

Dalyston Structure Plan

April 2018



Acknowledgements

Bass Coast Shire Council respectfully acknowledges Aboriginal and Torres Strait Islanders as the first Australians and recognises that they have a unique relationship with the land and water.

Council recognises that we are situated on traditional lands. We offer our respect to elders past and present and all Aboriginal and Torres Strait Islander people.

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1. Introduction

1.1. Background

Previously, the land use and development framework for Dalyston sat within the *Wonthaggi Dalyston Structure Plan 2008*. This initial Structure Plan was the outcome of the *Coastal Spaces Recommendations Report 2006* which recommended that the settlements of Wonthaggi and Dalyston apply a coastal settlement boundary to contain urban growth, with a Structure Plan being seen as the most appropriate planning tool to achieve this outcome.

The Structure Plan acknowledged that the wider Wonthaggi-Dalyston area was undergoing significant growth and change with Wonthaggi emerging as a major centre in the West Gippsland region. As a result, the Structure Plan was strongly angled towards:

- The potential economic and social impacts of the Desalination Plant on local townships;
- Population growth;
- The role of Wonthaggi as a regional centre; and
- Opportunities for the preservation of remnant vegetation and environmental areas.

Findings from the Review of the *Wonthaggi Dalyston Structure Plan 2017* highlighted the need to separate policy directions for the two independent townships, as per the following recommendations:

- The importance of Wonthaggi as a regional growth centre should be recognised in a standalone Structure Plan. As such, a Structure Plan for Dalyston should be crafted;

- The statistical analysis of Dalyston should be updated utilising statistics from the 2016 census as they become available;
- The Dalyston Structure Plan should reflect the role identified in the Bass Coast Planning Scheme as a low growth settlement;
- Residential growth in Dalyston since adoption of the Structure Plan in 2008 should be recognised and updated;
- The Structure Plans should be updated to include appropriate reference to state and local policy directions;
- The Structure Plan should be updated to reflect updated land supply and demand statistical evidence. This should address the issue of preferred character of residential areas in Dalyston, including but not limited to, preferred residential density and the level of services/facilities for residential areas;
- The Structure Plan should be updated to incorporate key findings and recommendations from strategic documents completed since 2008;
- Where implementation plan recommendations are complete, these should be updated accordingly; and
- Where implementation plan recommendations have not yet been completed, they should be updated and timelines for delivery reviewed.

It should be noted that a significant level of detail contained within the existing Wonthaggi Dalyston Structure Plan remains relevant and can continue to be utilised to inform the strategic direction of the towns.





1.2. Study Area

The extent of land included in the study area has been illustrated in Figure 1. It incorporates the township within the settlement boundary of Dalyston, as well as its rural interface.

Dalyston is approximately 128 kilometres to the south east of Melbourne, following the main transit corridor, the Bass Highway. It is the last township along the highway before Wonthaggi, which is the largest town within Bass Coast Shire and the municipality's regional centre.

The township of Dalyston is predominantly made up of residential areas, which are well served by open space, recreational facilities, community facilities and convenience facilities for a township of its size.

Key points of interest include; a primary school, a general convenience store, hotel, recreation reserve and public town hall.

While there is no designated commercial or employment precinct in the township of Dalyston, it is a short commute to Wonthaggi (3.6 kilometre via the Bass Highway, and a 5.5 kilometre commute via the Bass Coast Rail Trail) which provides a wide range of employment, education, health, sports and recreation services.

Figure 1 Study Area of Dalyston

1.3. What is a Structure Plan?

A Structure Plan defines Council's preferred direction for the future growth and land use of a locality, place or township in response to changing community needs, and articulates how it will be managed over the longer term. A Structure Plan has regard to the following objectives.

- Establish clear policy direction regarding growth and development;
- Direct growth to appropriate locations through identified settlement boundaries;
- Ensure an appropriate land supply for future residential, employment and community uses; and
- Provide guidance about development opportunities and constraints.

1.4. How will the Structure Plan be helpful?

The Structure Plan will benefit the following stakeholder groups as follows:

The Dalyston Community:

- In understanding the township and areas that are likely to change in the future.
- In supporting community groups to plan for future work and long term plans.

Business owners and the developers:

- To create a greater certainty and appreciation regarding the future direction of the commercial centres/nodes;
- To understand development opportunities that exist and the matters to be taken into account in assessing development proposals;

Bass Coast Shire Council:

- Provides decision guidance for:
 - Planning permit applications; and
 - Planning scheme changes (Council or proponent driven) to rezone land, introduce new planning policies, overlays or other controls.

1.5. How is the Structure Plan to be read?

The Structure Plan sets the broad directions for urban development in Dalyston. It is structured as follows:

Table 1 Report Structure

Sections	Content
Introduction	Study Area and Regional Context Introduction to the Structure Plan
The Place	Overview of Dalyston's development
The People	Population growth and forecast
The Plan	Key Directions which underpin the recommendations Strategies and actions proposed by themes: <ul style="list-style-type: none"> • Settlement and Housing • Land for Employment • Built Environment and Character • Landscape and Natural Environment • Public Open Spaces and Recreation • Connectivity • Community Infrastructure • Physical Infrastructure How the recommendations can be incorporated into Council's planning instruments and policies
Action Plan	Summary of the actions, responsibilities and priority
Appendix 1: Issues and Opportunities Paper	Evidence base for the policy directions of the <i>Dalyston Structure Plan 2018</i> . Presents the key issues related to land use, transport, environment, community facilities and amenities; as well key projects planned and proposed that will shape the future of Dalyston.

2. The Place

2.1. Overview

Dalyston is situated in established agricultural country, with much of the settlement enjoying outlooks to the nearby coast and Powlett River area.

The establishment of Dalyston dates back to the 1890s, with the name of the town being associated with the Daly family who made significant land contributions at the time (Victorian Places, 2015).

The township holds a strong historical link with coal mining and agriculture, largely due to the former railway (now recognised as the Bass Coast Rail Trail) which traversed from Nyora to Wonthaggi (with a station at Powlett River) carrying coal from the Wonthaggi State Coal Mine to Melbourne, and serving the region's agricultural industries (Heritage Council of Victoria, 2018).

The settlement of Dalyston now contains a small mix of land uses, as appropriate for a town of its size and function, and bordered by productive agricultural land. Significant features within the town include the Dalyston Recreation Reserve, the Powlett River Primary School and the Dalyston Hall. Outside of the settlement boundary, the Bass Coast Rail Trail and the Powlett River make significant contributions to the character of the township.

3. The People

In the last twelve years, Dalyston has demonstrated consistent population growth, increasing from a population of 278 in 2006, to 474 in 2016, as shown in Figure 2. This represents population growth of 70% over this period. This far exceeds the Victoria in Future 2016 projection which estimated Dalyston's population growth to reach 324 in 2015, and 405 by 2030.

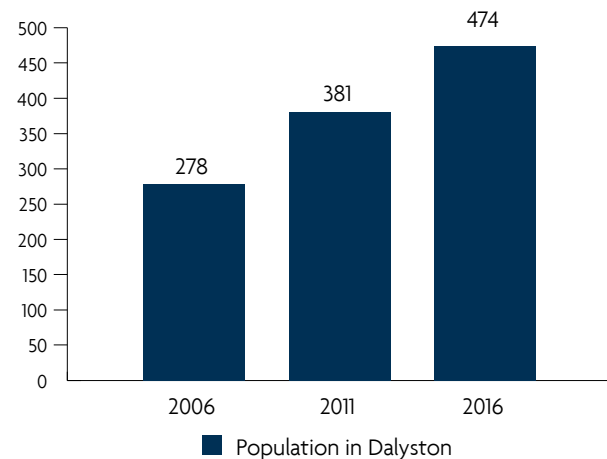


Figure 2 Population Data

3.1. Population growth

State Government population forecasts indicate that there will continue to be significant population growth for Bass Coast Shire in the next 20 years. The population for Bass Coast Shire is expected to grow from 33,311 in 2016 to 46,429 in 2036 which is a growth of about 39% in the next twenty years and an annual average growth of 1.7 percent (.id consulting, 2017).

4. The Plan

4.1. Vision Statement

The existing vision from the *Wonthaggi/Dalyston Structure Plan 2008*. It remains relevant to this Structure Plan, it is as follows:

To meet the anticipated needs of the community by facilitating land use and development that:

- *Encourages Physical Activity;*
- *Facilitates Community Interaction; and*
- *Respects the Environment.*

The following objectives support the implementation of the vision:

- *Facilitate the orderly development of developing urban areas;*
- *Provide for the development of sustainable and liveable urban areas in an integrated manner;*
- *Facilitate the development of walkable neighbourhoods;*
- *Facilitate the logical and efficient provision of infrastructure.*

4.2. Settlement and Housing

4.2.1. Overview

The Bass Coast Planning Scheme identifies Dalyston as a “hamlet” with low spatial growth capacity where growth should be encouraged within existing urban or appropriately zoned land, primarily through infill capacity and defined settlement boundaries.

A land supply and demand analysis has indicated that there is adequate land supply in Dalyston to accommodate the growing population, and that any growth can be comfortably managed through the existing settlement boundary.

A Restructure Overlay affects land in the north of Dalyston and, at the time it was applied, served the purpose of identifying old and inappropriate subdivisions which are to be restructured. The Overlay was applied when there was no reticulated sewerage within the township and it was considered that the infrastructure could not support a standard residential housing development.

A review of existing planning controls has indicated that as Dalyston has since been connected to the reticulated sewerage system, this overlay is redundant and poses a limitation to achieving infill development within the settlement boundary.

4.2.2. Existing Strategies

Specific to Settlement and Housing, Clause 21.09-6 of the Bass Coast Planning Scheme outlines the following strategies for Dalyston:

- *Maintain Dalyston as a small residential community.*
- *Consolidate urban development within the township boundary.*
- *Discourage development outside of the identified township boundary.*
- *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 high quality residential subdivisions that are responsive to the opportunities and constraints of a site and character of the area.*

4.2.3. Actions

- Remove the redundant Restructure Overlay which applies to land in Dalyston.
- Encourage the delivery of a wide range of housing which is responsive to the growing population.
- Continue reviewing land supply every two years to ensure it is adequate for future growth.
- Ensure that the delivery of housing stock continues to provide an affordable alternative to Wonthaggi and surrounding coastal settlements.

4.3. Land for Employment

4.3.1. Overview

It is acknowledged that Wonthaggi serves the commercial and industrial needs of Dalyston's population to a large degree, due to its proximity to the township, and its role as a regional centre.

As a result, commercial and industrial activities are limited to a few small businesses fronting the Bass Highway and adjoining Dalyston-Glen Forbes Road, with no clearly defined retail area.

4.3.2. Existing Strategies

Specific to Land for Employment, Clause 21.09-6 of the Bass Coast Planning Scheme outlines the following strategies for Dalyston:

- *Encourage future development of commercial uses to be of a scale that reflects the existing neighbourhood character.*
- *Support the retention of a convenience store in the commercial area.*

4.3.3. Actions

- Review zoning controls for properties fronting the Bass Highway to ensure small scale shopping opportunities can continue to support the needs of residents, and are contained within the centre of the township.

4.4. Built Environment and Character

4.4.1. Overview

The development of Dalyston has been largely influenced by its rural setting, which offers the town a village-like character, and the Bass Highway, which traverses through the centre of the township and separates residential development between the north and south of the town.

There is a mixed architectural style throughout the town, with housing in the newer estates featuring contemporary design features.

Dalyston also hosts a number of buildings and places which feature heritage significance and contribute to the township character. Six places in Dalyston are currently protected by the Heritage Overlay. There are no places on the Victorian Heritage Register.

There are no local policies specifically outlining preferred character or guiding design outcomes for Dalyston.

4.4.2. Existing Strategies

Specific to Built Environment and Character, Clause 21.09-6 of the Bass Coast Planning Scheme outlines the following strategies for Dalyston:

- *Retain the existing township character.*
- *Encourage infill development.*
- *Protect and enhance the village character of Dalyston.*

4.4.3. Actions

- Investigate buildings which feature heritage significance, that are not currently protected by the Heritage Overlay.
- Undertake further strategic work to identify and recognise existing and potential Aboriginal heritage within the township, with the assistance of our local Registered Aboriginal Party.
- Undertake strategic work to justify introducing preferred character outcomes for Dalyston.
- Explore the most appropriate zone controls and planning tools for protecting and enhancing township character and encouraging a greater variety in housing types and densities, for residential land within the settlement boundary.

