



CAPE BRIDGE WATER

STRUCTURE PLAN

JULY 2018



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PART 1: Introduction and Context

1. The Cape Bridgewater Structure Plan

Cape Bridgewater is a small coastal settlement, primarily of a residential nature, located approximately 18km south-west of Portland. Characterised by spectacular scenery, including some of the highest coastal cliffs in Victoria, a broad crescent shaped beach and surrounding open farmland and dunes systems, it is considered by many to be the region's 'best kept secret'.

The small residential settlement, comprising a collection of coastal houses, accommodation options, a surf club and a café, is valued by residents and visitors for its quiet lifestyle.

During the summer time, the settlement becomes a vibrant recreation and holiday location for Glenelg locals and day trip visitors who have come to enjoy the stunning scenery and other nature-based tourism options on offer.

Like many coastal settlements, Cape Bridgewater experiences pressure for development to accommodate new residents and visitors. The many natural attractions of the settlement and its immediate surrounds present opportunities to enhance the town as a tourism destination, which carries with it the need to deliver appropriate tourism facilities and infrastructure.

Glenelg Council has recognised that some limited and sensitive tourism development within the area can contribute positively to the region, but that any development must also be balanced with the need to protect the extremely sensitive natural and cultural landscape and the valued residential character.

As such, Glenelg Shire Council has committed to advancing Structure Planning for this important place taking into consideration these competing pressures, and the direction of State Government policy to take a long-term strategic view about planning for coastal settlements.

The Structure Planning process seeks to protect the residential settlement whilst also providing an opportunity to support Cape Bridgewater as a tourism destination.

However, any development in the settlement or surrounds must ensure that the things that make Cape Bridgewater so special are enhanced; that the uniqueness and attractiveness of Cape Bridgewater is recognised and respected, and that coastal values are protected.

This structure plan has been guided by a number of key questions including:

- What opportunities are there to enhance Cape Bridgewater as a tourism destination?
- What facilities and accommodation is required to support Cape Bridgewater's enhanced tourism role?
- How can tourism opportunities be balanced with the need to protect the sensitive natural and cultural landscape and the valued low-key character of Cape Bridgewater?
- How can land use planning respond to the above questions?

This Structure Plan is a long-term plan for the Cape Bridgewater settlement that articulates a series of objectives, strategies and actions in response to the above questions, and specifically sets out:

- Vision for the settlement, supported by a set of guiding principles
- Land use structure (including tourism opportunities)
- Settlement boundary
- Preferred character and design guidelines
- Implementation considerations including
 - Planning scheme controls
 - Preconditions for development
 - Public realm and Infrastructure.



2. Structure of the Document

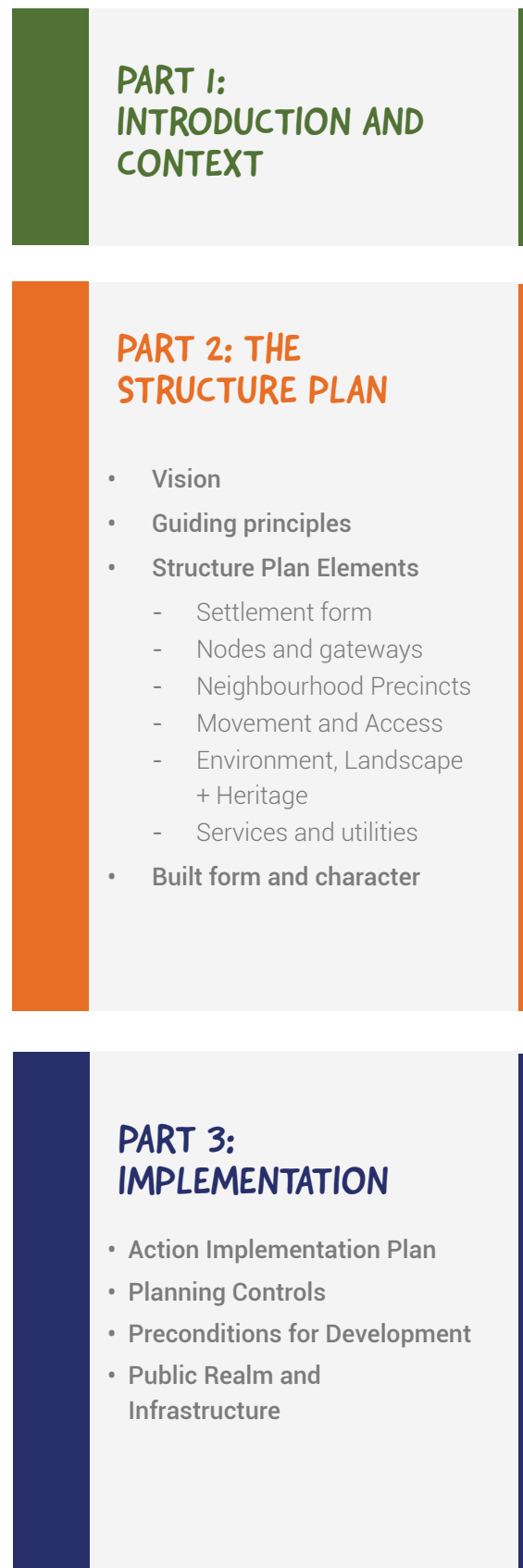
A Structure Plan is a document that provides guidance and certainty to a range of stakeholders about the intended use and development outcomes for an area- in this case, the settlement of Cape Bridgewater.

A well-formulated Structure Plan has the capacity to positively shape a place, by setting the conditions to unlock and coordinate appropriate development opportunities that generate broader beneficial outcomes for the community.

A Structure Plan also provides direction and clarity across various Council and agency functions, and provides a strategic and transparent basis for decision-making.

In coastal areas, Structure Plans must pay particular attention to balancing the competing demands associated with growth and development in a sensitive landscape setting.

Figure 1 Structure of the Document



3. Methodology

The Cape Bridgewater Structure Planning process is being undertaken in four stages.

Figure 2 The Structure Plan Process

Stage 1: Background Report

Summarises the site context, key issues and policies that affect Cape Bridgewater, and identifies implications for the Structure Plan.

Stage 2: Emerging Options

Explores and narrows in on possible options that will achieve the objectives identified for the Structure Plan.

Stage 3: Draft Structure Plan

Sets out a vision for Cape Bridgewater, the preferred settlement structure and key objectives, strategies and actions to achieve the vision.

Stage 4: Final Structure Plan

Following feedback from the community, the Structure Plan will be finalised, and implemented into the Planning Scheme.



4. About Cape Bridgewater

Cape Bridgewater Snapshot

Cape Bridgewater is a small coastal settlement located 18km west of Portland. The settlement performs an important tourism role in the region, with a number of houses providing a short term accommodation role (either as private holiday homes or short-term rental accommodation). The settlement is home to approximately 80 residents, and as such, there are limited commercial or infrastructure services.

Figure 3 Locality Map



Figure 4 Cape Bridgewater Settlement Snapshot as at 2016



Existing Infrastructure: Limited reticulated sewer to foreshore facilities

Role of the Settlement in the Region

Cape Bridgewater plays an important role in the region. While the settlement is extremely small in scale and lacks the usual components of a town, such as varied commercial and community uses, it occupies a special place in the minds of Glenelg residents. As such, the settlement takes on a greater role in the Shire than its size would suggest.

Cape Bridgewater is valued for its quiet, sleepy quality, but also plays a role as a local beach to residents of Portland and surrounds.

Bridgewater Bay and Cape Bridgewater were popular seaside resorts in the 19th century. Today, Cape Bridgewater is much loved for its rugged scenery, the beauty of the main beach and the opportunities available for eco and nature based tourism.

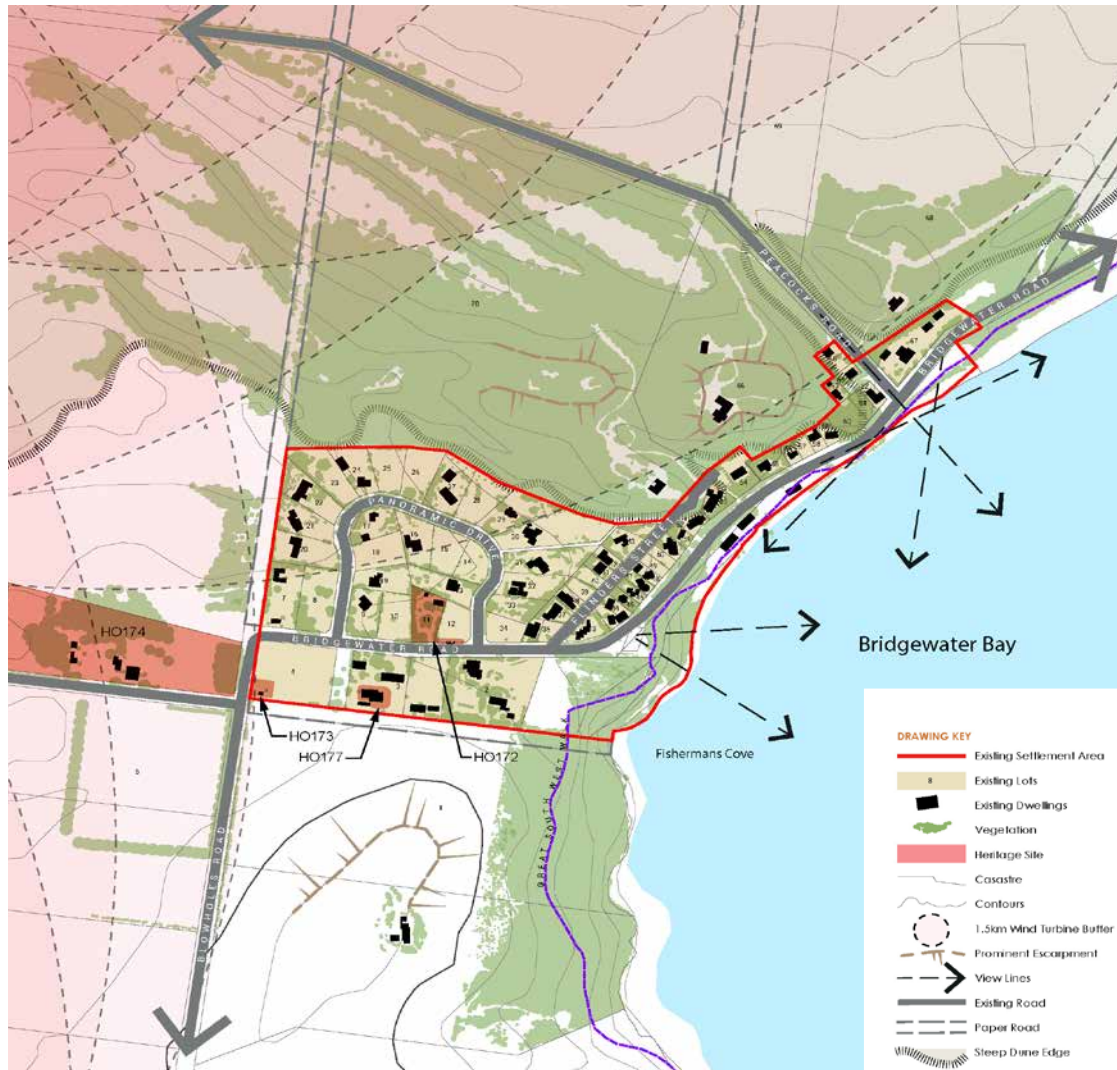
Cape Bridgewater is home to the Portland Surf Life Saving Club which attracts many visitors to carnivals held during the year. Cape Bridgewater remains a key day trip destination from Portland and the town and its immediate coastal surrounds are often recognised as the superior part of the iconic Great South West Walk, a 250 kilometre circuit walk that includes Portland, Cape Nelson, Cape Bridgewater, Bridgewater Lakes and Discovery Bay Coastal Park

Natural and cultural features, including the spectacular landscape, wildlife (grey kangaroos, black wallabies, echidnas and koalas) as well as a range of marine animals (seals, dolphins and whales) and terrestrial birdlife, the blowholes and sand dunes, offer a range of nature-based tourism attractions, and the settlement offers a variety of low-scale accommodation options. The value of the spectacular landscape has been recognised by its inclusion on the Register of the National Trust.

The tourism and recreation role that Cape Bridgewater plays to Shire residents and visitors cannot be underestimated. However, there remain a number of limitations to further enhancing the tourism opportunities present. As such, a key objective of this Structure Plan is to articulate a set of clear land-use planning objectives that will seek to elevate Cape Bridgewater's role as a tourism destination, whilst also managing the impacts of increased tourism on the fragile landscape and the low-key character of the settlement.



Figure 5 Cape Bridgewater - Existing Conditions



Key Features

- Spectacular landform and scenery and dramatic topography
- Native coastal vegetation scattered throughout the settlement, primarily along the coast and Peacocks Road
- Significant presence of African Boxthorn (*Lycium ferocissimum*) within areas of native coastal vegetation is a threat to the outstanding natural values of the area
- Range of low-scale accommodation options (bed and breakfast, camping, cabins, holiday home rentals)
- Limited commercial/retail offer - single café services the local community and visitors (generally between 9.00am to 5.00pm six days per week with late night trading on Fridays). The café has extended opening hours (seven days per week) during peak seasons
- Limited access options- one road in and out, no public transport
- Limited pedestrian infrastructure
- Lack of a defined gateway - opportunity for enhancement
- Coastal erosion risks - dune reconstruction works and rock revenant construction proposed
- No reticulated water, sewer (except for foreshore area) or gas - on site waste water treatment influences lot size
- Existing wind turbines surrounding the settlement are a dominant feature of the area
- Number of site of heritage significance
- High degree of Aboriginal heritage significance

Existing Conditions

The development form of Cape Bridgewater extends along Bridgewater Road and the coast in a linear fashion, before extending inland to the more elevated areas. Smaller lots front Cape Bridgewater Road, while larger lots are located in the elevated areas.

