 4	To create a shared path network between and within towns.
Strategy 4.1	Provide pedestrians and cyclists with safe routes along coastal roads, in foreshore areas, and around popular recreational/tourist areas in accordance with the Bass Coast Shire Bicycle Strategy.
Strategy 4.2	To facilitate the expansion of the bicycle network in accordance with the Bass Coast Shire Bicycle Strategy, including a combined bicycle and pedestrian path around Phillip Island.
Objective 5	To have an efficiently operated airfield based on tourism.
Strategy 5.1	Ensure that development in proximity to the Phillip Island airfield does not adversely impact on its operation.

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Community Facilities

Overview

Community facilities incorporates a wide range of infrastructure such as meeting spaces, library services, information services, childcare, maternal child health centres, medical services, sessional service delivery spaces, cultural and performance spaces, places of worship, open space, sports ovals and reserves, indoor recreation centres, primary and secondary schools, preschool, youth centres, neighbourhood houses, senior citizen centres and fire stations.

Objectives and Strategies

Objective 1	To provide a range of readily accessible educational, medical and community services and facilities for all sectors of the community.
Strategy 1.1	Encourage district/regional facilities and services to locate in Wonthaggi, Inverloch, Cowes, Grantville and San Remo.
Strategy 1.2	Encourage full-time medical services at Corinella/Coronet Bay, in particular.
Strategy 1.3	Encourage new community services to be located and integrated within mixed-use hubs close to schools, open space or existing retail/services within local neighbourhoods.
Strategy 1.4	Provide safe places for social interaction and for residents to gather.
Strategy 1.5	Encourage children's hubs to locate in readily accessible areas and close to other community and entertainment facilities.
Strategy 1.6	Encourage pre-school and maternal and child health centres to locate and integrate with other relevant children's services such as pre-schools, long day care and allied health.
Strategy 1.7	Ensure educational, medical, and community facilities and services are sited to maximise accessibility to the local community.
Strategy 1.8	Encourage the provision of youth services in the Shire.
Strategy 1.9	Locate community facilities to help residents to feel safe and involved and promote natural surveillance.
Strategy 1.10	Require developers of all new subdivisions to provide an appropriate level of community infrastructure by implementing tools such as Social Impact Assessments and Developer Contributions Plans.
Strategy 1.11	Ensure emergency services are located to maximise their ability to provide services to the community.

Specific Implementation

- Use the *Healthy Urban Design* Good Practice Guideline as a Checklist in new urban developments and new residential subdivisions, for the provision of appropriate community facilities.

- Request developers to undertake Social Impact Assessments to ensure new large open spaces or recreational facilities offer the local community what they want and require.

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Open Space and Recreation

Overview

There is a wide range of recreational facilities and open space areas available to both residents and visitors for year-round use.

The coastal areas of the Shire are a popular destination for day-trippers and holiday makers, particularly in the summer months. Popular past-times include swimming, surfing, boating, fishing, cycling, walking and sightseeing. Local shops, eating establishments, and service industry associated with recreational equipment, meet the demands of day-trippers and holiday makers.

Objectives and Strategies

Objective 1	To provide a range of passive and active recreational facilities that caters for the needs of the local population, as well as tourist, seasonal holiday-makers and day-trippers.
Strategy 1.1	Provide recreational facilities that provide for year-round activities, particularly for the winter months.
Strategy 1.2	Ensure recreational activities and facilities have minimal effect on the natural environment.
Strategy 1.3	Provide recreational facilities and activities that are compatible with the size, role, character, and appearance of the town in which they are located.
Strategy 1.4	Provide a range of types and sizes of open space that cater for all residents, including large regional spaces for sports, intimate parks for social interaction and open space that offers off-leash exercise for dogs.
Objective 2	To provide a variety of tracks for pedestrians and cyclists that offers recreational opportunities as well as direct paths of travel.
Strategy 2.1	Link recreation areas by pedestrian and cycle networks within, and between, towns.
Strategy 2.2	Establish pedestrian and bicycle networks along the coastline, as well as linking the coast to other areas of natural beauty and interest, open space areas, sites of cultural significance, and the rural hinterland. These track networks should provide shade and seating opportunities at regular intervals.
Strategy 2.3	Establish a safe bicycle-pedestrian path network around San Remo, Newhaven and Cape Woolamai, connecting the foreshore, commercial centres, public open space areas and existing regional recreational trails, including the George Bass Coastal Walk and the Phillip Island trail.
Strategy 2.4	Facilitate the creation of environmentally sensitive pedestrian connections along the Western Port coast linking Churchill Island to Newhaven and the Phillip Island Bridge.
Objective 3	To maintain and enhance the most frequently used coastal facilities and reserves.
Strategy 3.1	Encourage complementary water based recreational activities and facilities to group together along the coastline.
Strategy 3.2	Support local surf life saving clubs and other community groups in the promotion and provision of a safe recreational environment.
Strategy 3.3	Provide well laid out car parks, toilet blocks, shade opportunities and good road access in proximity to popular beaches, and cycle and walking tracks along the coastline.
Objective 4	To provide local open spaces that caters for a range of users and age groups.
Strategy 4.1	Ensure open spaces are accessible for residents with a disability.
Strategy 4.2	Promote physical activity through the provision of recreation opportunities.
Strategy 4.3	Provide places to socialise and gather.
Strategy 4.4	Include a variety of shade opportunities, shelter, seating and lighting in open space.
Strategy 4.5	Ensure large new and existing open spaces provide bins, toilets, directional signage, seating, shade (either large canopy trees or structures) and shelter.
Strategy 4.6	Support the use of treated wastewater for irrigating broad acre recreation areas.
Strategy 4.7	Ensure small open spaces within urban areas provide a minimum of seating and shade.
Strategy 4.8	Discourage high or opaque fencing around/along open spaces and walking/cycle tracks to encourage natural surveillance and promote safety.

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Infrastructure Planning, Design and Construction

The design, management and delivery of infrastructure are key issues for Council. The Infrastructure Design Manual (IDM) prepared by the Local Government Infrastructure Design Association has been adopted by Council and includes guidelines for the design and construction of infrastructure within the municipality, including (among other things) roads, drainage, stormwater, car parking, landscaping, access, earthworks, public lighting and intersection infrastructure. The IDM complements the objectives and standards of Clause 56 for residential subdivision applications.

Objective 1

To provide clear and consistent guidelines for the planning, design and construction of infrastructure.

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| Strategy 1.1 | Encourage a consistent approach to the design and construction of infrastructure across the municipality. |
| Strategy 1.2 | Encourage new subdivision and development that has regard to the objectives and requirements of the IDM or an approved Precinct Structure Plan. |