4.5. Landscape and Natural Environment

4.5.1. Overview

Agriculture is a vital component of the Bass Coast Shire economy, therefore there is a strong push to retain land for farming purposes, and allow it to continue providing a strong sense of the character and identity of Bass Coast. The *Bass Coast Rural Land Use Strategy 2014* identifies the rural land surrounding Dalyston as being productive agricultural land, used primarily for dairy and grazing.

There is a need to ensure that development does not encroach on primary agricultural land, or into environmentally sensitive locations (such as nearby Powlett River Estuary), which can effectively be managed by maintaining the settlement boundary of Dalyston.

4.5.2. Existing Strategies

Specific to Landscape and Natural Environment, Clause 21.09-6 of the Bass Coast Planning Scheme outlines the following strategies for Dalyston:

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

4.5.3. Actions

- Maintain the settlement boundary to ensure development does not encroach on prime agricultural land or into environmentally sensitive locations.
- Ensure built form in the township responds appropriately to sensitive interfaces such as rural land and environmentally sensitive areas.

4.6. Public Open Space and Recreation

4.6.1. Overview

The sustainable provision of open space is of integral importance to all communities. Public open space within the township of Dalyston is currently restricted to the recreation reserve located to the South of the Bass Highway, with plans for a second reserve to be delivered through Cloverdale Park Estate. The existing facility provides an oval (for AFL), pavilion, synthetic cricket pitch, cricket nets (2), netball courts (2) and change room facilities.

Sitting outside of the settlement boundary is the Bass Coast Rail Trail which provides an active transport link to Wonthaggi, Kilcunda and Anderson.

4.6.2. Existing Strategies

Specific to Open Space and Recreation, Clause 21.09-6 of the Bass Coast Planning Scheme outlines the following strategies for Dalyston:

Encourage a secondary open space precinct, north of the Bass Highway to serve the northern precinct.

4.6.3. Actions

- Promote the Bass Coast Rail Trail as an active transit corridor.
- Ensure that the design and delivery of any new public open space is in accordance with the emerging priorities of the *Bass Coast Open Space Plan 2008* (currently being reviewed alongside the preparation of the *Active Bass Coast Plan*) and the *Playspace Strategy 2017*.
- Ensure that public spaces are accessible for all and will remain a focal point for the community to meet and gather.
- Ensure that future subdivisions allow for adequate provision of public open space in their delivery.

4.7. Connectivity

4.7.1. Overview

While limited, Dalyston offers a transport network targeted to pedestrians, cyclists, public transport users and motorists. This is by means of the Bass Highway, which traverses through the centre of Dalyston, a number of smaller connector roads, The Rail Trail which extends in an east-west linear alignment to the south of the township, a few paved footpaths, and a local and VLine bus service.

The Bass Highway is the main highway in Bass Coast Shire, and traverses through the centre of Dalyston.

4.7.2. Existing Strategies

Specific to Connectivity, Clause 21.09-6 of the Bass Coast Planning Scheme outlines the following strategies for Dalyston:

- *Improve the pedestrian and bicycle connections to the Bass Coast Rail Trail.*

4.7.3. Actions

- Recognise the role pedestrian and cycling facilities play in health and wellbeing outcomes.
- Consider safe pedestrian crossing across the Bass Highway in partnership with VicRoads; where a signalised pedestrian crossing is not achievable in the short-term, consider other design solutions, e.g. median refuge, installation of kerb extension, application of different colours to establish a pedestrian crossing.
- Investigate appropriate links between popular destinations such as community facilities, recreational facilities, the Bass Coast Rail trail, commercial facilities, public transport stops and residential areas.
- Investigate options for the provision of end of trip facilities for public transport users, pedestrians and cyclists, in association with Public Transport Victoria.

4.8. Community Infrastructure

4.8.1. Overview

Community facilities are an integral component of the fabric of urban centres. An equitable distribution of community facilities is essential to the efficient functioning of a township.

Dalyston currently hosts:

- A primary school (Powlett River Primary School, located on Daly Street);
- Dalyston Hall (located on the corner of Tulloch Street and Bass Highway); and
- A recreational reserve (located on the corner of Tulloch Street and Bass Highway, incorporates the Dalyston Hall within its boundary).

While limited, these facilities provide a space for the community to meet and gather, share knowledge and participate in recreational activity.

4.8.2 Existing Strategies

Specific to Community Infrastructure, Clause 21.09-6 of the Bass Coast Planning Scheme does not outline any specific strategies for Dalyston.

4.8.3. Actions

- Review the findings of the *Active Bass Coast Plan* (currently being prepared) to ascertain whether existing facilities are adequate in catering to the needs of the growing population.
- Ensure that any new community facilities delivered are accessible from residential areas and public transport routes.

4.9. Physical Infrastructure

4.9.1. Overview

Dalyston is within Westernport Water's license area and is serviced by Council's open drains and underground drainage system.

4.9.2. Existing Strategies

Specific to Physical Infrastructure, Clause 21.09-6 of the Bass Coast Planning Scheme outlines the following strategies for Dalyston:

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

4.9.3. Actions

- Ensure that Dalyston's trunk infrastructure network continues to meet the needs of the growing population, with the assistance of Westernport Water.

5. Structure Plan Implementation



Figure 3 Dalyston Strategic Framework Plan

The updated Strategic Framework Plan for Dalyston has been shown in Figure 3.

As changes in the township unfold over a long period of time, as do the needs and aspirations of the community, the Structure Plan must be flexible enough to adapt to changing social, economic and environmental factors.

Continued monitoring and evaluation of the Structure Plan will be required to be undertaken by the Council to ensure that it remains relevant to current practice and community expectation.

6. Implementation Plan

The Implementation Plan provides a summary of actions required to implement the Structure Plan. These actions are generally achieved through; amendments to the Planning Scheme (to local policy, zone and overlay controls), specific works recommendations, and further strategic investigations.

The Implementation Plan has been shown in Table 2.

Table 2 Implementation Plan

Action	Lead Agency	Timeframe
Settlement		
Remove the redundant Restructure Overlay which applies to land in Dalyston.	Bass Coast Shire Council	Short Term
Encourage the delivery of a wide range of housing which is responsive to the growing population.	Bass Coast Shire Council	Medium-Long Term
Continue reviewing land supply every two years to ensure it is adequate for future growth.	Bass Coast Shire Council	Ongoing
Ensure that the delivery of housing stock continues to provide an affordable alternative to Wonthaggi and surrounding coastal settlements.	Bass Coast Shire Council	Medium-Long Term
Land for Employment		
Review zoning controls for properties in proximity to the Bass Highway and adjoining Dalyston-Glen Forbes Road to ensure small scale shopping opportunities can continue to support the needs of residents, and are contained within the centre of the township.	Bass Coast Shire Council and individual land owners	Medium-Long Term
Built Environment and Character		
Investigate buildings which feature heritage significance, that are not currently protected by the Heritage Overlay.	Bass Coast Shire Council, Heritage Council of Victoria, and individual land owners	Short-Medium Term
Undertake further strategic work to identify and recognise existing and potential Aboriginal heritage within the township, with the assistance of our local Registered Aboriginal Party.	Bass Coast Shire Council, Victorian Aboriginal Heritage Council, local Registered Aboriginal Party, and individual land owners	Short-Medium Term
Undertake strategic work to justify introducing preferred character outcomes for Dalyston.	Bass Coast Shire Council and individual land owners	Short-Medium Term
Explore the most appropriate zone controls and planning tools for protecting and enhancing township character and encouraging a greater variety in housing types and densities, for residential land within the settlement boundary.	Bass Coast Shire Council and individual land owners	Short-Medium Term

Action	Lead Agency	Timeframe
Landscape and Natural Environment		
Maintain the settlement boundary to ensure development does not encroach on prime agricultural land or into environmentally sensitive locations.	Bass Coast Shire Council	Ongoing
Ensure built form in the township responds appropriately to sensitive interfaces such as rural land and environmentally sensitive areas.	Bass Coast Shire Council and individual land owners	Ongoing
Public Open Space and Recreation		
Promote the Bass Coast Rail Trail as an active transit corridor.	Bass Coast Shire Council	Ongoing
Ensure that the design and delivery of any new public open space is in accordance with the emerging priorities of the <i>Bass Coast Open Space Plan 2008</i> (currently being reviewed alongside the preparation of the <i>Active Bass Coast Plan</i>) and the <i>Playspace Strategy 2017</i> .	Bass Coast Shire Council and development community	Ongoing
Ensure that public spaces are accessible for all and will remain a focal point for the community to meet and gather.	Bass Coast Shire Council and development community	Ongoing
Ensure that future subdivisions allow for adequate provision of public open space in their delivery.	Bass Coast Shire Council and development community	Ongoing
Connectivity		
Recognise the role pedestrian and cycling facilities play in health and wellbeing outcomes.	Bass Coast Shire Council	Ongoing
Consider safe pedestrian crossing across the Bass Highway in partnership with VicRoads; where a signalised pedestrian crossing is not achievable in the short-term, consider other design solutions, e.g. median refuge, installation of kerb extension, application of different colours to establish a pedestrian crossing.	Bass Coast Shire Council and VicRoads	Medium-Long Term
Investigate appropriate links between popular destinations such as community facilities, recreational facilities, the Bass Coast Rail trail, commercial facilities, public transport stops and residential areas.	Bass Coast Shire Council and local community	Medium-Long Term
Investigate options for the provision of end of trip facilities for public transport users, pedestrians and cyclists, in association with Public Transport Victoria.	Bass Coast Shire Council and Public Transport Victoria	Medium-Long Term

Action	Lead Agency	Timeframe
Community Infrastructure		
Review the findings of the <i>Active Bass Coast Plan</i> (currently being prepared) to ascertain whether existing facilities are adequate in catering to the needs of the growing population.	Bass Coast Shire Council	Medium-Long Term
Ensure that any new community facilities delivered are accessible from residential areas and public transport routes.	Bass Coast Shire Council	Ongoing
Physical Infrastructure		
Ensure that Dalyston's trunk infrastructure network continues to meet the needs of the growing population, with the assistance of Westernport Water.	Bass Coast Shire Council and Westernport Water	Medium-Long Term

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Appendix 1 Key Issues and Opportunities



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1. Introduction

This paper forms an evidence basis that will inform the development of the Dalyston Structure Plan.

It provides:

- An overview of policy context and direction;
- Identifies existing conditions related to land use, transport, environment, community facilities and amenities; and
- Highlights key constraints and opportunities for future land use and development.

2. Planning and Policy

2.1. Overview

A range of State Government and Bass Coast Shire Council policies will inform the development of the Dalyston Structure Plan, as collectively they provide a clear vision for the use, development and protection of land in the study area.

In turn, the Structure Plan will sit as a reference document within the Bass Coast Planning Scheme (the Scheme), with key policy directions that guide the future physical form of the town being incorporated into the Municipal Strategic Statement (a key component of the Local Planning Policy Framework) and giving effect to the policies set out in the State Planning Policy Framework.

2.2. State and Regional Policy Direction

2.2.1. Plan Melbourne

Plan Melbourne 2017-2050 sets out the State's strategic vision for population and employment growth in Metropolitan Melbourne and the state of Victoria through to 2050. Plan Melbourne was initially prepared in 2013 with the recommendations incorporated into the Planning Scheme in 2014. Since that time it has been 'refreshed' with the latest version focused on seven policy outcome areas.

Of particular relevance to Dalyston is Outcome 7 which outlines:

"Regional Victoria is productive, sustainable and supports jobs and economic growth"

To achieve this outcome the key directions and policies include:

- *Support planning for growing towns in peri-urban areas; and*
- *Improve transport and digital connectivity for regional Victoria*

Plan Melbourne identifies Wonthaggi as a regional centre and there is strong suggestion that Dalyston has a role to play in its development as such. This is largely due to Dalyston providing a close proximity alternative, with typically lower density and more affordable housing.