There is limited non-residential land use within the settlement, comprising a small café, a Surf Life Saving Club and an amenities block located within the foreshore area; all owned by Council and located on public land. This foreshore area, including the car park and beach access, forms the main activity node for the settlement, however, the public buildings offer little interaction with each other.

A secondary node, catering primarily to visitors is located at the upper carpark, providing access to cliff walks and the seal tours.

Further background and technical information regarding Cape Bridgewater can be found in the Background Report, and a summary of the existing structural conditions of the settlement can be found in the Emerging Options Report.

More detail about existing site conditions and character is provided on a precinct basis in Chapter 8.



Policy Context

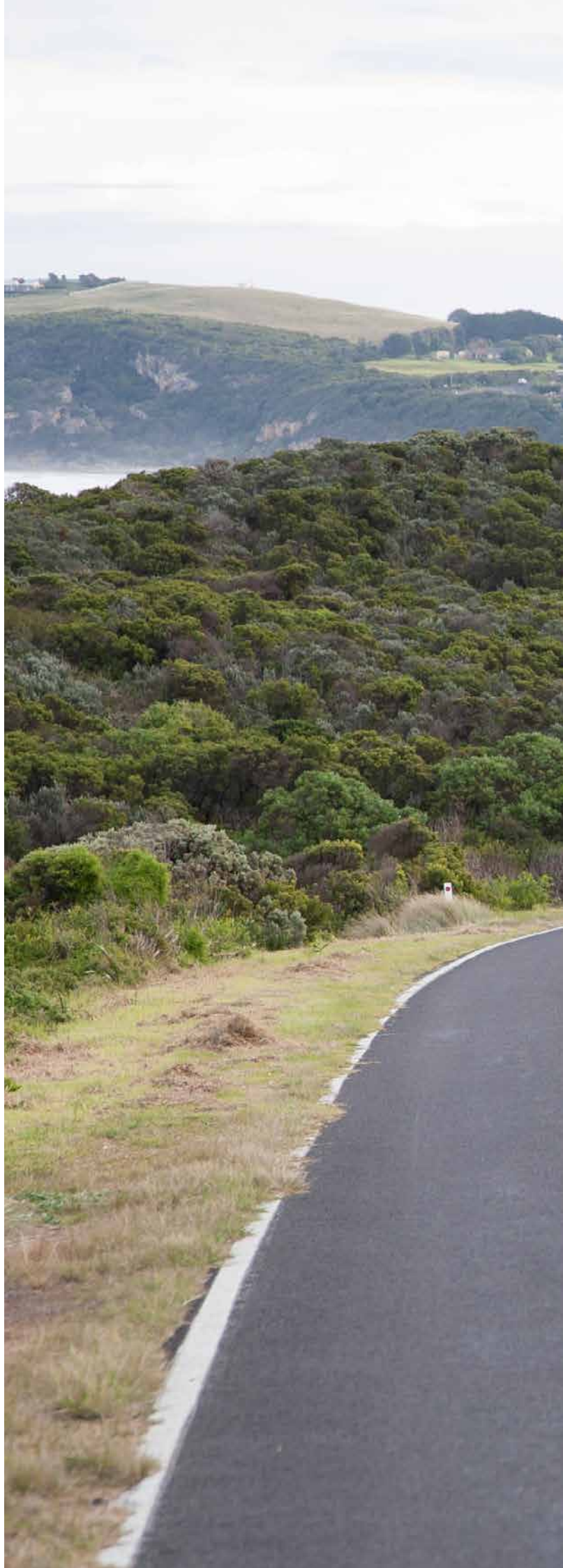
The Cape Bridgewater Structure Plan sits within and is guided by a policy context that includes the following:

- Victorian Coastal Strategy (2014)
- Great South Coast Regional Growth Plan (2014)
- Glenelg Sustainable Settlement Strategy (2012)
- Rural Land Use Strategy (in preparation)
- Bridgewater Bay Foreshore Masterplan (2014)

A detailed analysis of the policy context is provided in the Cape Bridgewater Structure Plan Background Report. In summary, the key considerations of the various policies are:

- Cape Bridgewater's role in the settlement hierarchy varies across the different strategies and policies,
- There is a need to define a clear settlement boundary,
- Planning for Cape Bridgewater must have regard to the sensitive coastal environmental, landscape and cultural values of the area,
- Additional growth should be managed having regard to these values and coastal and other natural hazards,
- There is currently an oversupply of rural living-style development in the Shire,
- Landscape and built form character guidance is required to preserve the values of the area,
- Tourism represents a key opportunity for economic development in the region, but must be carefully and sustainably managed.

In addition to the above policy context, it is noted that Council is currently undertaking a review of the form and content of its Municipal Strategic Statement (MSS). The recommendations for implementation of this Structure Plan in to the Planning Scheme (refer to Chapter 11) will be undertaken in the format of the revised MSS.





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PART 2: The Structure Plan

5. The Vision

A vision statement has been developed for Cape Bridgewater. This vision is intended to be a high-level expression of the long-term aspirations for the settlement, and serves as a clear guide for land use policy formulation and decision making as it applies to Cape Bridgewater.

The vision for Cape Bridgewater has been developed having regard to:

- the key place based principles and aspirations for the settlement,
- the site features,
- the role and function of Cape Bridgewater in a regional context,
- what we have heard from key stakeholders about their vision for Cape Bridgewater, and
- the economic and tourism opportunities that arise out the settlement's very special coastal setting.

It is intended that this draft vision is a starting off point only, and will be reviewed and tested during the consultation process associated with the Draft Structure Plan.

"The vision for Cape Bridgewater is to protect and enhance the quiet lifestyle and sleepy coastal character of the settlement by providing for limited development within a clearly defined settlement boundary. All development will be carefully controlled to be respectful of the existing, low-scale character of the township, to sit lightly within the landscape and to be sensitive and responsive to the fragile coastal environment.

The secret of the Cape Bridgewater's dramatic landscapes, spectacular scenery and sensational nature-based experiences will be shared with the broader region through the careful and considered support of low-scale, sensitive tourism development that will contribute positive physical and economic benefits to the local community."



6. Guiding Principles

The vision for Cape Bridgewater is supplemented by a set of guiding principles that provide more direction with regard to specific Structure Plan elements. Each of the objectives, strategies and actions within the structure plan is informed by the overarching vision and the relevant guiding principle.

Settlement form + boundary

Cape Bridgewater will be defined by an enduring settlement boundary that will limit any further growth to a defined location, which has the capacity to support modest-scale tourism and accommodation opportunities in a manner that is sensitive to the coastal and cultural landscape, and provides a net benefit to the community.

Neighbourhoods + Character

The relaxed coastal character of Cape Bridgewater, characterised by informal streetscapes, natural coastal landscaping, and housing discreetly nestled into the landscape will be protected and enhanced.

Nodes + Gateways

Cape Bridgewater will largely remain a residential settlement, however, key nodes will be enhanced to perform a specific function, and will be linked by visual cues to provide a coherent sequence of experiences throughout the settlement.

The gateway to Cape Bridgewater comprises an experience of dynamic viewlines to the spectacular landscape, as one moves along Bridgewater Road. This experience will be protected from visual intrusions, and reinforced via sympathetic development that contributes positively to the natural setting. The single Norfolk Island Pine and beachside café area will be enhanced as an 'arrival point' to punctuate the gateway experience.

Movement + Access

Access to Cape Bridgewater is via Bridgewater Road, with residential precincts supported by lower order roads, either unsealed, or sealed with informal verges, which contributes to the character of the settlement. Emphasis will be placed on improving pedestrian accessibility and safety, and enhancing carpark and beach access areas.

Tourism + economic development

Tourism plays a vital role in the ongoing viability of existing and new commercial operations within the settlement and the broader Glenelg Region. Cape Bridgewater's spectacular natural scenery and nature-based attractions will be used as the basis for enhancing visitation to the region, supported by modest-scale, sensitively designed and, appropriately located tourist infrastructure that is consistent with the existing sleepy, coastal character of the settlement.

Services + utilities

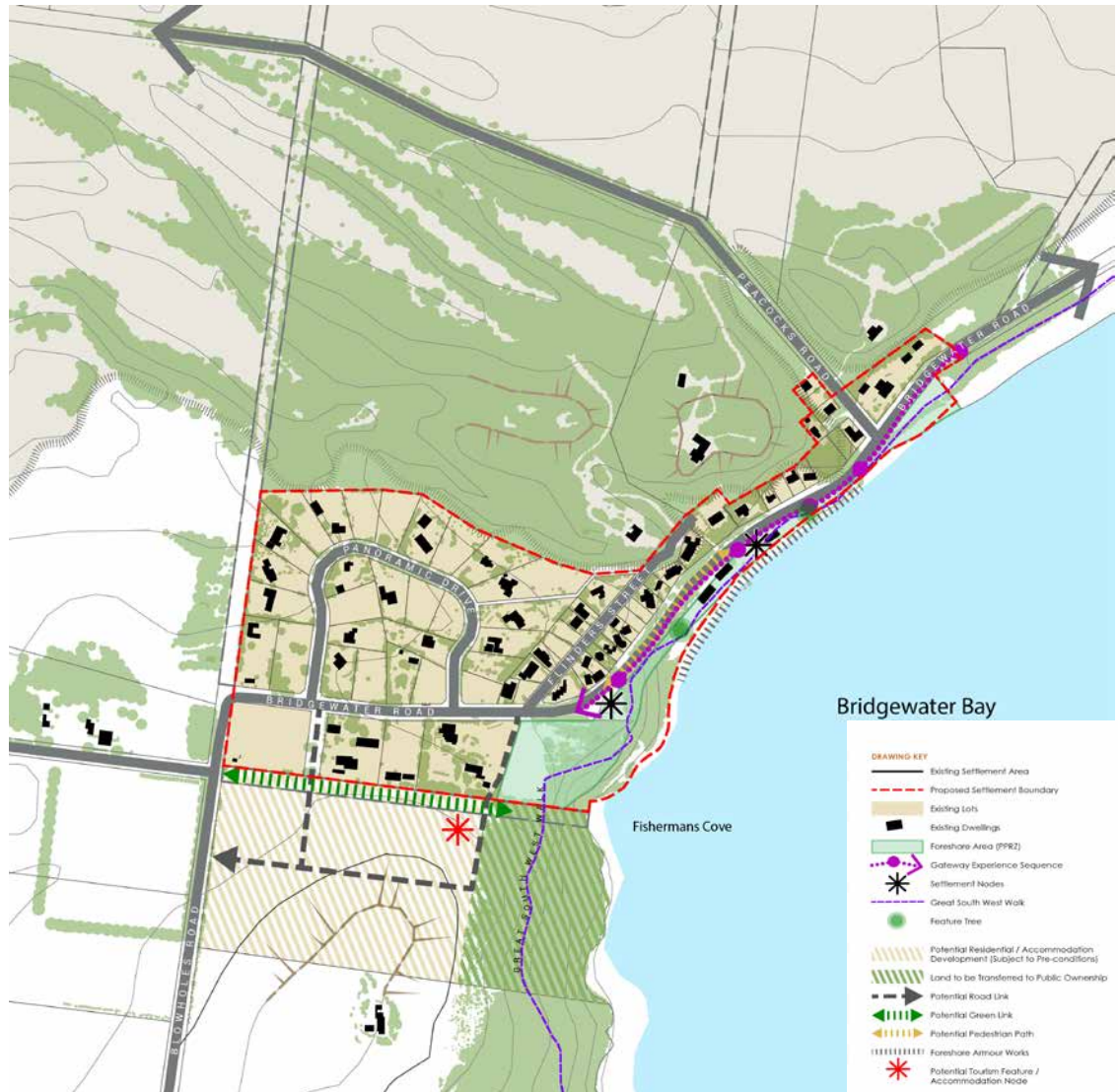
As a small rural coastal settlement, Cape Bridgewater will remain unserved by usual urban utilities such as reticulated sewer, water and gas. The lack of services brings challenges in terms of managing development impacts on the fragile coastal environment. These challenges will be managed via guidelines for built form siting and subdivision.

Environment, Landscape + Heritage

The importance of the natural and cultural landscape of Cape Bridgewater will be protected and celebrated through careful attention to how low-scale and sensitive development and tourism opportunities are delivered.



Figure 6 Cape Bridgewater Structure Plan



7. Structure Plan Elements

The Cape Bridgewater Structure Plan sets out the long term land use structure for the settlement. This plan, in its final form, will be adopted by Council into the Planning Scheme and used as the basis for future decision making.

The following sections of the document describe this plan, and the associated objectives, strategies and actions in the context of each of the key elements of the plan.

The elements are described in terms of:

- The guiding principles
- Key issues/considerations
- Objectives and strategies
- Actions to implement the Objectives and Strategies.

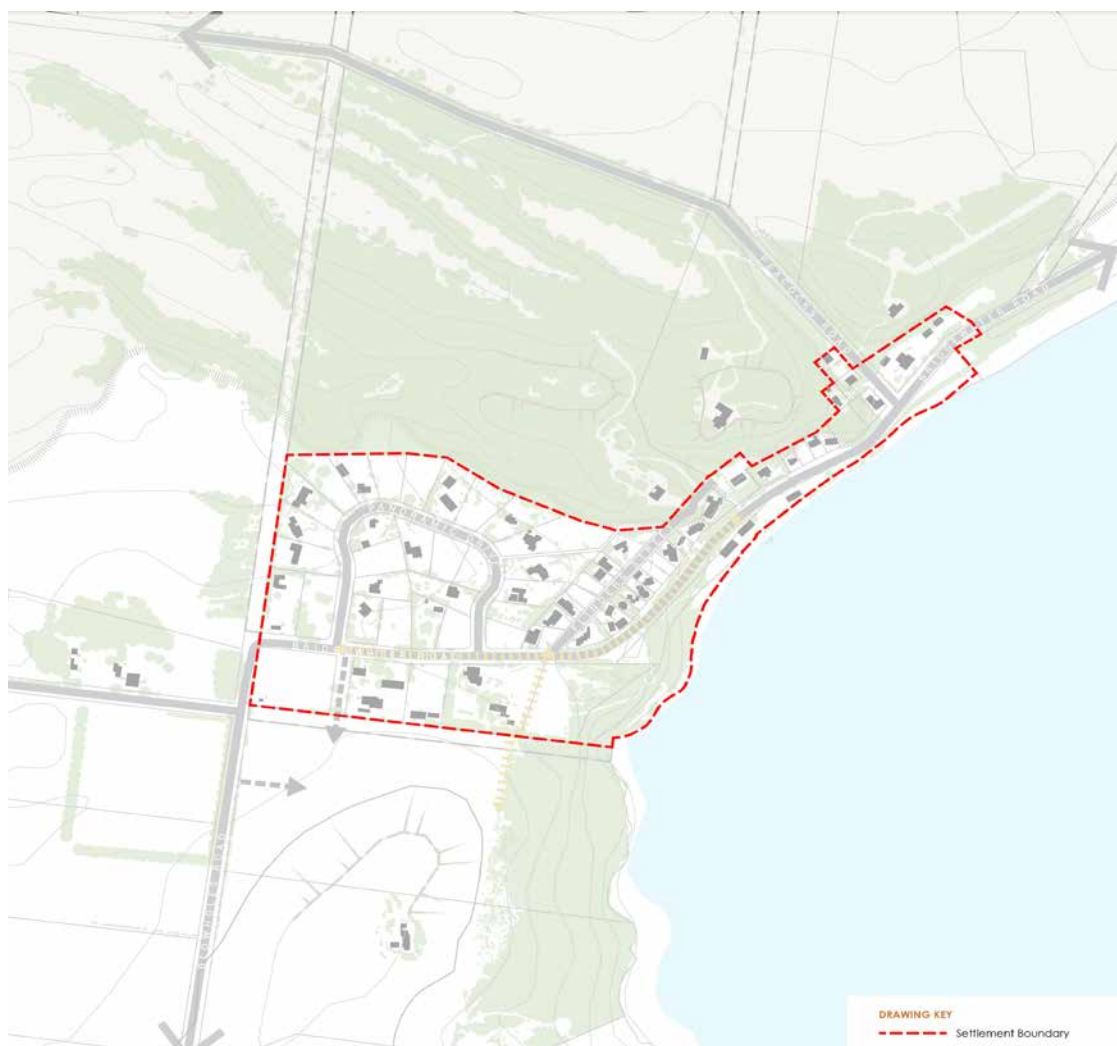
Guiding Principle

Cape Bridgewater will be defined by an enduring settlement boundary that will limit any further growth to a defined location (the Blowholes Precinct), which has the capacity to support modest-scale tourism and accommodation opportunities in a manner that is sensitive to the coastal and cultural landscape, and provides a net benefit to the community.

Key issues/considerations

- Settlement boundary important in coastal setting to define allowable extent of development, including future growth expectations
- Currently no settlement boundary applies, other than the existing development area
- Limited demand for new growth, other than to support future tourism development opportunities
- Investigation areas for further growth identified in current Planning Scheme - these have been considered as part of Emerging Options Paper.

Figure 7 Settlement Boundary



Objectives + Strategies

SF 1	To contain growth and development within the defined settlement boundary
SF 1.1	Contain development within the settlement boundary as defined in Figure 6.
SF 1.2	Discourage development, including tourism development, further rural subdivision and single dwelling construction outside the settlement boundary. Refer to the Rural Land Use Review for management objectives and strategies within the area surrounding Cape Bridgewater, outside the Settlement Boundary.
SF 1.3	Support sensitively designed infill development that meets the objectives and design guidelines for the relevant precinct (refer to Chapter 8).
SF 2	To identify a preferred location for modest-scale sensitive accommodation-style development and limited residential development (subject to preconditions)
SF 2.1	<p>Support the possible rezoning of land at the Blowholes Precinct to facilitate modest-scale accommodation-style development in the preferred location identified in Figure 6, subject to the following preconditions:</p> <ul style="list-style-type: none"> • Transfer of vegetated coastal land into public ownership (informed by a detailed flora and fauna assessment) • Agreement to deliver a tourism/accommodation facility • Demonstration that waste water can be appropriately treated and disposed of • Demonstration of a proposed development proposal that incorporates a subdivision and development design that: <ul style="list-style-type: none"> - Has regard to the land form and visual sensitivity of the site; - Proposes lot sizes/development outcomes that are in accordance with waste water requirements and CFA requirements, and the design guidelines as set out in Chapter 8; - Delivers low scale and sensitive built form in elevated areas. - Provides for access in accordance with the Structure Plan.
SF 2.2	Ensure development is designed to sit unobtrusively within the landscape and in accordance with the Design Guidelines for the relevant precinct .
SF 2.3	Support development that is of a high quality, contributes positively to Cape Bridgewater's role and character, is visually unobtrusive and respects the sensitive coastal landscape.
SF 2.4	Support uses and development that reinforce Cape Bridgewater's role as a low-scale, nature based tourism destination.
SF 2.5	Support high quality development outcomes in accordance with the Design Guidelines identified in Chapter 8.
SF 2.6	Require development in the Blowholes Precinct to prepare and comply with a Bushfire Emergency Management Plan.

Actions

A 1	Apply a settlement boundary by incorporating the Structure Plan at Figure 6 into the Municipal Strategic Statement.
A 2	<p>Rezone land within the settlement in a staged manner as follows:</p> <ul style="list-style-type: none"> • Stage 1: All land except for the Blowholes + Accommodation Precincts to be rezoned to Rural Living Zone. Accommodation Precinct to be rezoned to Rural Activity Zone. • Stage 2: Blowholes Precinct to be possibly rezoned to Rural Activity Zone (subject to preconditions set out in SF 2).
A 3	Review the overlays that apply to the settlement to ensure consistency with the structure Plan and to provide design guidance in accordance with the Design Guidelines identified in Chapter 8
A 4	Engage with landholders of the Blowholes Precinct to discuss development opportunities in the context of the preconditions and strategies set out in SF 2.

Guiding Principle

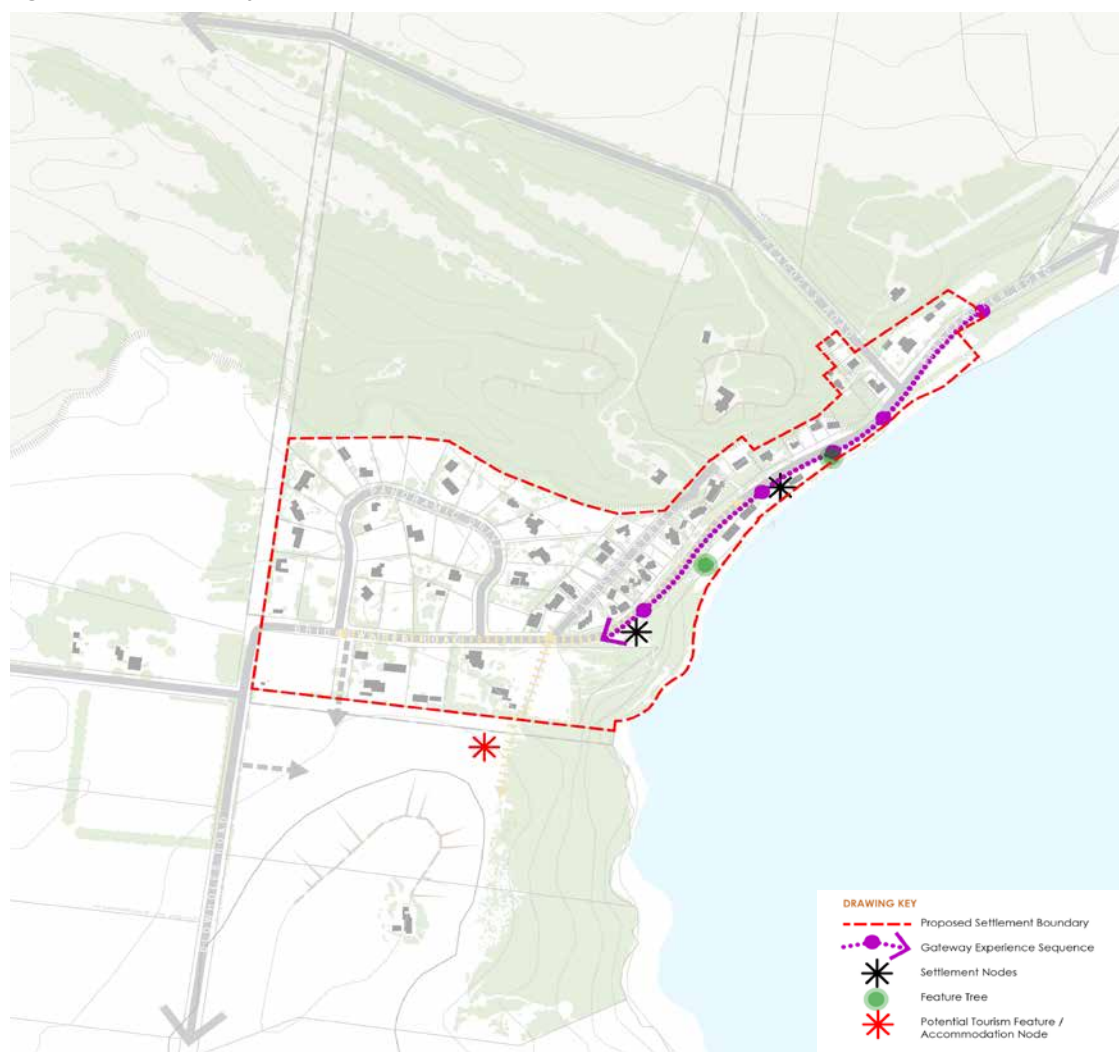
Cape Bridgewater will largely remain a residential settlement, however, key nodes will be enhanced to perform a specific function, and will be linked by visual cues to provide a coherent sequence of experiences throughout the settlement.

The gateway to Cape Bridgewater comprises an experience of dynamic viewlines to the spectacular landscape, as one moves along Bridgewater Road. This experience will be protected from visual intrusions, and reinforced via sympathetic development that contributes positively to the natural setting. The single Norfolk Island Pine and beachside café area will be enhanced as an 'arrival point' to punctuate the gateway experience.

Key issues/considerations

- Opportunity to link the existing and proposed settlement nodes through public realm improvements that leverage existing features - such as the Norfolk Island Pines that bookend the Foreshore Precinct
- Gateway to Cape Bridgewater is characterised by a dynamic sequence of viewlines as the landscape and cliffs are revealed, rather than a defined point.
- Back of house of café forms part of gateway views - opportunity to screen and improve this view

Figure 8 Nodes + Gateways



Objectives + Strategies

NG 1	To define, link and enhance the key nodes identified in Figure 8 (the foreshore, the upper carpark and the future tourism development in the Blowholes Precinct) as key locations for tourism and other appropriate non-residential uses.
NG 1.1	Support low scale non-residential uses, such as tourism related uses, within the three settlement nodes as defined in the Structure Plan at Figure 6.
NG 1.2	Support public realm improvements that visually link the three nodes, for example, use of single feature trees (Norfolk Island Pines) to link the secondary nodes (the upper carpark and future tourism node) with the primary node at the foreshore.
NG 1.3	Support high quality development outcomes in the private realm adjacent to settlement nodes, which will contribute to enhancement of the nodes.
NG 2	To reinforce and enhance the foreshore as the primary community node within the settlement.
NG 2.1	Support public realm improvements in accordance with the Foreshore Precinct Design Guidelines contained in Chapter 8 and the Bridgewater Bay Foreshore Management Plan.
NG 2.2	Support enhancement of existing uses within the foreshore node that offer improved tourism outcomes, such as improvements to the café exterior and expanded operating hours.
NG 3	To identify and define the settlement gateway as a sequence of experiences centred on protecting and enhancing views to the landscape and cliffs.
NG 3.1	Protect views to the cliffs, as seen when approaching the settlement along Bridgewater Road, from intrusive development forms.
NG 3.2	Ensure new development in the Foreshore and Gateway Precincts contributes positively to the gateway experience. Refer to the Design Guidelines for each Precinct contained in Chapter 8.
NG 3.3	Support exterior improvements to the café, that screens the back of house areas (such as water tanks, rubbish bins etc) and provides for enhanced presentation to the road and carpark.

Actions

A 5	Implement the Bridgewater Bay Foreshore Management Plan.
A 6	Investigate opportunities for public realm/landscaping improvements in the upper carpark node.
A 7	Engage with café operator to investigate opportunities for exterior enhancement works.