The refreshed Plan Melbourne was implemented into all planning schemes across Victoria by the State Government through Amendment VC134 in March 2017.

2.2.2. Victorian Coastal Strategy

The *Victorian Coastal Strategy (2002)* was the first iteration of a State government policy document which provides key guidance for the planning of Victoria's coastal settlements (including coastal hinterland areas). Most recently updated in 2014, a key aspect of this strategic framework is the identification of a Coastal Settlement Boundary.

The strategy (in conjunction with Practice Note No. 36 *Implementing a Coastal Settlement Boundary*) provides guidance to Councils in how to apply such a boundary, which is defined as "a boundary which defines the allowable extent of urban use and development for a settlement".

It is expected that a coastal settlement boundary be established through a strategic planning process with a 10 year planning horizon, and that it considers the following:

- *Desired future vision for a settlement;*
- *Role and function of the settlement in comparison with other settlements within the region;*
- *Constraints on development such as topography, native vegetation, rural land-use activity and areas of environmental or landscape significance and sensitivity;*
- *Areas with susceptibility to flooding (both river and coastal inundation), landslip, erosion, coastal acid sulfate soils, salinity, wildfire or geotechnical risk; and*
- *Supply/demand of land within a 10 year planning horizon and opportunities for future growth (if any).*

A settlement boundary for Dalyston was first established in 2010 through amendment C113 when the *Wonthaggi Dalyston Structure Plan 2008* was adopted into the Bass Coast Planning Scheme. The settlement boundary has not been changed in the time since.

2.2.3. Coastal Spaces 2006

Coastal Spaces 2006 was a State government initiative to help Councils implement the *Victorian Coastal Strategy 2002* and manage development pressure in coastal towns beyond metropolitan Melbourne.

One of the outcomes sought by the initiative is the development of a Coastal Settlement Framework (as shown in Figure 1) that promotes and protects the diversity important for future planning and sustainable coastal regional population growth. It is intended that this framework be implemented into the *Victorian Coastal Strategy* as it is updated.

The Coastal Settlement Framework identifies Dalyston as a “hamlet” with *low spatial growth capacity, where growth should be contained within existing urban or appropriate zoned land primarily through infill capacity and renewal within defined settlement boundaries.*

The term hamlet has been applied to Dalyston because it fit the following criteria at the time:

- *Low population levels with the settlement being located in a singular urban zone.*
- *Some access to reticulated water with predominately no connection to reticulated sewerage.*
- *No major services within settlement other than the occasional CFA service.*

- *Some accommodation in the form of a small caravan park and/or other related small scale visitor accommodation.*
- *Population levels vary depending on season.*
- *Very high levels of holiday home-ownership in settlements closer to Metropolitan Melbourne.*

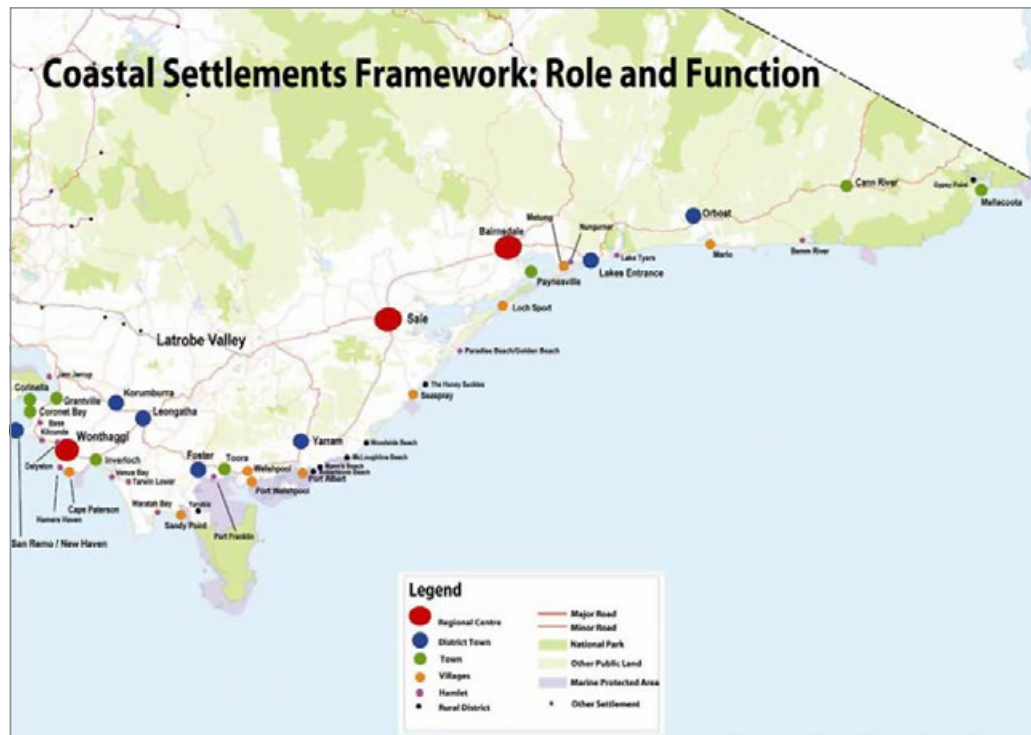


Figure 1 Coastal Settlements Framework

2.2.4. Gippsland Regional Growth Plan 2014

The *Gippsland Regional Growth Plan (GRGP)* is the regional planning response to the policy directions of Plan Melbourne.

The plan was incorporated into the Bass Coast Planning Scheme in 2014 and focuses on four key planning principles, as follows:

- *Strengthen economic resilience by growing a more diverse economy;*
- *Promote a healthy environment by valuing environmental and heritage assets;*
- *Develop sustainable communities through a settlement framework of major urban centres;*
- *Delivery of timely and accessible infrastructure to meet regional needs.*

The plan reinforces the role of Wonthaggi as a regional centre and proactively encourages opportunities for major-scale growth and development. While Dalyston is not recognised formally within the plan in the network of sub-regional centres around Wonthaggi, it is acknowledged that Wonthaggi is the appropriate focus point for business, services and community interaction for nearby smaller towns which provide alternate lifestyle options.

2.3. State Planning Policy Framework

The State Planning Policy Framework sets out guiding principles for the use and development of all land in Victoria. The framework is currently structured around the themes of:

- Settlement;
- Environmental and landscape values;
- Environmental risks;
- Natural resource management;
- Built environment and heritage;
- Housing;
- Economic development; and
- Transport and infrastructure.

Planning for Dalyston must support policies within the State Planning Policy Framework.

The following sections of the framework are relevant to planning for Dalyston:

Table 1 Relevant Policies from the State Planning Policy Framework

Clause	Objectives
Clause 11 Settlement	<p>11.01-1 – Settlement networks</p> <p>Objective:</p> <p><i>To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.</i></p> <p>Relevant strategies:</p> <p><i>Ensure regions and their settlements are planned in accordance with any relevant regional growth plan.</i></p> <p><i>Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.</i></p> <p><i>Deliver networks of high-quality settlements by:</i></p> <ul style="list-style-type: none"> • <i>Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.</i> • <i>Developing networks of settlements that will support resilient communities and the ability to adapt and change.</i> • <i>Balancing strategic objectives to achieve improved land-use and development outcomes at a regional, catchment and local level.</i> • <i>Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.</i> • <i>Encouraging an integrated planning response between settlements within regions and in adjoining regions and states in accordance with the relevant regional growth plan.</i> • <i>Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan.</i> • <i>Improving transport network connections within and between regional cities, towns and Melbourne.</i> <hr style="border-top: 1px dashed #000;"/> <p>11.02-1 – Supply of urban land</p> <p>Objective</p> <p><i>To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.</i></p> <p>Relevant Strategies</p> <p><i>Ensure that sufficient land is available to meet forecast demand.</i></p>

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

Planning for urban growth should consider:

- *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
- *Neighbourhood character and landscape considerations.*
- *The limits of land capability and natural hazards and environmental quality.*
- *Service limitations and the costs of providing infrastructure.*

Monitor development trends and land supply and demand for housing and industry.

Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.

Restrict low-density rural residential development that would compromise future development at higher densities.

11.02-2 – Structure Planning

Objective

To facilitate the orderly development of urban areas.

Relevant Strategies

Facilitate the preparation of a hierarchy of structure plans or precinct structure plans that:

- *Take into account the strategic and physical context of the location.*
- *Provide the broad planning framework for an area as well as the more detailed planning requirements for neighbourhoods and precincts, where appropriate.*
- *Provide for the development of sustainable and liveable urban areas in an integrated manner.*
- *Assist the development of walkable neighbourhoods.*
- *Facilitate the logical and efficient provision of infrastructure and use of existing infrastructure and services.*

11.04-1 – Open space planning

Objective

To assist creation of a diverse and integrated network of public open space commensurate with the needs of the community.

Relevant Strategies

Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.

	<p><i>Ensure that open space networks:</i></p> <ul style="list-style-type: none"> • <i>Are linked through the provision of walking and cycle trails and rights of way.</i> • <i>Are integrated with open space from abutting subdivisions.</i> • <i>Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest, as well as maintaining public accessibility on public land immediately adjoining waterways and coasts.</i> <p><i>Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.</i></p> <p><i>Ensure that land use and development adjoining regional open space networks, national parks and conservation reserves complements the open space in terms of visual and noise impacts, treatment of waste water to reduce turbidity or pollution and preservation of vegetation.</i></p> <p><i>Improve the quality and distribution of open space and ensure long-term protection.</i></p> <p><i>Protect large regional parks and significant conservation areas.</i></p> <p><i>Ensure land identified as critical to the completion of open space links is transferred for open space purposes.</i></p> <p><i>Protect the overall network of open space by ensuring that where there is a change in land use or in the nature of occupation resulting in a reduction of open space, the overall network of open space is protected by the addition of replacement parkland of equal or greater size and quality.</i></p> <p><i>Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction and peace and solitude. Community sports facilities should be accommodated in a way that is not detrimental to other park activities.</i></p> <p><i>Ensure open space is designed to accommodate people of all abilities, ages and cultures.</i></p> <p><i>Develop open space to maintain wildlife corridors and greenhouse sinks.</i></p> <p><i>Provide new parkland in growth areas and in areas that have an undersupply of parkland.</i></p>
<p>Clause 13 Environmental Risks</p>	<p>13.02-1 – Floodplain Management</p> <p>Objective</p> <p><i>To assist the protection of:</i></p> <ul style="list-style-type: none"> • <i>Life, property and community infrastructure from flood hazard.</i> • <i>The natural flood carrying capacity of rivers, streams and floodways.</i> • <i>The flood storage function of floodplains and waterways.</i> • <i>Floodplain areas of environmental significance or of importance to river health.</i> <p>Relevant Strategies</p> <p><i>Avoid intensifying the impacts of flooding through inappropriately located uses and developments.</i></p>

13.05-1 Bushfire Planning

Objective

To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

Relevant Strategies

Protection of human life:

Give priority to the protection of human life by:

- *Prioritising the protection of human life over all other policy considerations.*
- *Directing population growth and development to low risk locations and ensuring the availability of, and safe access to, areas where human life can be better protected from the effects of bushfire.*
- *Reducing the vulnerability of communities to bushfire through the consideration of bushfire risk in decision-making at all stages of the planning process.*

Plan to strengthen the resilience of settlements and communities and prioritise protection of human life by:

- *Directing population growth and development to low risk locations, being those locations assessed as having a radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009).*
- *Ensuring the availability of, and safe access to, areas assessed as a BAL-LOW rating under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009) where human life can be better protected from the effects of bushfire.*
- *Ensuring the bushfire risk to existing and future residents, property and community infrastructure will not increase as a result of future land use and development.*
- *Achieving no net increase in risk to existing and future residents, property and community infrastructure, through the implementation of bushfire protection measures and where possible reduce bushfire risk overall.*
- *Assessing and addressing the bushfire hazard posed to the settlement and the likely bushfire behaviour it will produce at a landscape, settlement, local, neighbourhood and site scale, including the potential for neighbourhood-scale destruction.*
- *Assessing alternative low risk locations for settlement growth on a regional, municipal, settlement, local and neighbourhood basis.*
- *Not approving any strategic planning document, local planning policy, or planning scheme amendment that will result in the introduction or intensification of development in an area that has, or will on completion have, more than a BAL-12.5 rating under AS 3959-2009.*

<p>Clause 14 Natural Resource Management</p>	<p>14.01-1 – Protection of Agricultural Land</p> <p>Objective</p> <p><i>To protect productive farmland which is of strategic significance in the local or regional context.</i></p> <p>Relevant Strategies</p> <p><i>Ensure that the State’s agricultural base is protected from the unplanned loss of productive agricultural land due to permanent changes of land use.</i></p> <p><i>Prevent inappropriately dispersed urban activities in rural areas.</i></p> <p><i>Where inappropriate subdivisions exist on productive agricultural land, priority should be given by planning authorities to their re-structure.</i></p>
<p>Clause 15 Built Environment and Heritage</p>	<p>15.01-1 – Urban Design</p> <p>Objective</p> <p><i>To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.</i></p> <p>Relevant Strategies</p> <p><i>Promote good urban design to make the environment more liveable and attractive.</i></p> <p><i>Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.</i></p> <p><i>Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.</i></p> <hr style="border-top: 1px dashed #000;"/> <p>15.01-5 – Cultural identity and neighbourhood character</p> <p>Objective</p> <p><i>To recognise and protect cultural identity, neighbourhood character and sense of place.</i></p> <p>Relevant Strategies</p> <p><i>Ensure development responds and contributes to existing sense of place and cultural identity. Ensure development recognises distinctive urban forms and layout and their relationship to landscape and vegetation. Ensure development responds to its context and reinforces special characteristics of local environment and place by emphasising:</i></p> <ul style="list-style-type: none"> <i>• The underlying natural landscape character.</i> <i>• The heritage values and built form that reflect community identity.</i> <i>• The values, needs and aspirations of the community.</i>

15.01-6 – Healthy neighbourhoods

Objective

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

Relevant Strategies

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

- *Connected walking networks and cycling networks.*
- *Streets with direct, safe and convenient access to destinations.*
- *Conveniently located public spaces for active recreation and leisure.*
- *Accessibly located public transport stops.*
- *Amenities and protection to support physical activity in all weathers.*

15.03-1 Heritage conservation

Objective

To ensure the conservation of places of heritage significance.

Relevant Strategies

Provide for the protection of natural heritage sites and man-made resources and the maintenance of ecological processes and biological diversity.

Provide for the conservation and enhancement of those places which are of, aesthetic, archaeological, architectural, cultural, scientific, or social significance, or otherwise of special cultural value.

Encourage appropriate development that respects places with identified heritage values and creates a worthy legacy for future generations.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings whose use has become redundant.

15.03-2 – Aboriginal cultural heritage

Objective

To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

	<p>Relevant Strategies</p> <p><i>Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.</i></p> <p><i>Provide for the protection and conservation of pre- and post-contact Aboriginal cultural heritage places.</i></p>
Clause 16 Housing	<p>16.01-1 – Integrated Housing</p> <p>Objective</p> <p><i>To promote a housing market that meets community needs</i></p> <p>Relevant Strategies</p> <p><i>Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.</i></p> <p><i>Ensure that the planning system supports the appropriate quantity, quality and type of housing, including the provision of aged care facilities, supported accommodation for people with disability, rooming houses, student accommodation and social housing.</i></p> <p><i>Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.</i></p> <hr/> <p>16.01-4 – Housing Diversity</p> <p>Objective</p> <p><i>To provide for a range of housing types to meet increasingly diverse needs.</i></p> <p>Relevant Strategies</p> <p><i>Encourage the development of well-designed medium-density housing which:</i></p> <ul style="list-style-type: none"> <i>• Respects the neighbourhood character.</i> <i>• Improves housing choice.</i> <i>• Makes better use of existing infrastructure.</i> <i>• Improves energy efficiency of housing.</i> <p><i>Support opportunities for a wide range of income groups to choose housing in well serviced locations.</i></p> <p><i>Ensure planning for growth areas provides for a mix of housing types and higher housing densities in and around activity centres.</i></p> <hr/> <p>16.01-5 – Housing Affordability</p> <p>Objective</p> <p><i>To deliver more affordable housing closer to jobs, transport and services.</i></p>

	<p>Relevant Strategies</p> <p>Improve housing affordability by:</p> <ul style="list-style-type: none"> • Ensuring land supply continues to be sufficient to meet demand. • Promoting good housing and urban design to minimise negative environmental impacts and keep down costs for residents and the wider community.
<p>Clause 17 Economic Development</p>	<p>17.01-1 – Business</p> <p>Objective</p> <p>To encourage development which meet the communities’ needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.</p> <p>Relevant Strategies</p> <p>Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.</p>
<p>Clause 18 Transport</p>	<p>18.01-1 – Land use and transport planning</p> <p>Objective</p> <p>To create a safe and sustainable transport system by integrating land-use and transport.</p> <p>Relevant Strategies</p> <p>Plan urban development to make jobs and services more accessible by:</p> <p>Providing safe, convenient and direct pedestrian and cycling access to job rich areas, public transport interchanges and urban renewal precincts.</p> <hr/> <p>18.01-2 – Transport system</p> <p>Objective</p> <p>To coordinate development of all transport modes to provide a comprehensive transport system.</p> <p>Relevant Strategies</p> <p>Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.</p> <hr/> <p>18.02-1 Sustainable personal transport</p> <p>Objective</p> <p>To promote the use of sustainable personal transport.</p>

	<p>Relevant Strategies</p> <p><i>Encourage the use of walking and cycling by creating environments that are safe and attractive.</i></p> <p><i>Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.</i></p> <p><i>Improve access to the public transport network by:</i></p> <p><i>Ensuring integration with walking and cycling networks.</i></p>
Clause 19 Infrastructure	<p>19.02-2 Education facilities</p> <p>Objective</p> <p><i>To assist the integration of education facilities with local and regional communities.</i></p> <p>Relevant Strategies</p> <p><i>Ensure areas near to education facilities, adjoining streets and accessways are designed to encourage safe bicycle and pedestrian access.</i></p>

2.4. Local Planning Policy Framework

The Local Planning Policy Framework furthers the policy directions of the State Planning Policy Framework, as they are relevant to the Bass Coast by providing a more refined statement of use and development objectives.

The Local Planning Policy Framework comprises of a Municipal Strategic Statement and Local Policies.

2.4.1. Municipal Strategic Statement

The Municipal Strategic Statement (MSS) is contained within Clause 21 of the Scheme and furthers the objectives of planning in Victoria to the extent that they are applicable to the Bass Coast Shire.

It does this through a concise statement of key strategic planning, land use and development objectives, and identifies strategies for achieving these. This then informs the application of zones, overlays and particular provisions in the Scheme. Key relevant policies include:

Table 2 Relevant Policies from the Local Planning Policy Framework

Clause	Objectives
Clause 21.02 Settlement	<p>Identifies Dalyston as a “Hamlet”, being a settlement with <i>low, seasonal population levels, located in a singular urban zone. Generally no sewer connection or major services, and limited accommodation. High levels of holiday home ownership closer to Melbourne.</i></p> <ul style="list-style-type: none"> • <i>Low spatial growth capacity</i> • <i>Encourage growth within existing urban or appropriately zoned land, primarily through infill capacity and defined settlement boundaries</i> <p>21.02-2 Housing</p> <p>Objective</p> <p><i>To increase housing densities and the consolidation of urban areas in appropriate locations and restrict increased housing densities and the consolidation of urban areas in inappropriate locations.</i></p> <p>Relevant Strategies</p> <p><i>Discourage increased housing densities in Cape Paterson, Dalyston, Kilcunda, Bass, Corinella, Coronet Bay, Newhaven, Ventnor and Rhyll. Ensure that any development is consistent with the prevailing character of the area and is only located in areas where there is adequate infrastructure and community services.</i></p> <p>Objective</p> <p><i>To provide a diversity of lot sizes to meet the needs of all residents and visitors to the municipality.</i></p> <p>Relevant Strategies</p> <p><i>Encourage the following densities;</i></p> <ul style="list-style-type: none"> • <i>1 dwelling per 300 sqm on land located within 400 metres of a main commercial activity centre or community facility.</i> • <i>1 dwelling per 450 sqm on land located within 800 metres of a main commercial activity centre or community facility.</i> • <i>1 dwelling per 600 sqm on land located more than 800 metres away from a main commercial activity centre or community centre.</i>

Clause 21.05 Landscape and Built For

Clause 21.05-4 Design and Built Form

Objectives

To achieve a high standard of architecture and urban design for built form and public spaces throughout the municipality.

Relevant Strategies

Encourage high quality buildings and public spaces that are environmentally, economically, and socially sustainable.

Design and site development to complement the context in which it sits.

Ensure the siting of buildings contributes positively to the public realm and respects the character of the area.

Clause 21.05-5 New Urban Subdivision

Objectives

To encourage new residential subdivision estates to integrate with the existing community.

Relevant Strategies

Ensure new residential subdivision estates recognise the surrounding context and township character.

Ensure that new subdivisions maintain and enhance traditional street patterns of the locality.

21.05-6 Landscape Architecture

Objectives

To ensure that development creates and maintains a high quality landscape setting.

Relevant Strategies

Respect and maintain the garden or landscape character of an area, where this is a dominant feature of the neighbourhood.

21.05-7 Cultural Heritage

Objectives

To protect Aboriginal and post European settlement cultural heritage sites.

Relevant Strategies

Identify locations of important historical significance.

Manage development in culturally significant areas to lessen or avoid impact on sites.

Give consideration to the heritage context of sites which adjoin sites of heritage significance.

Ensure the protection of sites of Aboriginal cultural heritage and, in this regard, give consideration to the Aboriginal cultural resource management grid maps and guidelines produced by Aboriginal Affairs Victoria.

	<p>Objectives To improve knowledge of the heritage significant sites and why they are important.</p> <p>Relevant Strategies Undertake mapping of areas of remaining Aboriginal cultural heritage.</p> <p>Strategy Recognise the significance of heritage buildings and sites in contributing to the character of townships within the municipality.</p>
Clause 21.06 Infrastructure	<p>21.06-3 Transport</p> <p>Objectives To create a shared path network between and within towns.</p> <p>Relevant Strategies 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. 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.</p> <hr/> <p>21.06-4 Community Facilities</p> <p>Objectives To provide a range of readily accessible educational, medical and community services and facilities for all sectors of the community.</p> <p>Relevant Strategies 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. Provide safe places for social interaction and for residents to gather. Locate community facilities to help residents to feel safe and involved and promote natural surveillance.</p> <hr/> <p>21.06-5 Open Space and Recreation</p> <p>Objectives 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.</p> <p>Relevant Strategies Provide recreational facilities that provide for year-round activities, particularly for the winter months. Ensure recreational activities and facilities have minimal effect on the natural environment.</p>

	<p><i>Provide recreational facilities and activities that are compatible with the size, role, character, and appearance of the town in which they are located.</i></p> <p><i>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.</i></p> <p>Objectives</p> <p><i>To provide a variety of tracks for pedestrians and cyclists that offers recreational opportunities as well as direct paths of travel.</i></p> <p>Relevant Strategies</p> <p><i>Link recreation areas by pedestrian and cycle networks within, and between, towns.</i></p> <p>Objectives</p> <p><i>To provide local open spaces that caters for a range of users and age groups.</i></p> <p>Relevant Strategies</p> <p><i>Ensure open spaces are accessible for residents with a disability. Promote physical activity through the provision of recreation opportunities.</i></p> <p><i>Provide places to socialise and gather.</i></p>
<p>Clause 21.09 Low growth regional centre</p>	<p>Refers to the Dalyston Strategic Framework Plan (Figure 2) which 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.</p> <p>Key policy directions from the Clause include:</p> <ul style="list-style-type: none"> • <i>Maintain Dalyston as a small residential community;</i> • <i>Consolidate urban development within the township boundary;</i> • <i>Discourage development outside of the identified township boundary;</i> • <i>Retain the existing township character;</i> • <i>Encourage infill development;</i> • <i>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;</i> • <i>Encourage a mix of densities to accommodate population growth without compromising the village character;</i> • <i>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;</i> • <i>Encourage future development of commercial uses to be of a scale that reflects the existing neighbour character;</i> • <i>Support the retention of a convenience store in the commercial area;</i> • <i>Protect and enhance the village character of Dalyston;</i> • <i>Encourage appropriate urban/rural interfaces that recognise the distinct rural setting of Dalyston;</i>

- Encourage high quality residential subdivisions that are responsive to the opportunities and constraints of a site and character of the area;
- Improve infrastructure provision for footpaths, roads, and drains within the township; and
- Improve the pedestrian and bicycle connections to the Bass Coast Rail Trail.