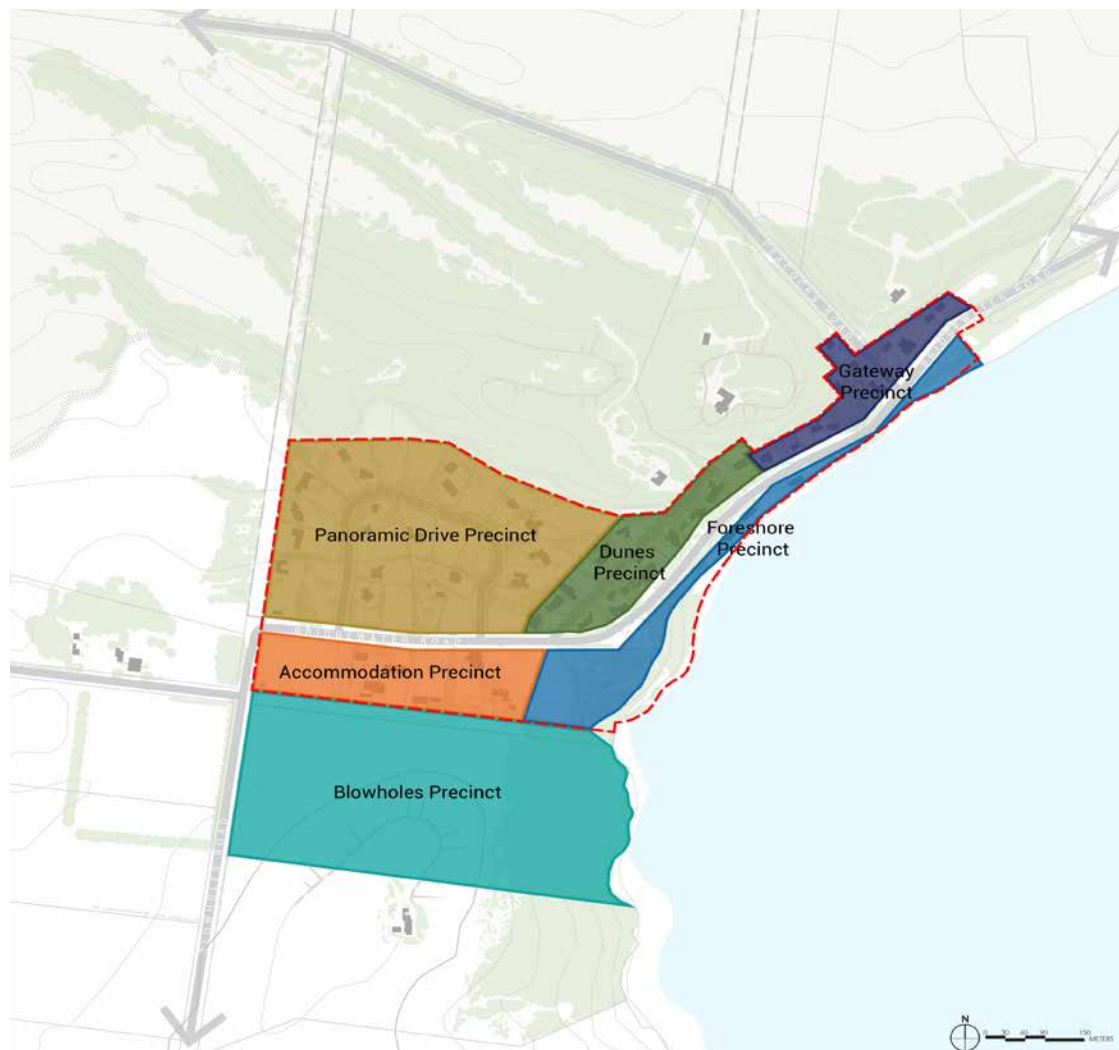
Guiding Principle

The relaxed coastal character of Cape Bridgewater, characterised by informal streetscapes, natural coastal landscaping, and housing discreetly nestled into the landscape will be protected and enhanced.

Key issues/considerations

- Existing character is less defined by built form than by the landscape and vegetation and the open, informal characteristics of the streetscapes
- Built form tends to integrate with the landscape, and does not dominant the natural landscape
- Neighbourhood varies across the settlement in terms of built form and development pattern
 - forming six distinct precincts

Figure 9 Neighbourhoods + Character



Objectives + Strategies

NC 1	To protect and enhance the low-scale built form character of Cape Bridgewater, and to maintain the landscape and vegetation setting as the defining features of the settlement.
NC 1.1	Require new development to demonstrate compliance with the Design Guidelines for the relevant precinct. Refer to Chapter 8.
NC 1.2	Support new development that respects the natural features of Cape Bridgewater such as the dunes, native coastal vegetation and views to the coastal cliffs and ocean. Removal of coastal vegetation and excessive cut and fill should be avoided.
NC 2	To maintain the relaxed coastal character of the Cape Bridgewater public realm, including the foreshore, carparks and streetscapes.
NC 2.1	Avoid public realm and streetscape works that are over-engineered or excessively formal. The relaxed and informal nature of the streetscape, including the road forms, and informal and low-scale streetscape planting should be maintained.
NC 2.2	Support public realm improvements that are in keeping with the Design Guidelines for the relevant precinct. Refer to Chapter 8.

Actions

A 8	Implement the Design Guidelines in Chapter 8 into the Planning Scheme in the form of a Local Policy.
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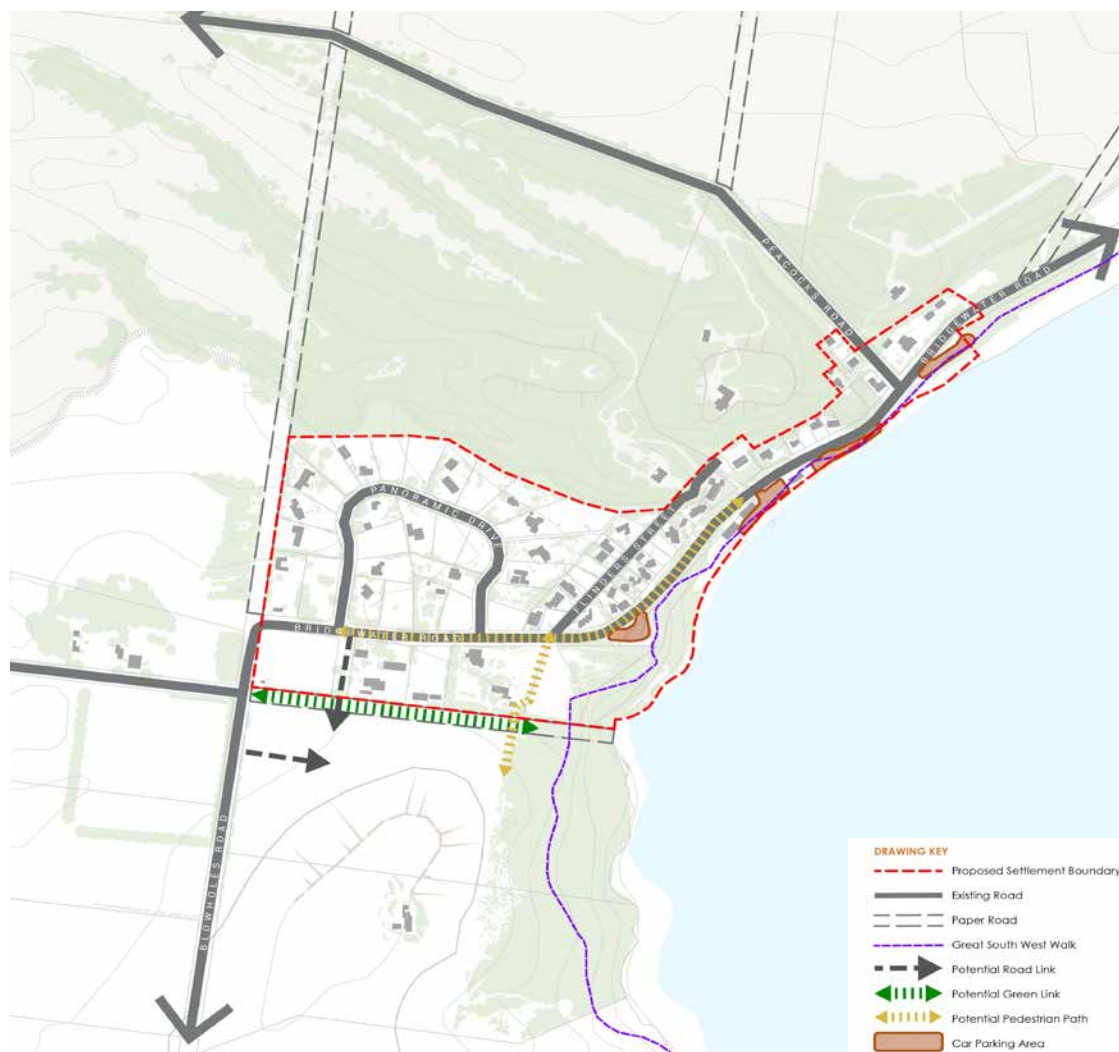
Guiding Principle

Access to Cape Bridgewater is via Bridgewater Road, with residential precincts supported by lower order roads, either unsealed, or sealed with informal verges, and informal pedestrian infrastructure. The informality of the movement network contributes to the character of the settlement. However, emphasis will be placed on improving pedestrian accessibility and safety, and enhancing carpark and beach access areas.

Key issues/considerations

- Single point of access and egress to the settlement
- Roads are shared by vehicles and pedestrians - limited pedestrian infrastructure
- Lack of street lighting
- Bridgewater Road at risk of blockage in the event of dune failure
- Lack of pedestrian path along Bridgewater Road from upper carpark to beach
- Spatial limitations to introducing formal pedestrian paths along Bridgewater Road
- High demand for carparking during peak periods.
- Limited space for coach parking
- Concern about safety of Bridgewater Road between Knights and Parkers Road and the end of Bridgewater Road

Figure 10 Movement + Access



Objectives + Strategies

MA 1	To provide a movement network that reflects the informal, coastal character of Cape Bridgewater
MA 1.1	Maintain roads in their current informal form. Paving of lesser used roads and access ways will be discouraged.
MA 1.2	Investigate opportunities to stabilise dune areas that are at risk of failure, in a manner that is visually sensitive to the coastal character. Avoid overly engineered solutions that are inconsistent with the character of the precinct (refer to Chapter 8).
MA 2	To improve pedestrian accessibility and safety, while acknowledging the shared use of the road network by pedestrians, cyclists and vehicles.
MA 2.1	Investigate opportunities to provide an informal pedestrian path along Bridgewater Road from the upper carpark to the beach. Investigations should include liaison with relevant agencies, including VicRoads, Parks Victoria and Department of Environment, Land, Water and Planning.
MA 2.2	Require new development in the Blowholes Precinct to provide a pedestrian path connection from the upper carpark along Bridgewater Road in accordance with Figure 10.
MA 2.3	Advocate for road safety improvements along Bridgewater Road in collaboration with VicRoads.
MA 3	To enhance opportunities for carparking to meet peak demand
MA 3.1	Improve the efficiency of existing parking areas, by delineating parking bays, and undertaking works in accordance with the Bridgewater Bay Foreshore management Plan
MA 3.2	Avoid expansion of further carparking into sensitive foreshore and dune areas.

Actions

A 9	Investigate options for dune stabilisation in accordance with MA 1.2
A 10	Investigate options to provide a pedestrian path along Bridgewater Road in accordance with MA 2.1

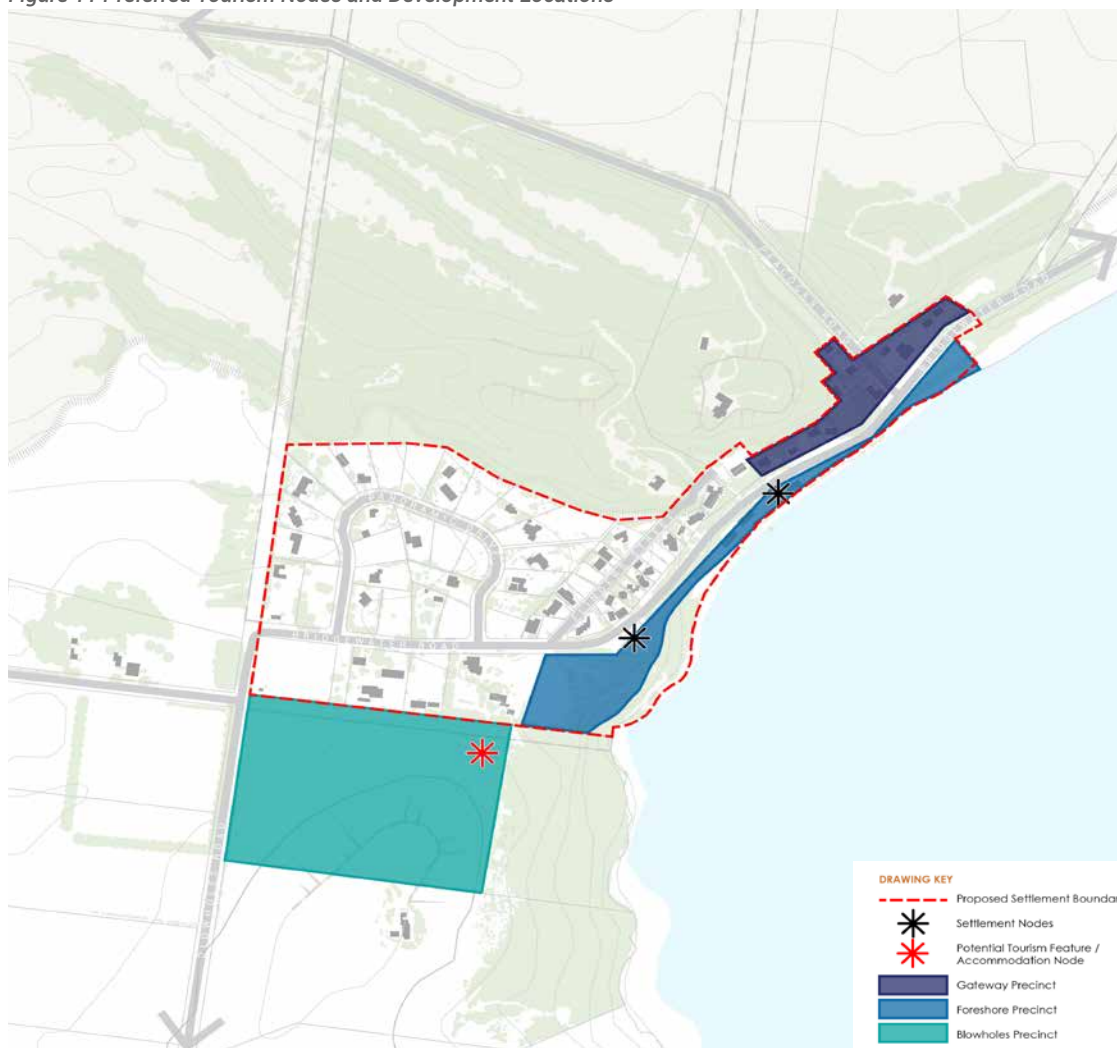
Guiding Principle

Tourism plays a vital role in the ongoing viability of existing and new commercial operations within the settlement and the broader Glenelg Region. Cape Bridgewater's spectacular natural scenery and nature-based attractions will be used as the basis for enhancing visitation to the region, supported by modest-scale, sensitively designed and, appropriately located tourist infrastructure that is consistent with the existing sleepy, coastal character of the settlement.