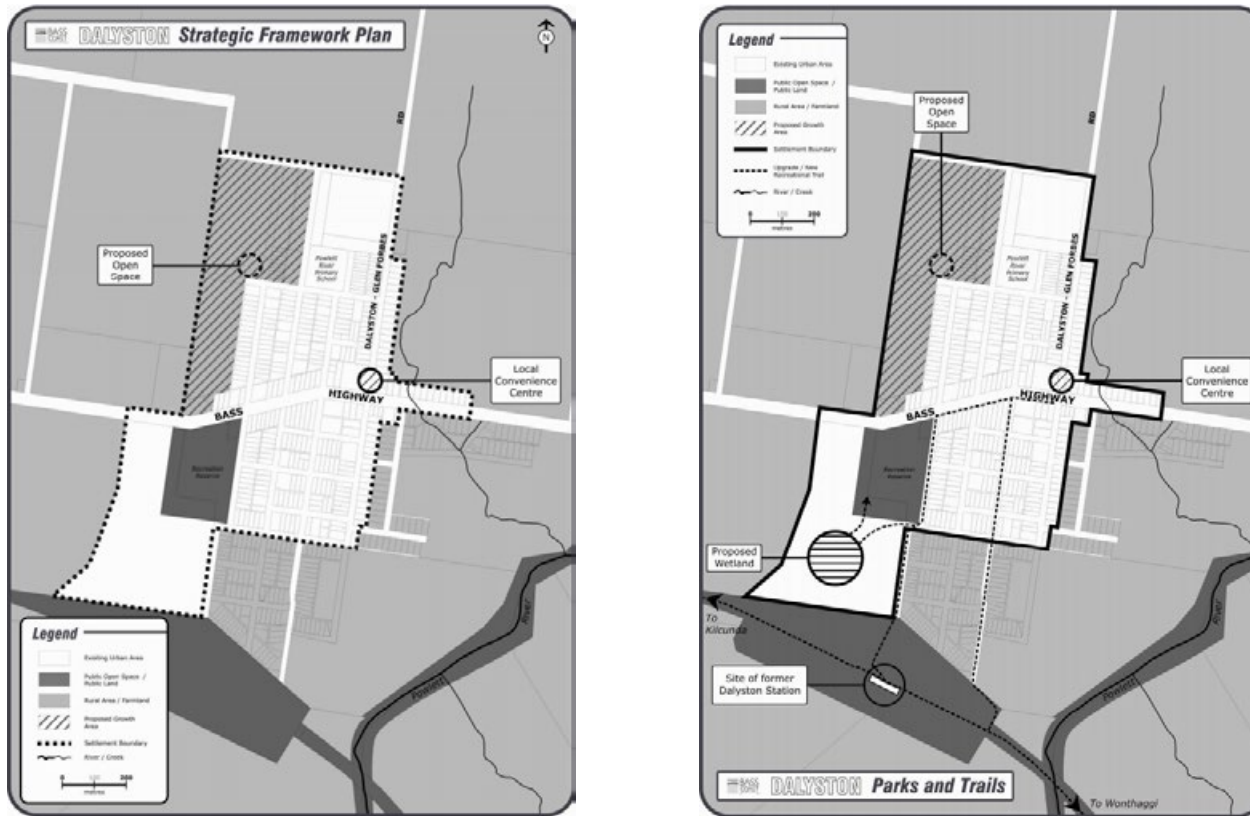


Figure 2 Existing Strategic Framework Plan for Dalyston

Local Planning Policies

Local planning policies assist in implementing the objectives and strategies identified in the Municipal Strategic Statement.

Broadly speaking, Bass Coast Shire's local planning policies detail expectations for development with regard to the following:

- Stormwater management;
- Hilltop, ridgeline and prominent coastal landform;
- Cultural heritage;
- Rural subdivision;
- Rural dwellings;
- Non-agricultural uses in the farming zone; and
- Rural activity zone.

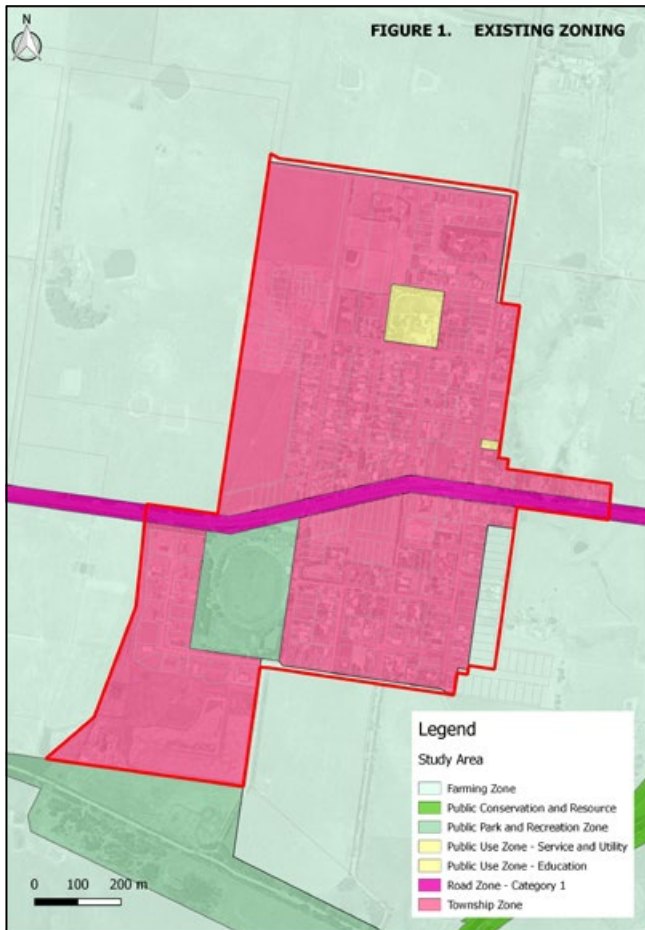


Figure 3 Dalyston Zoning Map

2.5. Planning Controls

2.5.1. Planning Zones

The Township Zone is utilised predominantly across Dalyston, with two exceptions of the Public Park and Recreation Zone for the recreational reserve, and Public Use Zone for the primary school and Country Fire Authority station.

The purpose of the Township Zone is to provide for residential use and development, as well as provide some scope for a small range of non-residential uses which serve the local community needs (such as commercial, industrial, educational and recreational activities).

Figure 3 illustrates the zones currently operating within the study area.

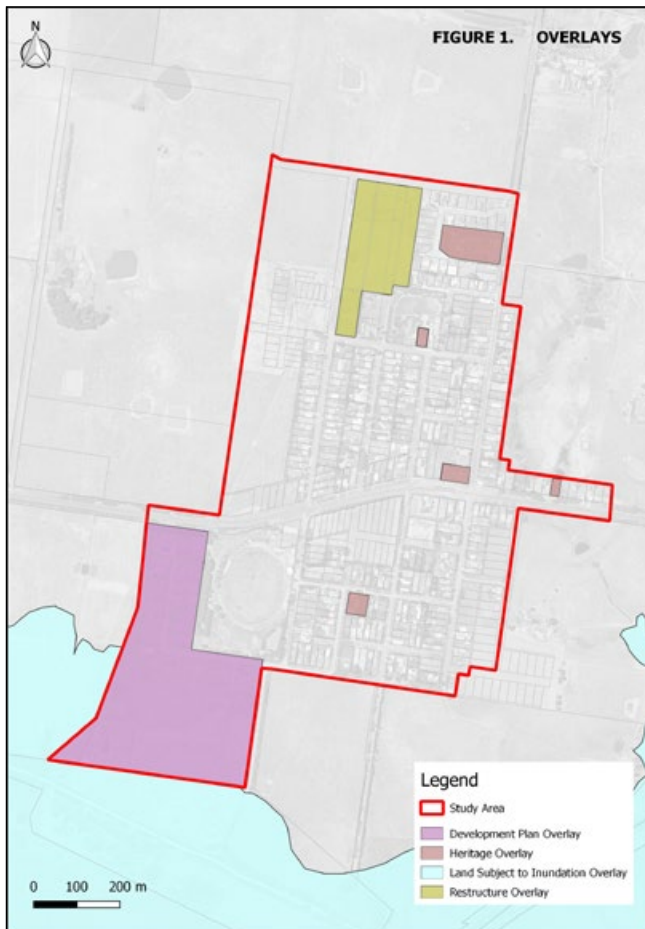


Figure 4 Dalyston Overlay Map

2.5.2. Planning Overlays

A number of overlays operate in addition to the zone controls, and are applied in instances where there are particular site constraints or circumstances that must be considered to ensure the appropriate development of sensitive land.

Figure 4 illustrates the overlays applying to land within the study area.

Restructure Overlay

The Restructure Overlay was applied to land in the north of Dalyston under the former Bass Planning Scheme, and was translated into the Bass Coast Planning Scheme in December 1999. The overlay served the purpose to identify old and inappropriate subdivisions which are to be restructured.

The overlay was applied when there was no reticulated sewerage within the township and it was considered that the infrastructure requirements could not support a standard residential housing development.

Dalyston was connected to the reticulated sewerage system in 1998, resulting in the Restructure Overlay currently applying to the land being redundant.

A small portion of land in the south-east of the affected area was removed from the overlay in 2011 through amendment C117. The Dalyston Structure Plan recommends removal of the Restructure Overlay.

Heritage Overlay

The Heritage Overlay has been applied to six heritage places in Dalyston, and recognises (with the assistance of local policy) that these places provide tangible links with the past in that they:

- *Demonstrate important phases in the development of the township; and*
- *Provide evidence of now-obsolete aspects of daily life.*

The overlay offers a blanket of protection to ensure the significance of heritage places is not adversely affected through development, and that elements which contribute to their significance are conserved and enhanced.

The six identified heritage places in Dalyston have been listed in Table 3.

Table 3 Places Recognised in the Heritage Overlay

PS Map Ref	Heritage Place
	DALYSTON
HO62	Goshen, 3995 Bass Highway, Dalyston
HO63	O'Halloran's Hotel, 4205-4211 Bass Highway, Dalyston
HO64	House, 4229 Bass Highway, Dalyston
HO65	Powlett River Primary School, 9-21 Bent Street, Dalyston
HO67	Former Holy Cross Church and Presbytery, 72 Dalyston-Glen Forbes Road, Dalyston
HO68	House, 20-24 Elizabeth Street, Dalyston

Development Plan Overlay

Development Plan Overlay, Schedule 18, has been applied in the South-Western corner of the Dalyston township and encompasses the lots within the Waterdale Estate.

The Overlay requires use, development, and subdivision to be generally in accordance with the endorsed Waterdale Estate Development Plan. This control will assist in the delivery of a wetland, retarding basin and open space area currently identified in the Municipal Strategic Statement at Clause 21.09-6.

Land Subject to Inundation Overlay

The Land Subject to Inundation Overlay applies to land in Dalyston that has been identified as being affected by riverine flooding of the Powlett River, and is based on a one in one hundred year flood event.

In terms of development, it intends to ensure:

- There is an opportunity for the Responsible Authority to consider development applications where a risk of inundation has been identified;
- *Development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity; and*

- *Development maintains or improves river and wetland health, waterway protection and flood plain health.*

The only residential land currently affected by this overlay is that within the south-western corner of the Waterdale Estate.

2.6. Recent Amendments to the Planning Scheme

A series of Planning Scheme Amendments have been undertaken since the completion of *2008 Wonthaggi Dalyston Structure Plan*. Table 4 presents the nature of these amendments as they apply to Dalyston:

Table 4 Amendments to the Planning Scheme since the completion of the previous Structure Plan

C113 (October 2010)	<p>Introduced the <i>Wonthaggi Dalyston Structure Plan 2008</i> and the <i>Wonthaggi North East Growth Area Development Plan 2009</i> into the Bass Coast Planning Scheme as Reference Document.</p> <p>Introduced new local policies into the Municipal Strategic Statement for the Wonthaggi and Dalyston townships.</p>
C117 (February 2011)	<p>The amendment deleted the Restructure Overlay – Schedule 6 from the land at 36-56 Dalyston – Glen Forbes Road, Dalyston and the road reserve to the north west of the subject land and issued Planning Permit 100019 to re-subdivide the land.</p>
C120 (March 2012)	<p>Deleted the Restructure Overlay – Schedule 6 Dalyston Restructure Plan from land at 80-96 Powlett Street, Dalyston, Plan of Consolidation PC364602C, and the adjoining road reserves to the east and west of the subject land.</p> <p>Issued planning permit 110028 to the land, allowing for the subdivision of land into four lots, generally in accordance with the endorsed plans.</p>
C64 (September 2012) C137 (August 2013)	<p>Applied permanent heritage controls to significant heritage places in Bass Coast Shire.</p>
C 147 (December 2017)	<p>Amended the Schedule to Clause 52.01 to include a five per cent public open space contribution for all subdivisions of three or more lots within residential, industrial, mixed use and commercial zones.</p>

2.7. Council Directions

2.7.1. Bass Coast Towards 2030

Bass Coast Towards 2030 is a visionary look at what Bass Coast Shire will look and feel like by the year 2030. *Bass Coast Towards 2030* was developed by the community, for the community so as to ensure:

“that in 2030, Bass Coast is a showcase. It is recognised as:

- *A celebration of natural assets;*
- *A window on the history of Victoria;*
- *A village in a technology world; and*
- *A food bowl for Victoria”.*

2.7.2. Shaping a Better Bass Coast Council Plan 2017-2021

It is anticipated that the Dalyston Structure Plan will play an important role in implementing the long term vision for the Bass Coast Shire, and as such consideration must be given to the Council Plan which sets strategic direction over the next four years.

Shaping A Better Bass Coast Council Plan 2017-2021 has a vision that, *“Bass Coast will be known as a region that supports a sustainable and healthy community, and values and protects its natural assets”.*

Broadly speaking, the plan outlines:

- How Council will meet the priorities identified through the community engagement process conducted throughout January 2017 (The Council Plan was developed using the International

Association Public Participation (IAP2) best practice guide for community participation); and

- Strategies for delivering and funding these outcomes for the community.

Key themes that emerged during the community engagement process include:

- *Advocacy – representing the community*
- *Economic Development – expanding, attracting and retaining business and investment*
- *Environment – maintain and protect the natural environment*
- *Governance – responsive, open, transparent and financially sustainable*
- *Health and Wellbeing – healthy and activity community*
- *Liveability – enjoying the place we live*
- *Our Character – celebrating the uniqueness of our townships*

Key strategic outcomes that emerged during the engagement process that should be considered in the Dalyston Structure Plan:

Liveability

- *Facilitate opportunities for multi-purpose facilities to improve access to recreation and sporting activities;*
- *Plan for and support a healthy, connected and active community;*

- *Protect our natural environment balanced with access for all to enjoy; and*
- *Plan and provide well maintained public amenities and facilities.*

Our Character

- *Partnering with our community to protect and enhance the unique character of our townships, open spaces and rural landscape;*
- *Manage the sensitivities of development and growth pressures; and*
- *Be proud of, and share, our history and cultural life.*

2.8. Key Issues and Opportunities:

- There is policy support to investigate the best mechanisms for improving built form and public space outcomes.
- There is community support for improving the access and provision of recreational areas.
- There is community support for protecting and enhancing heritage, cultural, landscape and built form outcomes.
- There is an opportunity to continue providing proactive planning advice that ensures the delivery of quality built form, which is responsive to its context.
- There is policy support to undertake further strategic work into the identification and recognition of existing and potential Aboriginal heritage within the township, with the assistance of our local Registered Aboriginal Party.

3. Settlement and Housing

3.1. Context

In terms of settlement, Clause 11 of the Bass Coast Planning Scheme provides that planning should:

- *Anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure;*
- *Prevent environmental problems created by siting incompatible land uses close together; and*
- *Facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.*

A key strategy within this Clause guides Council to accommodate projected population growth over at least a 15 year period, and provide clear direction on locations where growth should occur.

Clause 21.02 furthers this state policy by setting out the strategic directions and development opportunities across the shire through a Settlement Hierarchy.

The hierarchy defines Dalyston (along with Kilcunda, Rhyll, and Ventnor) as a “hamlet” with *low spatial growth capacity where growth should be encouraged within existing urban or appropriately zoned land, primarily through infill capacity and defined settlement boundaries.*

In terms of housing, Clause 16 of the Bass Coast Planning Scheme provides that:

- *Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.*
- *New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space.*
- *Planning for housing should include providing land for affordable housing.*

3.2. Residential Land Supply

The Bass Coast Residential Land Supply and Demand Assessment 2016 provides a snapshot of residential land supply at July 2016.

Land supply is determined by the extent of vacant lots and broadhectare land in zones appropriate for residential development.

The main findings of this assessment conclude that based on demand prediction figures, there is an average of 18.6 years land supply across the municipality, therefore meeting the statutory requirement for land supply identified in the Bass Coast Planning Scheme (15 years).

While the Scheme does not require each town within the Shire to provide 15 years land supply, there is a need to ensure that land supply is sufficient to meet demand.

3.2.1. Dalyston indicative Land Supply and Demand assessment

A simplified land supply and demand analysis has been undertaken for Dalyston as follows and shown at Figure 5

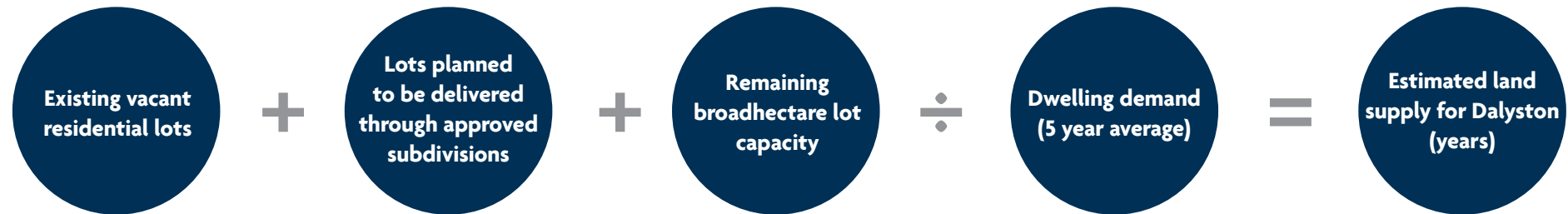


Figure 5 Simplified Land Supply and Demand Analysis



Figure 6 Cloverdale Park Estate Layout (left)

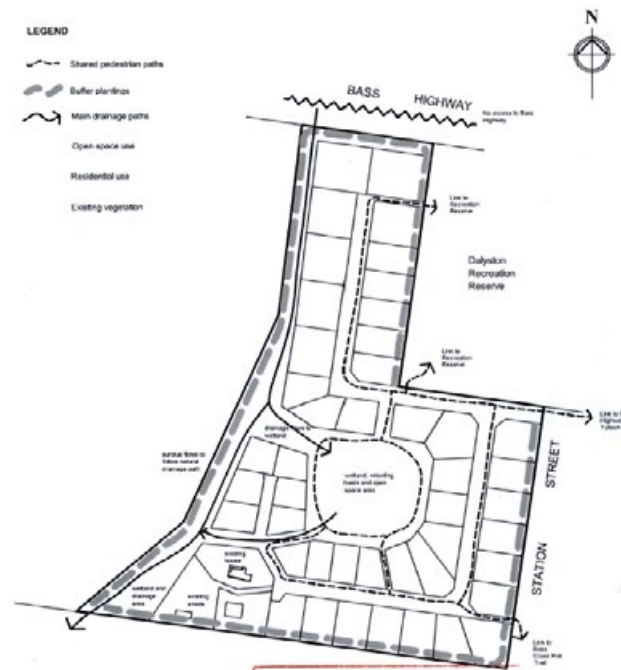


Figure 7 Waterdale Estate Layout (right)

As part of the work that was done for the *Bass Coast Residential Land Supply and Demand Assessment 2016*, it was found that in Dalyston, there is approximately 59.22 hectares of residential land that is vacant in the Township Zone, comprising of 96 vacant residential lots (over 33.30 hectares) and 5 vacant broadhectare lots (over 25.92 hectares).

Of the broadhectare land, Waterdale Estate has an endorsed development plan for 30 residential lots over approximately 9 hectares, and Cloverdale Park Estate has planning permission to offer 145 residential lots over approximately 12 hectares. This leaves approximately 4 hectares with an unknown lot capacity. It's estimated that based on an average lot size of 680 square metres (calculated using lot sizes from Cloverdale Park Estate, which closely resembles the existing subdivision pattern in Dalyston), the remaining vacant land may have capacity for approximately 58 lots.

Based on the existing number of residential lots, the number of lots planned to be delivered through Cloverdale Park and Waterdale Estates, and the number of lots capable of being delivered across remaining broadhectare land, it is surmised that Dalyston has capacity for approximately 329 lots.

Figure 6 demonstrates subdivision layout for Cloverdale Park Estate, and Figure 7 demonstrates the approved development plan for Waterdale Estate (18 of the lots on the northern side of the estate have already been delivered).

Dwelling demand in Dalyston has been determined using the number of building permits issued between 2008-2017. In the last 10 years, there have been a total of 107 building permits issued for new dwellings. While activity varies significantly over the period, the last four years show a gradual increase in building activity in Dalyston.

Figure 8 demonstrates the vacant residential land within Dalyston as of October 2017.

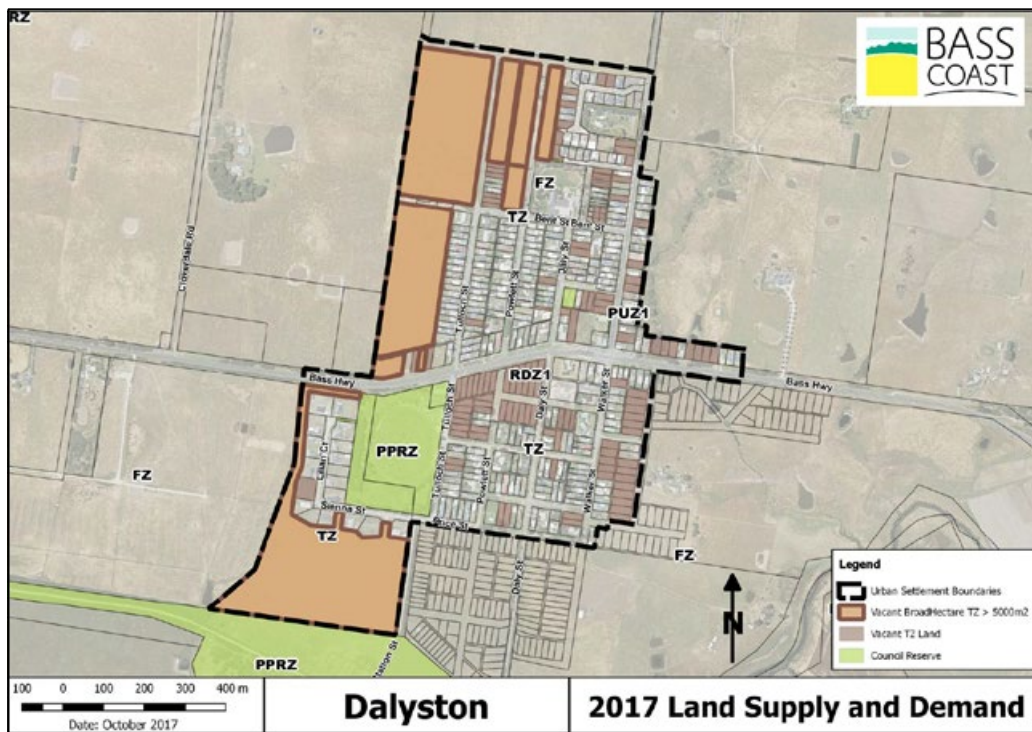


Figure 8 Dalyston Land Supply Map

To determine dwelling demand, a five year average of the building permits issued between 2013-2017 has been calculated. This identifies that there is an average dwelling demand of 9.6 per year, which can be rounded up to 10.