Key issues/considerations

- Remoteness of Cape Bridgewater- limits appeals of Cape Bridgewater as a comfortable weekend destination from major cities such as Melbourne and Adelaide.
- Highly fragile coastal environment - both an attraction and a constraint to further tourism development
- Range of accommodation options - tend to be relatively affordable
- Lack of passing traffic - a deliberate detour must be taken to visit Cape Bridgewater
- High degree of seasonality of visitation
- Limited year round shopping and dining options for residents and visitors - strong reliance on Portland
- Parking capacity during peak season
- Increased tourism may be perceived as a threat to the relaxed, coastal character of the settlement
- Limited facilities for more intensive day trip visitation, for example, coach parking, dining and tour operations

Figure 11 Preferred Tourism Nodes and Development Locations



Objectives + Strategies

TE 1	To promote Cape Bridgewater as a nature-based tourism destination.
TE 1.1	Support development of modest-scale tourism infrastructure such as accommodation, and other facilities, consistent with nature and environmental-based tourism, at key nodes identified in the Structure Plan at Figure 6.
TE 1.2	Enhance existing foreshore tourism attractions and infrastructure, such as car parking and beach access, in accordance with the Bridgewater Bay Foreshore Management Plan.
TE 1.3	Support preparation of a Cape Bridgewater specific Tourism and Economic Development Strategy.
TE 1.4	Support opportunities to accommodate day trip visitation by cruise ship visitors to Portland by enhancements to infrastructure.
TE 1.5	Support Cape Bridgewater as a road cycling destination through provision of cycle infrastructure such as bike racks, repair stations etc.
TE 2	To support and promote a range of diverse accommodation options that are in keeping with the low-scale and informal character of the settlement.
TE 2.1	Encourage diverse, small-scale accommodation options in preferred locations shown on the Structure Plan at Figure 6.
TE 2.2	Continue to support use of private homes for holiday rentals.
TE 2.3	Support use of existing dwellings and other buildings as bed and breakfast accommodation.
TE 2.4	Encourage development of new accommodation options within the Blowholes Precinct, subject to the preconditions set out in Chapter 12.
TE 2.5	Encourage retention and ongoing operation of camping and cabin options which provide an important affordable accommodation option.
TE 2.6	Support rural-based tourism outside the Settlement Boundary in accordance with the Rural Land Use Strategy.
TE 3	To support low-scale, year round food and beverage uses to meet the needs of peak and off-peak season visitors.
TE 3.1	Support extension of operating hours and retail offer at the existing beachfront café, including potential to provide a small-scale General Store function.
TE 3.2	Encourage improvements to the look of the beachfront café, particularly focusing on relocating or screening plant and other back of house equipment on the north-eastern façade, which is visible at the gateway to the settlement.
TE 3.3	Encourage inclusion of dining options as part of any future group accommodation proposals.

Actions

A 11

Prepare a Cape Bridgewater Tourism and Economic Development Strategy in partnership with the community and local operators, which focus on the following key areas:

- Enhance promotion of shorter circuit walks within the Great South Walk catering to day walkers or overnight walkers, and less experienced walkers.
- Promote Cape Bridgewater as a key destination within the South Australian tourism market, for example, as an extension of Mount Gambier, Limestone Coast and Coonawara wine region tourist routes.
- Promote Cape Bridgewater as a key destination with the Victorian tourism market, for example, as an extension of the Great Ocean Road region tourist route.
- Promote Cape Bridgewater as a year-round travel destination, by emphasising the dramatic beauty of the landscape within colder months, and the beach and water-based activities within the summer months.
- Opportunities to provide a high-end 'destination' accommodation and dining development, of a modest scale, in the key accommodation node identified in the Structure Plan at Figure 6

The strategy will focus on non-land use based approaches to promoting appropriate tourism within the settlement and surrounds, by:

- Developing partnerships with key local operators to provide enhanced and year round services and experiences;
- Working with tourism agencies to promote attractions and accommodation options within Cape Bridgewater;
- Actively seeking interest from local event operators to hold small-scale events within Cape Bridgewater, either on the foreshore or on private land, for example, small-scale music festivals, fishing/surfing competitions etc;
- Engaging proactively with the landholder of the Blowholes Precinct with regard to tourism development opportunities.



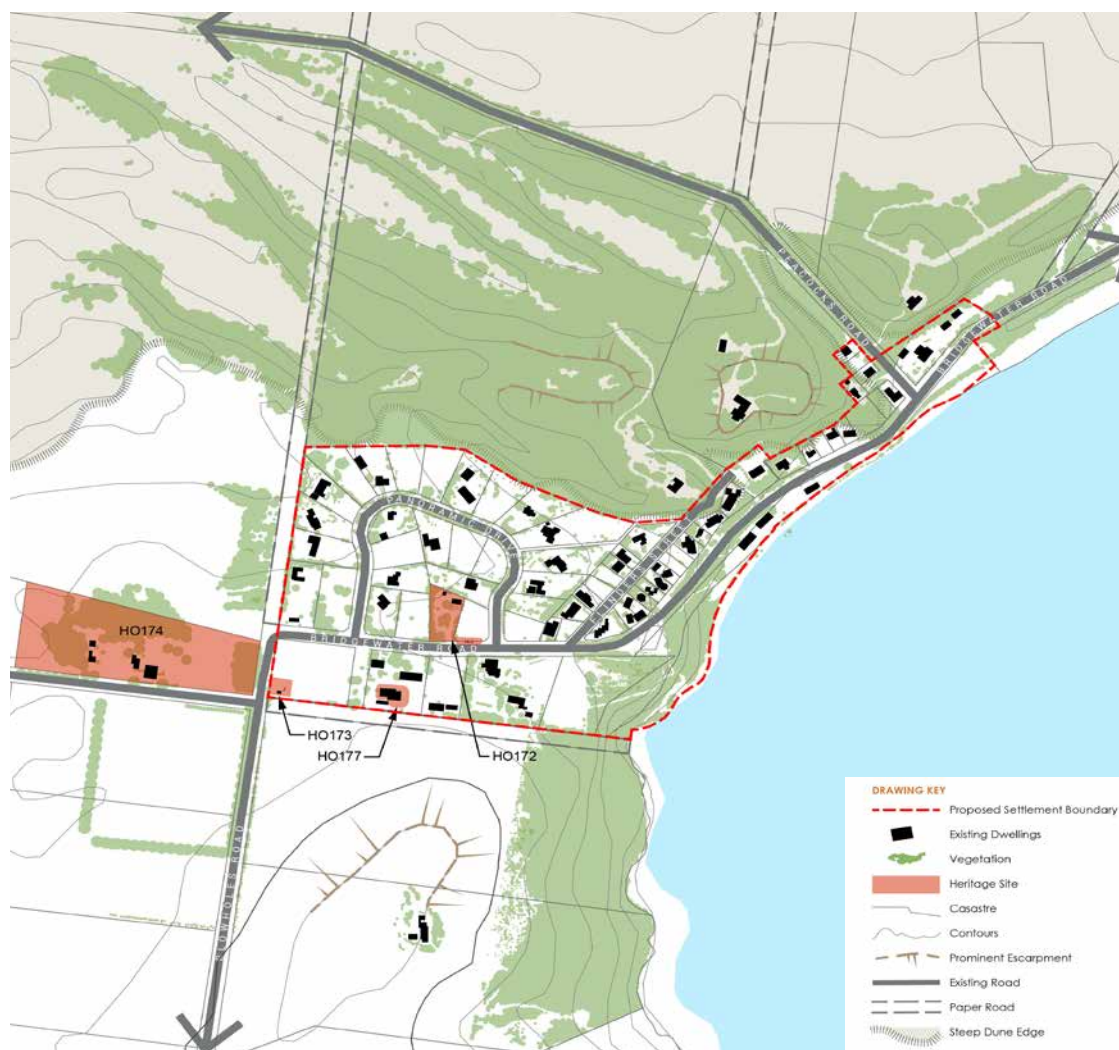
Guiding Principle

The important natural and cultural landscape of Cape Bridgewater will be protected and celebrated through careful attention to how low-scale and sensitive development and tourism opportunities are delivered.

Key issues/considerations

- Visual sensitivity of the landscape - recognised as an historic landscape by the National Trust. Development can threaten the values of the landscape if not carefully managed
- Dynamic topography provides opportunities for built form to capture spectacular views- existing views should also be protected
- Low-scale native coastal vegetation (coastal scrub) is important to the stability of the dune system and preventing landslip of highly erodible coastal soils
- Native coastal vegetation particularly concentrated along Peacocks Road
- Significant presence of African Boxthorn (*Lycium ferocissimum*) within areas of native coastal vegetation is a threat to the outstanding natural values of the area
- Bushfire presents a risk in vegetated areas
- Coastal erosion and coastal inundation present risks, and mitigation measures are required.
- Rich Aboriginal and post-contact heritage
- More concentrated numbers of visitors needs to be managed having regard to sensitive coastal landscape and infrastructure

Figure 12 Environment, Landscape + Heritage



Objectives + Strategies

EL 1	To minimise the impact of new development on the fragile coastal environment and viewlines to and from the coast.
EL 1.1	Require new development to demonstrate compliance with the Design Guidelines for each Precinct. Refer to Chapter 8.
EL 1.2	Protect and enhance vegetation within the dunes.
EL 1.3	Plan to increase coastal vegetation at the back of the beach via regeneration works in accordance with the Cape Bridgewater Coastal Hazard Vulnerability Assessment.
EL 1.4	Avoid further intensification of development on the shore side of Bridgewater Road.
EL 2	To minimise the threat of bushfire risk whilst also maintaining the vegetated character of the settlement.
ELH 2.1	Require new development to demonstrate consideration of fire risks in the context of minimising coastal vegetation removal.
ELH 2.2	Plan to nominate a Neighbourhood Safe Space and prepare a Fire Management Plan.
ELH 2.3	Buildings must be sited to achieve compliance with bushfire requirements.
EL 3	To recognise and protect the contribution of Cape Bridgewater's rich Aboriginal and post-contact cultural heritage to the narrative of the settlement.
EL 3.1	Support new development within the Blowholes Precinct that is sensitive to Aboriginal and post contact heritage considerations.
EL 3.2	Support development proposals that positively recognise the importance of heritage places identified in Figure 12 and in any subsequent studies.
EL 3.3	Support restoration of, and improvements to, existing heritage sites through the sympathetic adaptive reuse of places.
EL 3.4	Recognise the positive role of local heritage societies or communities in preserving Cape Bridgewater's heritage and culture.
EL4	To manage declared noxious weeds within areas of native coastal vegetation.
EL4.1	Encourage the removal and management of declared noxious weeds (such as African Boxthorn) within the coastal reserve, along the Great South Coast Walk and roadsides.
EL4.2	Encourage landowners to remove and manage noxious weeds (such as African Boxthorn).

Actions

A 12	Nominate a Neighbourhood Safe Space within the settlement in consultation with the CFA.
A 13	Prepare a Fire Management Plan for the Cape Bridgewater settlement.
A 14	Implement the coastal erosion mitigation measures as outlined in the Cape Bridgewater Coastal Hazard Vulnerability Assessment, February 2016 prepared by Water Technology, and the armour protection works identified in the Bridgewater Bay Foreshore Management Plan.
A 15	Require new development within the Blowholes Precinct to undertake Aboriginal and post contact heritage assessment as part of any development proposal.

Guiding Principle

As a small rural coastal settlement, Cape Bridgewater will remain unserved by usual urban utilities such as reticulated sewer, water and gas. The lack of services brings challenges in terms of managing development impacts on the fragile coastal environment. These challenges will be managed via guidelines for built form siting and subdivision.

Key issues/considerations

- No reticulated services (except for localised sewer provision to Foreshore Precinct)
- Viability of more broad scale sewer reticulation is unlikely to be feasible in the medium to long term
- A number of current septic waste water treatment systems are causing problems creating potential risks to coastal waters and ground water sources
- Reticulated water supply is unlikely to be provided in the short-medium term.



Objectives + Strategies

SU 1	To ensure waste water from existing and proposed developments is appropriately treated and managed so as to avoid environmental impacts.
SU 1.1	Ensure all new development demonstrates best practice with regard to on-site waste water treatment.
SU 1.2	Ensure waste water treatment systems have regard to site conditions including soil structure, topography, lot size and proximity to existing water bores.
SU 1.3	In the absence of reticulated sewer, ensure lot sizes within the Blowholes Precinct provide sufficient space for waste water treatment on site.
SU 1.4	Avoid further subdivision of lots in Gateway, Dunes and Panoramic Drive Precincts.
SU 1.5	Minimise further subdivision of lots in Accommodation Precinct. Each lot must be able to treat waste water for each dwelling on site. Subdivision in accordance with the relevant design guidelines in Chapter 8 will be considered.
SU 2	To ensure that new and existing development is able to supply their own water.
SU 2.1	Require new development to demonstrate the ability to supply their own water from on site sources (rainwater tanks, ground water etc).
SU 2.2	Ensure that new on site waste water treatment systems do not threaten existing water supplies.

Actions

A 16	Require applications for new dwellings, new uses and increased intensity of use to be accompanied by a report prepared by a suitably qualified expert demonstrating how waste water will be treated on site, and that a sufficient water supply will be available.
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8. Character and Design Guidelines

Purpose

Cape Bridgewater is characterised by a natural, relaxed and open neighbourhood character, where built form tends to integrate with the landscape, and does not dominate the natural landscape. The informal coastal character of Cape Bridgewater is integral to the settlement's appeal, and is a key quality that the Structure Plan seeks to protect and enhance. However, despite its small

size, the neighbourhood character of Cape Bridgewater is not expressed consistently across the settlement in the built form and development pattern.