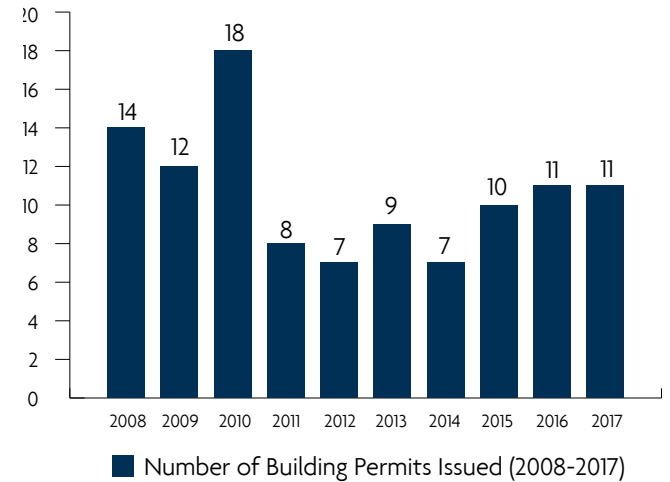


Figure 9 Building Permits Issued 2008-2017

The simplified land supply and demand analysis indicates that land supply is at approximately 33 years, this has been shown in Figure 10.

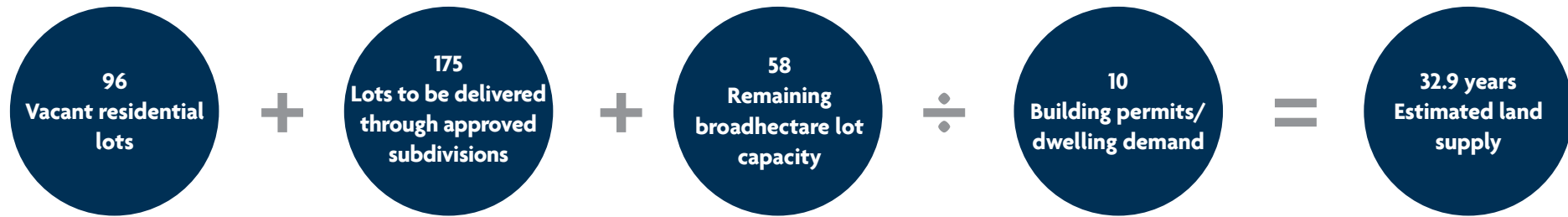


Figure 10 Land Supply and Demand Analysis for Dalyston

It should also be noted that in June 2017, Council resolved to adopt the Wonthaggi North East Precinct Structure Plan which will service the housing demands of Wonthaggi over the next 30-50 years.

Given an analysis of the above information, it is unlikely that additional land needs to be identified to accommodate population growth in Dalyston for the following reasons:

- The Planning Scheme requires 15 years land supply across the Shire as a whole and there is an average of 18.6 years land supply across the Bass Coast Shire;
- There is an estimated 34 years land supply across Dalyston; and
- Wonthaggi North East will service housing demands for the next 30-50 years.

3.3. Restructure Overlay

The Restructure Overlay when applied sought to *identify old and inappropriate subdivisions which are to be restructured and preserve and enhance the amenity of the area and reduce the environmental impacts of dwellings and other development.*

This becomes a barrier for development in that the Restructure Overlay has (through at least two amendments) proven to be redundant. In applying for general residential development consistent with the Township Zone and surrounding areas of land affected by the Restructure Overlay, landowners affected

would be unnecessarily burdened with having to apply for a planning scheme amendment (which is a costly and timely process) to remove the control rather than simply applying for a planning permit.

3.4. Dwelling Stock

A review of the 2016 Census data indicates that Dalyston's housing stock is comprised of 234 dwellings; this is just 0.009% of what the Bass Coast Local Government Area provides as a whole. Of the dwellings that are occupied (85.5%), the majority (98.5%) are detached houses.

Three bedroom dwellings are most common at 54.8% of the share, followed by two bedroom dwellings at 21.6%.

A review of median house prices for 3 bedroom houses has demonstrated that the cost of housing in Dalyston is reasonably cheaper than Wonthaggi, with the median cost of a three bedroom house in Dalyston at \$272,000 and the median cost of a three bedroom house in Wonthaggi at \$305,000 (Realestate.com, February 2018).

3.5. Key Issues and Opportunities

- There is an opportunity to reduce unnecessary barriers to development in Dalyston by removing the redundant Restructure Overlay.
- There is an opportunity to continue reviewing land supply in the township to ensure it caters for future growth.
- There is an opportunity to investigate how the delivery of housing stock can be influenced to ensure it continues to provide an affordable alternative to Wonthaggi and respond to the needs of the population.

4. Land for Employment

4.1. Context

Clause 17 of the Bass Coast Planning Scheme states that *planning is to provide for a strong and innovative economy, where all sectors of the economy are critical to economic prosperity.*

This being said, commercial and industrial opportunities are limited in Dalyston, with no commercial, industrial or mixed use zones within the settlement boundary.

While a few small businesses front the Bass Highway and the adjoining Dalyston-Glen Forbes Road, there is no clearly defined retail area.

This is partly due to the reliance on Wonthaggi as the main regional centre.

4.2. Key Issues and Opportunities

It is recognised that Wonthaggi serves the commercial and industrial needs of Dalyston's population to a large degree, due to its proximity to the township, and its role as a regional centre. There is, however, an opportunity to review zoning controls for the properties in proximity to the Bass Highway and adjoining Dalyston-Glen Forbes Road. This would ensure that the small scale shopping opportunities currently available in the township can continue to support the needs of residents, and that they are clearly contained to the centre of town.

5. Built Environment and Character

5.1. Context

Clause 15 of the Bass Coast Planning Scheme provides that *planning should ensure that land use and development are contextually appropriate, by responding to landscape, valued built form and cultural context, and protecting places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.*

Clause 21.05-4 furthers this position by encouraging:

- *Development to respect the built form character of an area where established, provided it has not been earmarked for substantial change;*
- *Protection of sites of heritage and cultural significance which provide character and identity to townships and landscapes, and in certain situations contributions to the tourism potential of the municipality; and*
- *Development to be responsive to environmental issues and habitat values, and the maintenance and protection of viable agricultural land.*

These policy directions have directed the built environment in Dalyston.

5.2. Existing Status

Township character for Dalyston was investigated formally in 2014 by Hansen Partnership through a Township Character Study, and informally in 2018 through various site visits.

The development of Dalyston has been largely influenced by its rural setting, which offers the town a village-like character, and the Bass Highway, which

traverses through the centre of the township and separates residential development between the north and south of the town.

The development layout generally follows a grid pattern, with lots largely of a low density, in the order of 650-850 square metres. While there is a mix of lot layouts, they are generally long and narrow with east-west alignment.

Larger scale residential developments in Dalyston in the midst of being delivered include Cloverdale Park Estate on the northern side of the township, and Waterdale Estate to the southern side. Both are proposed to offer a variety of lot sizes and public open space, with Stage 1 of Waterdale in particular providing larger lots ranging between 1000-4000 square metres as an attractive alternative to the standard lot sizes provided in recent developments throughout Wonthaggi.

Built form in Dalyston consists predominantly of single storey detached dwellings, generally of a brick and weatherboard construction.

There is a mixed architectural style throughout the town, with housing in the newer estates north of the Bass Highway featuring contemporary design features.

Dwellings tend to be sited towards the front of lots allowing for generous rear yard areas, and feature no or low front fencing.

Dalyston also hosts a number of buildings and places which feature heritage significance and contribute to the township character. Six places in Dalyston are currently protected by the Heritage Overlay (as discussed briefly in Section 2, Table 3). There are no places on the Victorian Heritage Register.

Generally, heritage places included in the Heritage Overlay have been introduced in Bass Coast following two heritage studies and two planning scheme amendments which were completed in 2013 (Amendments C137 and C64).

The first heritage study (Volume 1) was completed in 2001 and identified 651 potentially significant sites across the municipality.

Following on from this study, a second heritage study (Volume 2) was completed in 2004. This study undertook a more detailed investigation into 165 of the 651 heritage places identified in Volume 1 and was used to justify application of the heritage overlay.

The number of sites that could be investigated as part of Volume 2 was limited due to resourcing constraints. In Dalyston, the Stage 1 study included an additional seven potentially significant heritage places which have not been subject to further review. These sites remain unprotected under the planning scheme with no trigger to consider heritage values as part of the development assessment process. This poses a significant risk to those sites of heritage and cultural significance which provide character and identity to Dalyston and its immediate surrounds.

A recent audit of these sites has found that of the seven places identified in the Stage 1 study in 2001, at least two building no longer remain on site.

It should be noted that no Aboriginal Heritage places were identified in the heritage studies.



Figure 11 Place identified as having heritage significance no longer remaining on site

5.3. Key Issues and Opportunities

- Buildings and natural landscapes which feature heritage significance that are not currently protected by the Heritage Overlay are at risk of demolition or permanent loss. There is an opportunity to undertake further strategic work to investigate how consideration of their heritage significance can be captured during the planning permit process.
- Preferred built form and township character outcomes are not currently identified in any local policies within the Bass Coast Planning Scheme. There is an opportunity to proactively undertake strategic work to justify introducing preferred character outcomes for individual townships.
- There is an opportunity to explore the most appropriate zone controls that will assist in protecting and enhancing township character and encourage a greater variety in housing types and densities.
- There is an opportunity to undertake further strategic work to determine the most appropriate housing densities for influencing character outcomes for residential land within the settlement boundary.

6. Landscape and Natural Environment

6.1. Context

Agricultural Land

The *Bass Coast Rural Land Use Strategy 2014* identifies the rural land surrounding Dalyston as being productive agricultural land, used primarily for dairy and grazing. Considering agriculture is a vital component of the Shire's economy, there is a strong push to retain this land for farming purposes, and allow it to continue providing a strong statement of the character and identity of Bass Coast.

Environment

The settlement of Dalyston sits in close proximity to the Powlett River Estuary, which is an area of environmental significance.

The *Powlett River Estuary Management Plan 2015* suggests that while the overall condition of the Powlett is between poor and moderate, significant environmental, social, and economic values remain in the immediate area and nearby coastal environment.

Of particular importance for the Dalyston Structure Plan are the social and economic values, which include:

- The high scenic value (with some areas being used for recreational fishing, sightseeing, swimming, walking and bird watching);
- Aboriginal cultural heritage significance (with a number of coastal midden sites recorded);
- Productive grazing land; and
- Significant rural water source for irrigation, stock and domestic supplies.

6.2. Key Issues and Opportunities

- The existing settlement boundary of Dalyston ensures that development does not encroach on prime agricultural land or into environmentally sensitive locations. There is an opportunity to maintain this boundary to protect rural surrounds, particularly given that land supply is adequate in the township.

7. Public Open Spaces and Recreation

7.1. Context

The sustainable provision of open space is of integral importance to all communities. Clause 11.04 of the Bass Coast Planning Scheme establishes that planning should *provide a diverse and integrated open space network that meets the needs of the community*. It emphasises the importance of high-quality and well linked open spaces and the protection of significant conservation areas.

Clause 21.02 and Clause 21.06 further recognise that planning should provide for improved public open spaces to meet the needs of growing communities through:

- *Passive and active recreational facilities and open spaces; and*
- *Tracks that offer pedestrians and cyclists recreational opportunities as well as direct paths of travel.*

A recently introduced schedule to Clause 52.01 requires a 5% public open space or cash in lieu of land contribution for subdivisions of three or more lots within residential, industrial, mixed use and commercial zones, which will assist in the physical delivery of quality open spaces throughout the Shire.