The settlement comprises six distinct settlements (including the proposed Blowholes Precinct) as set out in Figure 13.

Figure 13 Neighbourhood Character Precincts

Panoramic Drive Precinct

- More recent subdivision
- Built form sited to capture views
- Combination of established gardens and open lawn/shrubs
- Combination of single and double storey dwellings of substantial construction

Dunes Precinct

- Buildings elevated on dune
- More substantial houses - up to two storeys
- Extensive shrubby vegetation
- Smallest lots in settlement 550-700m²

Gateway Precinct

- Flat land nestled between ridgelines
- Low scale, simple built form
- Limited fencing
- Limited landscaping

Foreshore Precinct

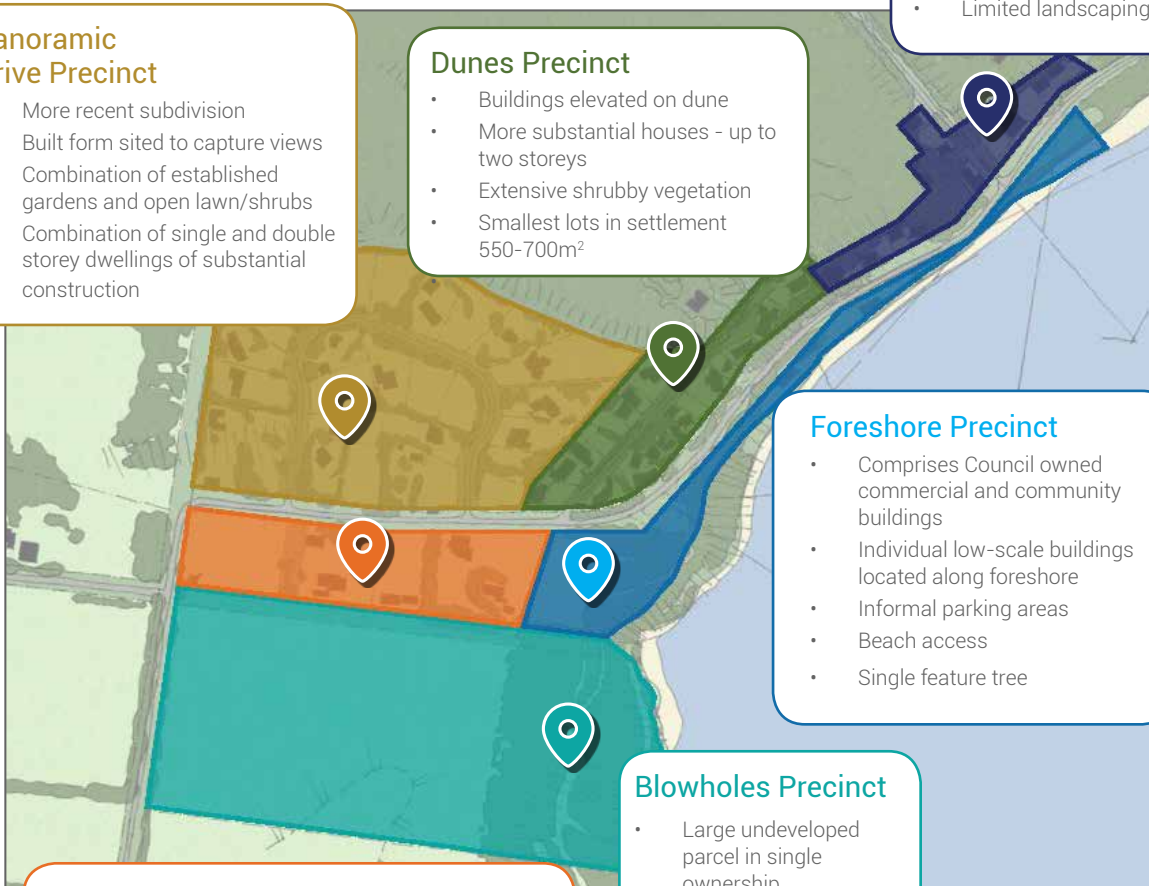
- Comprises Council owned commercial and community buildings
- Individual low-scale buildings located along foreshore
- Informal parking areas
- Beach access
- Single feature tree

Blowholes Precinct

- Large undeveloped parcel in single ownership
- Primarily open and unvegetated land
- Dense, coastal vegetation along steep cliff area
- Elevated land, gently sloping

Accommodation Precinct

- Larger, widely space buildings
- Generally single storey
- Variety of accommodation options
- Open landscape
- No fencing
- Varied setbacks of buildings
- Includes older and heritage buildings



The Structure Plan seeks to promote sensitive tourism within the settlement and surrounds, and in doing so, provides for some limited, modest scale development (primarily in the Blowholes Precinct). In addition, it is anticipated that over time vacant lots will be developed for housing and that existing housing stock will be renewed.

The purpose of this chapter is to provide guidance on how this change over time should occur. Applications for buildings and works (including dwellings) will be assessed against the general objectives for Cape Bridgewater and the precinct specific objectives and design guidelines contained within this chapter.

Permit Requirements

Applications for planning permits for subdivision, buildings and works should include the following information (where relevant):

- a site analysis and design response plan that responds directly to the preferred neighbourhood character and design objectives of the Precinct
- A report from a suitably qualified person demonstrating that waste-water effluent can be treated and retained-on site. Particular regard must be paid to soil conditions, locations of existing bores and impacts on the coastal environment.
- Details of proposed vegetation to be removed
- A landscape plan
- Schedule of materials and finishes

General Objectives for Cape Bridgewater

The following sets out general character and design objectives for Cape Bridgewater. These should be read in conjunction with the specific objectives for each precinct.

- To protect and enhance the authentic and informal coastal and natural lifestyle experience.
- To achieve a scale and style of development that respects the landscape, the amenity and views of neighbouring properties, the preferred character of each precinct and the visual sensitivity of the region.
- To support modest scale tourism and accommodation development within appropriate locations that will benefit from the direct visual and physical connection with the surrounding natural landscape.
- To enhance the organic subdivision pattern of the settlement that responds to topography, the foreshore, the sensitive coastal vegetation and dune system and views to the sea and landscape formations.
- To maintain the informal streetscapes, comprising limited street tree planting, informal coastal vegetation and unmade edges to streets

Gateway Precinct

Existing Character

Figure 14 Gateway Precinct



Existing Character Images



Figure 15 Gateway Precinct Existing Conditions



- A Viewlines to cliffs and landscape formations as part of gateway experience. Vegetation opens and creates a clear view to landscape. Built form comprises a double storey brick building with fencing and gardens on a larger allotment. This is the first building seen as one enters the settlement.
- B Coastal vegetation and ridgeline form a backdrop to housing
- C Informally sited housing nestled into the base of the dunes, with an informal blending of the private and public realm. Housing comprises traditional fibro shacks
- D Ridgeline, with coastal vegetation, extends to 'touch' the public realms (Bridgewater Road). Two 'coves' of flat land are located between the ridgelines.
- E Peacocks Road divides the precinct
- F Proximity and visual exposure to foreshore precinct, café and direct level access to Bridgewater Road

Preferred Character

This precinct forms an important part of the gateway experience, reflecting the relaxed coastal lifestyle of Cape Bridgewater. As a primarily flat precinct, the Gateway Precinct is the only part of Cape Bridgewater with a direct and open relationship with Bridgewater Road and the foreshore. Uses within this precinct should take advantage of the high level of visibility and accessibility to Bridgewater Road and the existing informal, blurring of the public and private realm will be encouraged, to given the sense of a continuation of the foreshore.

The presence of two 'coves' of development separated by a vegetated ridgeline should be maintained, to give the sense of development nestled within the base of the dune. The character of the precinct will be enhanced through informally arranged, light-weight, contemporary built form and natural coastal landscaping.

Preferred Character Images



Objectives

- To encourage contemporary coastal architecture and natural landscaping that will contribute positively to the dynamic gateway experience.
- To maintain and enhance the open, informal built form and landscape character of the Precinct.
- To create a seamless transition between the public realm of the foreshore and the private lots.
- To ensure lot sizes and building siting are compatible with the environmental and infrastructure capacities of the area.

Guidelines and Requirements

Guidelines

Relationship to Landscape, Environment + Culture

Native vegetation of lots should be maintained where possible, as a backdrop to housing.

Vegetation removal on highly vegetated lots should be minimised, to the extent required for bushfire protection and infrastructure requirements.

Edges + Interfaces

Boundaries between public and private land should be defined informally. Fencing (both front and side) should be avoided.

Built Form Rhythm + Siting

Buildings should be sited in a staggered arrangement, to reinforce the existing informal and irregular arrangement of dwellings

Front and side setbacks should be generous, to maintain an open landscape setting

Building heights of 1 - 2 storeys is preferred

Development should be directed away from areas where environmental values and bushfire risk are incompatible.

Architecture + Materials

Contemporary, coastal architecture is preferred.

Buildings of 2 storeys should be well articulated at the second storey, for example, through use of balconies, terraces and cantilevered elements.

Flat or skillion roof forms are preferred, pitched roof forms should be avoided.

Heavy materials, such as brick and render should be avoided. Lightweight or natural cladding materials such as timber is preferred.

A light and natural colour palette is preferred.

Guidelines

Use of glazing to capture views is supported. Tinted glazing should be avoided.

Access + Storage

Driveways should be informal, and constructed of materials such as gravel. Should a sealed driveway be required, materials other than concrete should be used, such as exposed aggregate in light, coastal colours.

Garages and carports should not dominate views from Bridgewater Road. Open carports are preferred.

Garages and storage sheds should be located so as to minimise visibility from the street frontage.

Landscape

Landscaping should avoid formal garden arrangements. Informal, low scale, coastal vegetation is preferred, surrounded by well-maintained lawn areas.

Landscaping must be informed by a Bushfire Management Statement and must be consistent with defensible space requirements.

Lot Size

Dwellings will only be permitted when it can be demonstrated that the site has sufficient capacity for waste water treatment, having regard to the site and soil conditions, and having regard to required distances from existing water bores.

No further subdivision of lots will be permitted. Consolidation of lots is encouraged to address waste water constraints.

No more than one dwelling, excluding a dependant persons unit, may be constructed on a lot.

Dunes Precinct

Existing Character

Figure 16 Dunes Precinct



Existing Character Images

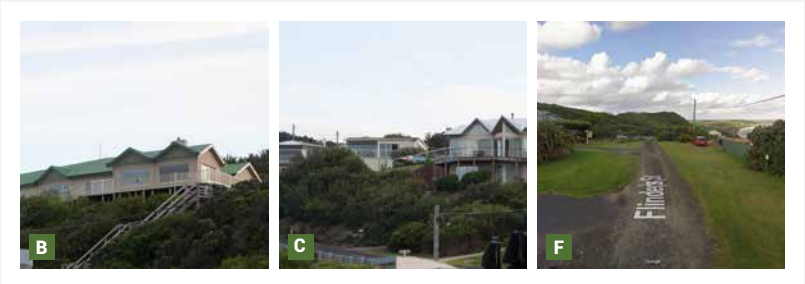


Figure 17 Dunes Precinct Existing Conditions



- A Vegetated dunes form main character feature.
- B Houses elevated above the street oriented to capture viewlines.
- C Pitched roof forms silhouetted against skyline. Houses sited in a staggered arrangement within lots. Mix of building materials used for housing.
- D Most houses accessed from the rear. Limited number of driveways and pedestrian access stairways to Bridgewater Road.
- E Limited relationship between the housing and the street.
- F Glimpses of the water from Flinders Street are screened by vegetation, fencing and housing.

Preferred Character

The Dunes Precinct comprises homes situated within the dunes adjacent Bridgewater road, with views across the ocean and to the cliffs. The steep topography of the precinct and the coastal scrubby vegetation dominate the character of the precinct, with the built form taking a secondary role; nestled into the vegetation or appearing to float in the landscape and vegetation. When viewed from the foreshore and Bridgewater Road, the built form is silhouetted against the sky, and as such, architecture and shape of homes should be unobtrusive with careful consideration to roof forms and colours.

Homes are accessed primarily via the rear Flinders Street access, and further vehicle access from Bridgewater Bay will be limited to minimise impact on the dune structure.

Preferred Character Images



Objectives

- To maintain the landform and vegetation as the dominant characteristic of the Precinct when viewed from the foreshore and Bridgewater Road.
- To encourage housing forms and architectural styles that have regard to the landform and vegetation character of the precinct, and give the sense of buildings floating within the landscape.
- To maintain the informality of the streetscape along Flinders Street
- To ensure lot sizes and building siting are compatible with the environmental and infrastructure capabilities of the area.

Guidelines and Requirements

Guidelines

Relationship to Landscape, Environment + Culture

Housing designs should sit lightly within the landscape and respond to the landform, including the steep topography and fragility of the dune structure.

House designs should avoid excessive cut and fill through use of built form designs that respond to slope, for example, split level, stepping down the slope, or elevated homes on stumps.

Retaining wall/terraces should not exceed 1m in height, and should be constructed of natural materials such as sleeper or stone/gabion.

Avoid use of steep batters that will prone to erosion.

Vegetation removal should be minimised to provide a level of screening to the built form and to maintain the stability of the dune structure.

Edges + Interfaces

Fencing to Bridgewater Road and Flinders Street should be avoided (vegetation and dunes provide a natural boundary) or be in the form of open rural style fencing, for example, post and wire fencing, combined with coastal, shrubby vegetation for privacy.

Built Form Rhythm + Siting

Buildings should be sited to minimise impact on the landform and to avoid interruption to the vegetation cover.

Building siting should have regard to views to the ocean and cliffs from existing surrounding houses.

Buildings heights of 1 -2 storeys is preferred, however, heights must have regard to the topography, and guidelines that seek to:

- maintain the vegetation cover as the dominant feature; and
- to protect interruption of existing viewlines from nearby houses.

Development should be directed away from areas where environmental values and bushfire risk are incompatible.

Architecture + Materials

Contemporary coastal architecture is preferred.

Low pitched roof forms, consistent with existing built form is acceptable in the Dunes Precinct, provided the pitch does not dominate the façade. Flat and skillion roof forms are also supported.

Roof materials should be in a neutral colour, corrugated iron. Roof tiles should be avoided.

A light and natural colour palette is preferred.

Guidelines

Heavy materials, such as brick and render should be balanced with use of lightweight building materials. Timber, weatherboard or other natural cladding is preferred, with accents of natural stone or brick.

Use of balconies, windows and cantilevered elements is supported to provide articulation to the façade of the built form.

Use of glazing to capture views is supported. Tinted glazing should be avoided.

Site solar panels and other plant equipment so as to minimise visibility from Bridgewater Bay and the foreshore.

Design and construction (including materials selection) must be informed by a Bushfire Management Statement.

Access + Storage

Screen back of house items, such as water tanks, shed, garages along Flinders Street with coastal vegetation and through use of topography/slope.

Access should primarily be provided via Flinders Street to avoid additional interruption along Bridgewater Road and impact on dune stability.

Driveways should be informal and constructed of materials such as gravel. Should a sealed driveway be required, materials other than concrete should be used, such as exposed aggregate in light coastal colours.

Pedestrian access to Bridgewater Road must be sympathetic to the dunes and vegetation, with any structures (such as stairs) constructed coastal style, for example, of light coloured timber.

Landscape

Landscaping should avoid formal garden arrangements. Informal, low scale coastal vegetation is preferred.

Flinders Street should be maintained with open areas of grass and low informal plantings. Street trees should not be used in this location.

Landscaping must be informed by a Bushfire Management Statement and must be consistent with defensible space requirements.

Lot Size

Dwellings will only be permitted when it can be demonstrated that the site has sufficient capacity for waste water treatment, having regard to the site and soil conditions, and having regard to required distances from existing water bores.

No further subdivision of lots will be permitted.

No more than one dwelling, excluding a dependant person unit, may be constructed on a lot.

Foreshore Precinct

Existing Character

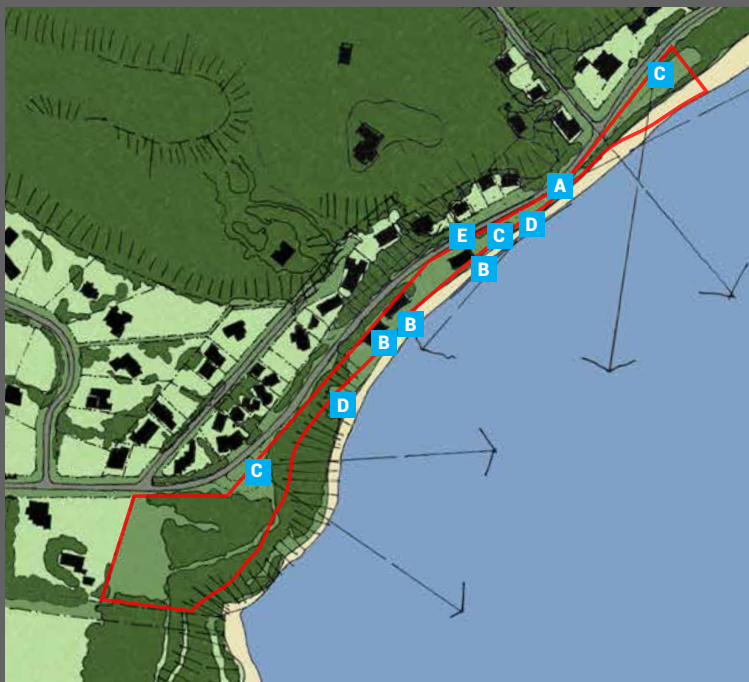
Figure 18 Foreshore Precinct



Existing Character Images



Figure 19 Foreshore Precinct Existing Conditions



- A Open, stark coastal character. Pinch point where the elevated dunes 'touch' the beach.
- B Public buildings located along foreshore.
- C Informal / formal carpark arrangement.
- D Low scale coastal dunes vegetation. Foreshore precinct bookended by single Norfolk Island Pine trees that form a feature.
- E Café presents back of house to carpark and gateway.
- F Edges between the road and the various foreshore uses are informal.

Preferred Character

The preferred character for the foreshore precinct is informed by the vision established during preparation of the Bridgewater Bay Foreshore Masterplan. That vision sees Bridgewater Bay Foreshore Reserve supporting a range of sustainable recreational activities in a tranquil and natural setting. The largely undeveloped nature of the reserve, with modern, well-maintained public facilities will continue to be the defining characteristics of the precinct.

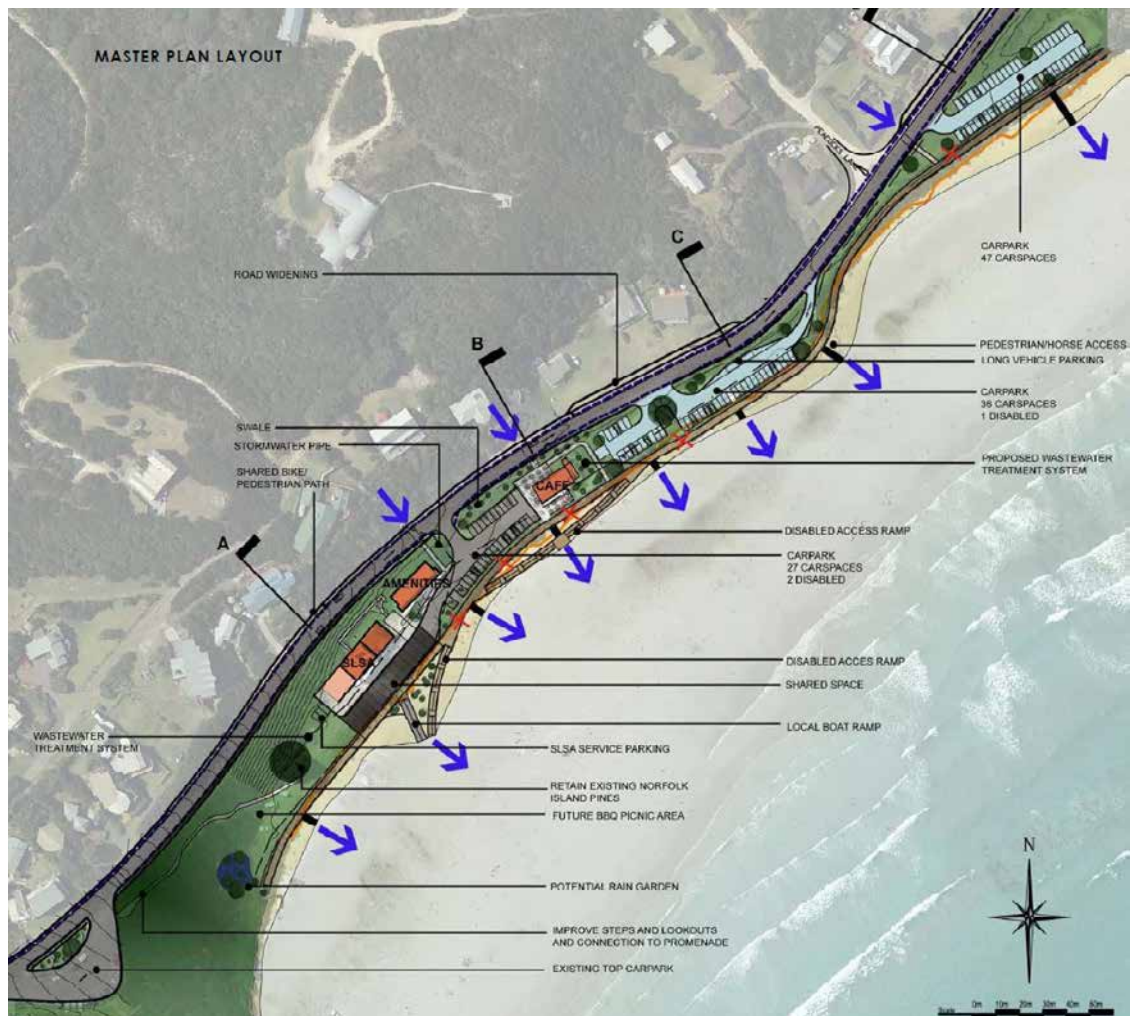
A balance will be struck between the protection of the environmental values and to maintaining access to the beach for public use.

Objectives

- To implement the objectives, strategies and management actions of the Bridgewater Bay Foreshore Masterplan.
- To ensure that the design of buildings, carpark, accessways and other structures are consistent with the informal, coastal character of the Precincts.
- To improve the presentation of existing buildings to the main public spaces, and to enhance their contribution to the gateway experience.

Guidelines and Requirements

Refer to the Bridgewater Bay Foreshore Management Plan for detailed strategies and guidelines for intended built form and landscape design outcomes.



Accommodation Precinct

Existing Character

Figure 20 Accommodation Precinct



Existing Character Images

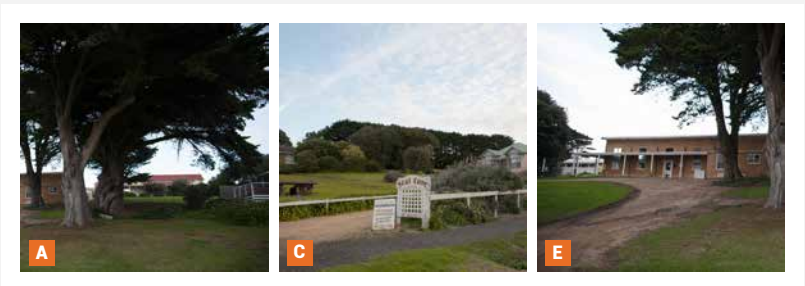


Figure 21 Accommodation Precinct Existing Conditions



- A Large open lots, landscaped with a combination of lawn, formal garden beds and cypress trees.
- B Houses/accommodation irregularly spaced on lots. Large setbacks from Bridgewater Road.
- C Range of accommodation options, including dwellings, BnB's and group accommodation. Traditional architectural styles of housing/accommodation and some heritage elements.
- D Open rural style fencing (post and wire).
- E Informal gravel driveways.
- F Land is elevated above the coast providing views to the bay, but limited physical relationship with the beach and foreshore.

Preferred Character

The open semi-rural character of the precinct will be maintained. This precinct is characterised by a more formalised landscape setting, with well-maintained lawns and garden beds, rather than the scrubby coastal vegetation, and traditional/heritage architectural styles.

Housing and accommodation development and subdivision will be limited to maintain the very open, rural character, and the variety of affordable accommodation options, including seasonal and temporary use of open land for camping/caravans.

Preferred Character Images



Objectives

- To support limited further development that is sympathetic to the traditional and heritage architectural styles of the precinct
- To maintain the open, semi-rural character of the precinct
- To support landscaping outcomes that are more formalised than other precincts, incorporating open lawns, formal garden beds and non-indigenous tree species.
- To ensure lot sizes and building siting are compatible with the environmental and infrastructure capacities of the area, and the open, semi-rural character of the precinct.

Guidelines and Requirements

Guidelines

Relationship to Landscape, Environment + Culture

Built form should be designed in a low-scale manner that is sympathetic to the heritage features of the precinct, without adopting faux-historical design features.

Edges + Interfaces

Boundaries between public and private land, and between properties should be defined in an open-rural style, with low scale fencing (such as post and wire) or plantings.

Built Form Rhythm + Siting

Front and side setbacks should be generous, to maintain an open landscape setting.

Building heights of 1-2 storeys is preferred.

Buildings and temporary uses that support a range of accommodation functions are supported.

Architecture + Materials

Contemporary coastal architecture that responds to heritage elements of the precinct is preferred.

Low pitched roof forms, consistent with existing built form is acceptable in the Accommodation Precinct, provided the pitch does not dominate the façade. Flat and skillion roof forms are also supported.

A range of building materials will be supported in the Accommodation precinct, including lightweight, natural cladding or weatherboard and heavier materials such as brick and stone.

A light and natural colour palette is preferred.

Use of glazing to capture views is supported. Tinted glazing should be avoided.

Guidelines

Access + Storage

Driveways should be informal /rural in nature and constructed of materials such as gravel.

Garages and storage sheds should be located so as to minimise visibility from the street.

Landscape

Formalised and non-indigenous landscaping are supported in the Accommodation precinct, including well-maintained lawn areas, formal garden beds and tree planting.

Lot Size

Lot sizes should be a minimum 4,000m².

Lot sizes must provide sufficient space for necessary on-site infrastructure, such as waste-water treatment and water storage. Dwellings will only be permitted when it can be demonstrated that the site has sufficient capacity for waste water treatment, having regard to the site and soil conditions, and having regard to required distances from existing water bores.

Panoramic Drive Precinct

Existing Character

Figure 22 Panoramic Drive Precinct



Existing Character Images



Figure 23 Panoramic Drive Existing Conditions



- A Low density lots arrange around a sealed, rural style local road.
- B Elevated land with views to bay and rural surrounds.
- C Housing of a contemporary coastal style, of 1 - 2 storeys, visible from surrounding street.
- D Limited fencing, boundaries defined by a mixture of shrubbery and garden beds.
- E Combination of gravel driveways and concrete driveways.
- F Combination of informal coastal vegetation and formalised gardens.

Preferred Character

The Panoramic Drive Precinct is the most recently developed precinct in the settlement, with a number of vacant parcels remaining. The character of this precinct is defined by the open landscape, and housing sited to capture views to the bay and rural surrounds.

The open coastal character of the precinct will be maintained and enhanced, with contemporary housing and a mixture of coastal and semi-formal low-scale landscaping.