There are a number of Council adopted strategies that sit outside of the planning scheme which are relevant to planning for open spaces and recreation in Dalyston. These have been identified in Table 5.

Table 5 Council's Open Space and Recreation Policies

Documents	Purpose
<i>Bass Coast Open Space Plan 2008</i> (currently being reviewed alongside the preparation of the <i>Active Bass Coast Plan</i> which will replace it)	<ul style="list-style-type: none"> - Provided direction for Council's long term strategic planning and development of the open space network. - Established the principles and priorities for the ongoing development of the open space network, including: <ol style="list-style-type: none"> 1. More functional open space for each township 2. Enhance local character and protect biodiversity 3. More places to cycle and walk 4. Better management of what we have 5. Design for diversity, sustainability and accessibility
<i>The Bass Coast Sport and Active Recreation Needs Assessment (SARNA 2016)</i>	<p>Identifies the needs of both organised and non-organised sport and active recreation groups and residents across Bass Coast. Some of the high priorities recommended for Dalyston include;</p> <ul style="list-style-type: none"> - In accordance with reserve master plan recommendations, upgrade change rooms, umpire facilities and support amenities at Dalyston Recreation Reserve. - Redevelop the second non-compliant (warm up) netball courts at Inverloch and Dalyston Recreation Reserves to a standard suitable for competition. <p>It should be noted that staged works to upgrade/repair change room facilities, umpire facilities and netball court surfaces have been included in a recreation works program to be actioned over the next couple of years.</p>
<i>Playspace Strategy 2017</i>	<p>Provides direction for the development of playspaces in Bass Coast over the next ten years. The term "playspace" refers to the whole environment for play not just the play equipment i.e. open grassed areas, mounds, sand, water, seats picnic tables, paths, logs, plants etc.</p> <ul style="list-style-type: none"> - The strategy acknowledges that there is no playspace provision currently in Dalyston, and that future provision North and South of the Bass Highway is to be considered in line with the revised Recreation Reserve Master Plan once adopted and development contributions in the North.

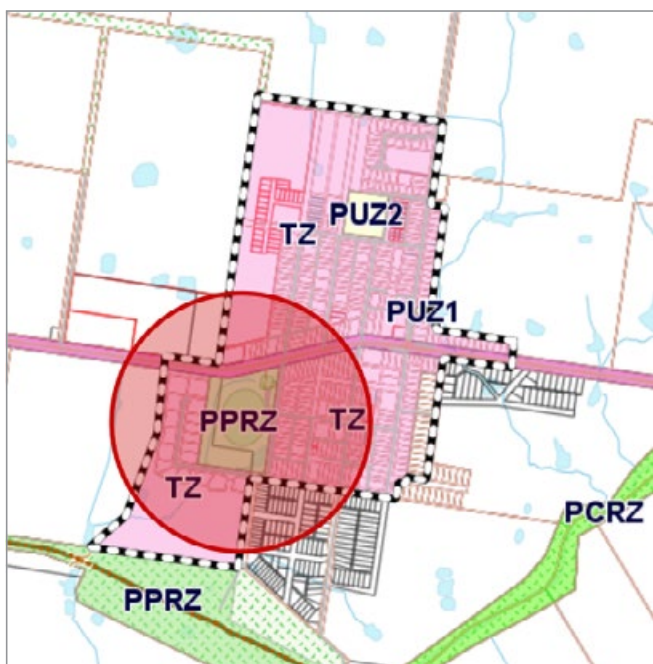


Figure 12 Walkable Distance Buffer for Existing Recreational Area

7.2. Existing Status

Public open space within the township of Dalyston is currently restricted to the recreation reserve located to the South of the Bass Highway. This facility provides an oval (for AFL), pavilion, synthetic cricket pitch, cricket nets (2), netball courts (2) and change room facilities.

While this facility provides passive and active residential opportunities, it is not accessible to all existing and potential residential areas within the township, particularly evident when applying a 400 metre walkable distance buffer, as shown in Figure 12.

While the current strategic framework plan for Dalyston identifies proposed open space to the North of the Bass Highway, and development plans for Cloverdale Park Estate identify this area for an informal recreational area and playground, this has not yet been delivered.

The Bass Coast Rail Trail traverses the southern border of the settlement boundary (approximately one kilometre from the centre of the township) and provides an active transport link (for pedestrians and cyclists) to Wonthaggi, an approximate five kilometre route to the east, and Kilcunda and Anderson to the west.

7.3. Key Issues and Opportunities

- The Bass Coast Rail Trail plays a key role in providing an active transport link to surrounding towns. An opportunity exists to continue promoting the trail as an active transit corridor.
- There is an opportunity to work internally and with developers, to ensure that the design and delivery of any new public open space is in accordance with the emerging priorities of the *Bass Coast Open Space Plan 2008* (and/or the Active Bass Coast Plan currently being prepared in its place) and the *Playspace Strategy 2017*.
- There is an opportunity to ensure that public spaces are accessible for all and will remain a focal point for the community to meet and gather.
- There is an opportunity to ensure that future subdivisions provide adequate public open space in their delivery.

8. Connectivity

8.1. Context

Clause 18 of the Bass Coast Planning Scheme seeks to ensure *an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.*

Clause 21.06-3 further encourages efficient transportation networks through the Bass Coast Shire and includes the following key objectives and strategies:

- *An efficient road network throughout the municipality for primary producers, tourists and residents;*
- *An efficient public and community transport system to and within the Shire;*
- *Adequate car parking facilities in proximity to commercial activity centres;*
- *Provision of shared path network between towns.*

8.2. Road Network

The Bass Highway is the main highway in Bass Coast Shire. It is a single lane arterial road which branches off from the South Gippsland Highway at Lang Lang, and then follows the coastline through the townships of Anderson, Kilcunda, Wonthaggi, before travelling inland through to Inverloch. The road is managed by VicRoads. There is no pedestrian crossing point in the township of Dalyston.

Dalyston-Glen Forbes Road is a larger connector road linking Dalyston to nearby Archies Creek and leading

into the Bass Hills through to Glen Forbes. It is popular touring route for on-road bicycle tourists, as well as motorcycle tourists attracted by the Grand Prix events which are held on Phillip Island.

There are a number of smaller roads throughout Dalyston. Most of the roads are unsealed, excluding the irregular dust sealing carried out by Council on an ad hoc basis.

8.3. Walking and Cycling

There are limited paved footpaths in Dalyston. There is a paved pedestrian footpath on the north side of Bass Highway from Tulloch Street to the Ozone Hotel at Dalyston-Glen Forbes Road. The southern side of Bass Highway has a paved pathway connection from Tulloch Street to connect the Recreation Reserve. There are no traffic lights to allow for a designated crossing point of Bass Highway.

Portions of Glen-Forbes Road has paved pedestrian footpaths which were conditions of a subdivision. This is also true of areas around Settlement Road and Church Close, both to the north of Bass Highway. To the south of Bass Highway, a pedestrian footpath can be found along the eastern side of Lilian Court. Once delivered, Cloverdale Park Estate and Waterdale Estate will contain both sealed roads and paved pedestrian footpaths.

The Bass Coast Rail Trail provides a pedestrian and bicycle connection to Wonthaggi and Kilcunda. Currently, the Trail starts in Anderson, branches to San Remo and through to Cowes on Phillip Island, as well as to Kilcunda and through to Wonthaggi via Dalyston.

8.4. Public Transport

Dalyston has two bus stops which service travel in an easterly direction towards Wonthaggi and Inverloch and westerly where services connect to the metropolitan train services at Cranbourne. The stops are located centrally within Dalyston, near the junction of Bass Highway and Dalyston-Glen Forbes Road (see Figure 13 below).



Figure 13 Bus Stop Locations (marked with purple star) and Walkable Distance Buffer

The VLine Coach stops at Dalyston twice a day, with once service travelling to Melbourne and the second to either Cowes or Inverloch, both in the later

afternoon/early evening. Given the frequency and time of day this service is provided, it is not suitable to rely on to commute for employment purposes.

The local bus network service from Coronet Bay to Wonthaggi via Corinella stops at Dalyston twice a day once in the morning enroute to Wonthaggi and once in the afternoon enroute to Coronet Bay.

The local service from Wonthaggi to Cowes runs more frequently with five services a day.

There are no car parking or bike parking provisions in Dalyston tailored towards public transport users. The area is not easily wheelchair accessible, and while the newer buses do have the ability to be lowered to ground level for accessibility, the facilities around the bus stops in Dalyston are not appropriate for people with a disability or access issues. There are few tactile paths in Dalyston, however, they are not in good condition. There is no general seating at the bus stop on the north side of Bass Highway. The southern side has seating and a covered bus stop, however, neither side is adequately lit in poor/limited visibility times. There is no nearby public bathroom (the nearest public facilities are at the Dalyston Recreational Reserve, approximately 435m away) and no public phone.

8.5. Key Issues and Opportunities

- There is an opportunity to ensure that future subdivisions provide suitable pedestrian and cyclist connections to community facilities, public open space, public transport stops, the existing Rail Trail and commercial facilities.
- There is an opportunity to investigate options for provision of end of trip facilities for public transport users, pedestrians and cyclists, in association with Public Transport Victoria.
- There is an opportunity to investigate options for safer pedestrian crossings along the Bass Highway.
- There is an opportunity to promote health and wellbeing through active transport.

9. Community Infrastructure

9.1. Context

Community facilities are an integral component of the fabric of urban centres. An equitable distribution of community facilities is essential to the efficient functioning of a township.

Clause 19 of the Bass Coast Shire Planning Scheme identifies the following for development of social and physical infrastructure:

- *Enable it to provide in a way that is efficient, equitable, accessible and timely.*
- *Recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support facilities.*
- *Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for construction of future transport nodes.*
- *Facilitate efficient use of existing infrastructure and human services.*
- *Consider the use of development contributions (levies) in the funding of infrastructure.*

Clause 21.06 of the Bass Coast Planning Scheme provides a clear overview of what is considered community infrastructure, and includes: meeting spaces, library service, childcare, medical centres, cultural and performance spaces, fire stations, open spaces and recreation areas.

9.2. Existing Status

Dalyston currently hosts:

- A primary school (Powlett River Primary School, located on Daly Street);
- Dalyston Hall (located on the corner of Tulloch Street and Bass Highway); and
- A recreational reserve (located on the corner of Tulloch Street and Bass Highway, and incorporates the Dalyston Hall within its boundary).

While limited, these facilities provide a space for the community to meet and gather, share knowledge and participate in recreational activity.

9.3. Key Issues and Opportunities

- There is an opportunity to undertake a community needs assessment to ascertain whether existing facilities are adequate in catering to the needs of the growing population.
- There is an opportunity to ensure that any new community facilities delivered are accessible from residential areas and public transport routes.

10. Physical Infrastructure

10.1. Context

Clause 19 of the Bass Coast Planning Scheme states that planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.

Clause 21.06 further defines the provision of infrastructure to include water supply, sewerage, drainage services and waste management.

10.2. Existing Status

Sewerage and Potable Water

Dalyston is within Westernport Water's license area.

Westernport Water advised at the time of the *2008 Wonthaggi Dalyston Structure Plan* that effectively, a 100% increase in Dalyston's population could be accommodated utilising existing sewerage and potable water infrastructure and that there are no significant constraints to further extension of infrastructure. It's important to note that there has been a 70% increase in population since the Wonthaggi Dalyston Structure Plan was created.

Drainage

Dalyston is poorly serviced by open drains and limited underground drainage.

The Urban Roads and Drainage Priority List 2014 identifies several areas that require road and drainage works in Dalyston. These include:

- Price Street, Tulloch Street South, Elizabeth Street, Powlett Street South, Daly Street South, Mary Street, Walker Street, Barker Street, Tulloch Street North, Bent Street, Powlett Street North, Daly Street North, Graham Street, Dalyston Glen Forbes Road (kerb and channel).

It should be noted that each road and drainage project across the Bass Coast Shire takes approximately four years from project initiation to project delivery. Works in Dalyston have not been included in the immediate road and drainage improvement program.

10.3. Key Issues and Opportunities

- There is an opportunity to ensure that Dalyston's trunk infrastructure network continues to meet the needs of the growing population, with the assistance of Westernport Water.