Preferred Character Images



Objectives

- To encourage contemporary coastal architecture that allows the open landscape setting to predominate
- To site houses so as to take advantage of the bay and surrounding rural landscapes, whilst also respecting the viewlines of surrounding dwellings.
- To maintain the informal landscape and streetscape setting
- To ensure lot sizes and building siting are compatible with the environmental and infrastructure capacities of the area

Guidelines and Requirements

Guidelines

Relationship to Landscape, Environment + Culture

Buildings should be designed to sit lightly within the landscape, by minimising cut and fill

Boundaries + Interfaces

Boundaries between public and private land should be defined informally (for example through use of coastal planting or garden beds).

Front and side fencing should maintain openness to the streetscape (for example, open style fencing). High solid fencing forward of the dwelling should be avoided.

Built Form Rhythm + Siting

Houses should be well set back from the street and adjoining houses to maintain an open character.

A consistent setback of houses should be avoided, to maintain the irregular and informal character of the precinct.

Building siting should have regard to views to the ocean and cliffs from existing surrounding houses.

Development should be directed away from areas where environmental values and bushfire risk are incompatible.

Architecture + Materials

Contemporary coastal architecture is preferred.

Flat or skillion roof forms are preferred, pitched roof forms should be avoided. Tiled roofs should be avoided.

Heavy materials, such as brick and render should be balanced with use of lightweight building materials. Timber, weatherboard or other natural cladding is preferred, with accents of natural stone or brick.

A light and natural colour palette is preferred.

Use of balconies, windows and cantilevered elements is supported to provide articulation to the façade of the built form.

Guidelines

Use of glazing to capture views is supported. Tinted glazing should be avoided.

Site solar panels and other plant equipment so as to minimise visibility from Panoramic Drive and Bridgewater Road.

Access + Storage

Driveways should be informal, and constructed of materials such as gravel. Should a sealed driveway be required, materials other than concrete should be used, such as exposed aggregate in light, coastal colours.

Garages and storage sheds should be located so as to minimise visibility from the street frontage.

Landscape

A combination of informal coastal planting and low scale formal garden beds and lawn areas is supported. Large tree planting should be avoided.

Landscaping must be informed by a Bushfire Management Statement and must be consistent with defensible space requirements.

Lot Size

Dwellings will only be permitted when it can be demonstrated that the site has sufficient capacity for waste water treatment, having regard to the site and soil conditions, and having regard to required distances from existing water bores.

No further subdivision of lots will be permitted.

No more than one dwelling, excluding a dependant person unit, may be constructed on a lot.

Blowholes Precinct

Existing Character

Figure 24 Blowholes Precinct



Existing Character Images

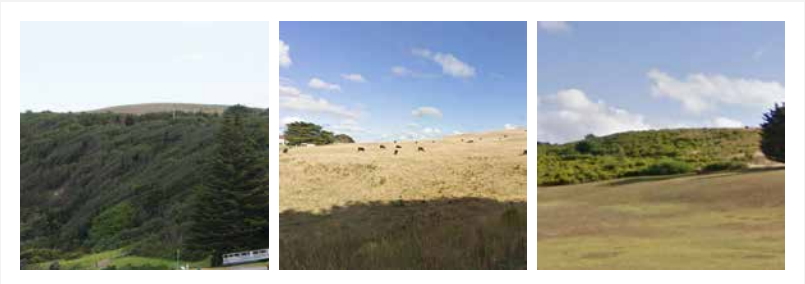


Figure 25 Blowholes Precinct Existing Conditions



- A Large undeveloped parcel in single ownership
- B Primarily open and unvegetated land.
- C Dense, coastal vegetation along steep cliff area.
- D Elevated land, gently sloping.
- E Ridgeline visually exposed.

Preferred Character

The Blowholes Precinct presents opportunities for low-scale development that will contribute to the tourism role of Cape Bridgewater. Development will incorporate a modest scale, potentially high end integrated accommodation facility, combined with some low scale residential or other tourism-related development on the balance of the site.

The site will be developed to reflect the relaxed coastal character of the settlement, with informal, semi-rural streetscapes, large open space between built form, and low coastal vegetation. Development, including any subdivision and built form design, will be visually unobtrusive and sit lightly within the landscape.

Development in the Blowholes Precinct is subject to a range of pre-conditions set out in Chapter 12.

Preferred Character Images



Objectives

- To support modest, low-scale development of a tourism-related nature, supported by some low scale integrated residential development or other tourism-related uses.
- To provide for a movement network that is consistent with the relaxed coastal character of Cape Bridgewater.
- To ensure built form is designed and sited to minimise visual intrusion when viewed from the settlement.
- To provide an opportunity to enhance access to and management of the coastal cliffs.

Guidelines and Requirements

Guidelines

Relationship to Landscape, Environment + Culture

Subdivision design and built form siting must be informed by a detailed site analysis that takes into consideration:

- Aboriginal and post contact heritage
- Landform and topography
- Views and sitelines
- Native vegetation
- The Structure Plan

Subdivision must make provision for transfer of the coastal cliff area into public ownership, and creation of a green link within the paper road, in accordance with the Structure Plan.

Road alignments should respond sensitively to topography and landform.

Buildings should be designed to sit lightly within the landscape, by minimising cut and fill.

Boundaries + Interfaces

Boundaries between public and private land should be defined informally (for example through use of coastal planting or garden beds) or via open style fencing.

Fencing should be designed to ensure domestic animals are prevented from entering public land.

Development and subdivision design should be sensitive and responsive to the interface with surrounding rural land.

Built Form Rhythm + Siting

Built form should be sited so as to minimise visual exposure when viewed from the settlement. Built form located high on the visually exposed ridgeline should be avoided.

Built form should be well spaced, with irregular front setbacks to create an informal arrangement of buildings.

Architecture + Materials

Contemporary, coastal architecture is preferred.

Buildings of 2 storeys should be well articulated at the second storey, for example, through use of balconies, terraces and cantilevered elements.

Guidelines

Flat or skillion roof forms are preferred, pitched roof forms should be avoided. Tiled roofs should be avoided.

Heavy materials, such as brick and render should be avoided. Lightweight cladding materials such as timber cladding is preferred.

A light and natural colour palette is preferred.

Use of balconies, windows and cantilevered elements is supported to provide articulation to the façade of the built form.

Use of glazing to capture views is supported. Tinted glazing should be avoided.

Access + Storage

Roads to provide access to tourism development and any additional residential development must be provided generally in accordance with the Structure Plan. It is noted that negotiations may be required with the adjoining landholders to achieve access to land for creation of road reserves.

Driveways should be informal, and constructed of materials such as gravel. Should a sealed driveway be required, materials other than concrete should be used, such as exposed aggregate in light, coastal colours.

Garages and carports should not dominate views from Bridgewater Road. Open carports are preferred.

Garages and storage sheds should be located so as to minimise visibility from the street frontage.

Landscape

A combination of informal coastal planting and low scale formal garden beds and lawn areas is supported. Large tree planting should be avoided.

Lot Size

Lot sizes must provide sufficient space for necessary on-site infrastructure, such as waste-water treatment and water storage. Dwellings will only be permitted when it can be demonstrated that the site has sufficient capacity for waste water treatment, having regard to the site and soil conditions, and having regard to required distances from existing water bores.

No more than one dwelling, excluding a dependant person unit, may be constructed on a lot.

CAPE BRIDGE WATER

STRUCTURE PLAN

PART 3: Implementation

9. Introduction

The Cape Bridgewater Structure Plan will be implemented by the Glenelg Shire Council in cooperation with a number of State agencies, service providers, landholders and potential tourism operators over an extended timeframes.

This Part of the Structure Plan sets out the Action Implementation Plan, which brings together all the actions recommended throughout the Structure Plan documents. In the chapters to follow, further detail is provided regarding proposed Planning Scheme controls and approach to rezoning, preconditions for further development within the settlement, and potential future infrastructure works within the settlement.

10. Action Implementation Plan

The following table sets out a proposed action plan for the actions identified in the Structure Plan. Each action is categorised by the type of action (in terms of Council's role), the resources required to undertake the action and the timeframe in which the action is to be completed.

Type of Action	
Council Responsibility	Actions Council can implement alone
Council Advocacy	Actions where Council influences others to act
Council Collaboration	Actions where Council works with other stakeholders, such as landholders, proponents and Government agencies
Resources	
OT	Officer Time. Council has existing resources to complete the action within the identified timeframe
\$	Limited. Council can readily fund the action within the identified timeframe
\$\$	Moderate. Council will require and plan for additional funds to complete the action within identified timeframes
\$\$\$	Significant. Council will require substantial planning to complete action and likely require other funding sources.
Timeframe	
Immediate	Within the next year, most likely as part of implementation of the Structure Plan
Short	Within the next 1-2 years
Medium	Within the next 2-5 years
Long	5 years+
Ongoing	Actions that will continue over time

Type of Action		Type Of Action	Timeframe	Resources
Settlement and Boundary				
A 1	Apply a settlement boundary by incorporating the Structure Plan at Figure 6 into the Municipal Strategic Statement.	Council Responsibility	Immediate	OT + \$
A 2	Rezone land within the settlement in a staged manner as follows: <ul style="list-style-type: none"> Stage 1: All land except for the Blowholes and Accommodation Precincts to be rezoned to Rural Living Zone. Accommodation Precinct to be rezoned to Rural Activity Zone. Stage 2: Blowholes Precinct to be possibly rezoned to Rural Activity Zone (subject to preconditions set out in SF 2). 	Council Responsibility	Immediate (Stage 1)	OT + \$
A 3	Review the overlays that apply to the settlement to ensure consistency with the Structure Plan and to provide design guidance in accordance with the Design Guidelines identified in Chapter 8	Council Responsibility	Short term	OT + \$
A 4	Engage with landholders of the Blowholes Precinct to discuss development opportunities in the context of the preconditions and strategies set out in SF 2.	Council Collaboration	Short term	OT
Nodes and Gateways				
A 5	Implement the Bridgewater Bay Foreshore Management Plan.	Council Responsibility	Ongoing	\$\$
A 6	Investigate opportunities for public realm/landscaping improvements in the upper carpark node.	Council Collaboration	Medium term	\$\$
A 7	Engage with café operator to investigate opportunities for exterior enhancement works.	Council Collaboration	Short term	\$
Neighbourhood and Character				
A 8	Implement the Design Guidelines in Chapter 8 into the Planning Scheme in the form of a Local Policy.	Council Responsibility	Immediate	OT + \$
Movement and Access				
A 9	Investigate options for dune stabilisation in accordance with MA 1.2	Council Responsibility	Long term	\$\$\$
A 10	Investigate options to provide a pedestrian path along Bridgewater Road in accordance with MA 2.1	Council Collaboration	Long term	\$\$\$
Tourism and Economic Development				
A 11	Prepare a Cape Bridgewater Tourism and Economic Development Strategy in partnership with the community and local operators, which focus on the following key areas: <ul style="list-style-type: none"> Enhance promotion of shorter circuit walks within the Great South Walk catering to day walkers or overnight walkers, and less experienced walkers. Promote Cape Bridgewater as a key destination within the South Australian tourism market, for example, as an extension of Mount Gambier, Limestone Coast and Coonawarra wine region tourist routes. Promotion of Cape Bridgewater as year-round travel destination, by emphasising the dramatic beauty of the landscape within colder months, and the beach and water-based activities within the summer months. Opportunities to provide a high-end 'destination' accommodation and dining development, of a modest scale, in the key accommodation node identified in the Structure Plan at Figure 6. The strategy will focus on non-land use based approaches to promoting appropriate tourism within the settlement and surrounds, by: <ul style="list-style-type: none"> Developing partnerships with key local operators to provide enhanced and year round services and experiences. Working with tourism agencies to promote attractions and accommodation options within Cape Bridgewater. Actively seeking interest from local event operators to hold small-scale events within Cape Bridgewater, either on the foreshore or on private land, for example, small-scale music festivals, fishing/surfing competitions etc. 	Council Responsibility	Medium term	\$\$
Environment, Landscape and Heritage				
A 12	Nominate a Neighbourhood Safe Space within the settlement in consultation with the CFA	Council Advocacy	Immediate	OT
A 13	Prepare a Fire Management Plan for the Cape Bridgewater settlement	Council Advocacy	Short term	OT
A 14	Implement the coastal erosion mitigation measures as outlined in the Cape Bridgewater Coastal Hazard Vulnerability Assessment, February 2016 prepared by Water Technology, and the armour protection works identified in the Bridgewater Bay Foreshore Management Plan.	Council Responsibility	Ongoing	\$\$
A 15	Require new development within the Blowholes Precinct to undertake Aboriginal and post contact heritage assessment as part of any development proposal.	Council Collaboration	Dependant on development timeframes	OT
Services and Utilities				
A 16	Require applications for new dwellings, new uses and increased intensity of use to be accompanied by a report prepared by a suitably qualified expert demonstrating how waste water will be treated on site, and that a sufficient water supply will be available.	Council Collaboration	Ongoing	OT

11. Planning Controls

In order to implement the vision and objectives of the Structure Plan, a key action is to implement the following Planning Scheme controls into the Glenelg Planning Scheme:

- Amend the Municipal Strategic Statement (MSS) to include specific objectives strategies and actions adapted from the Structure Plan
- Introduce the Structure Plan diagram into the MSS as a means of formalising the settlement boundary
- Rezone land within the Settlement Boundary in stages as follows:
 - Stage 1: All land except for the Blowholes Precinct + Accommodation Precinct to be rezoned to Rural Living Zone. Accommodation Precinct to be rezoned to Rural Activity Zone
 - Stage 2: Blowholes Precinct to be possibly rezoned to Rural Activity Zone (subject to preconditions set out in SF 2 and Chapter 12). Further zoning of the coastal cliffs to Public Park and Recreation Zone may be required following transfer of land into public ownership.
- Amend the Significant Landscape Overlay to:
 - Require a permit for buildings and works associated with a dwelling in most circumstances
 - Directs to consideration of Design Guidelines.

The Rural Living Zone (RLZ) has been selected for the existing settlement area (except for the Accommodation Precinct) for the following reasons:

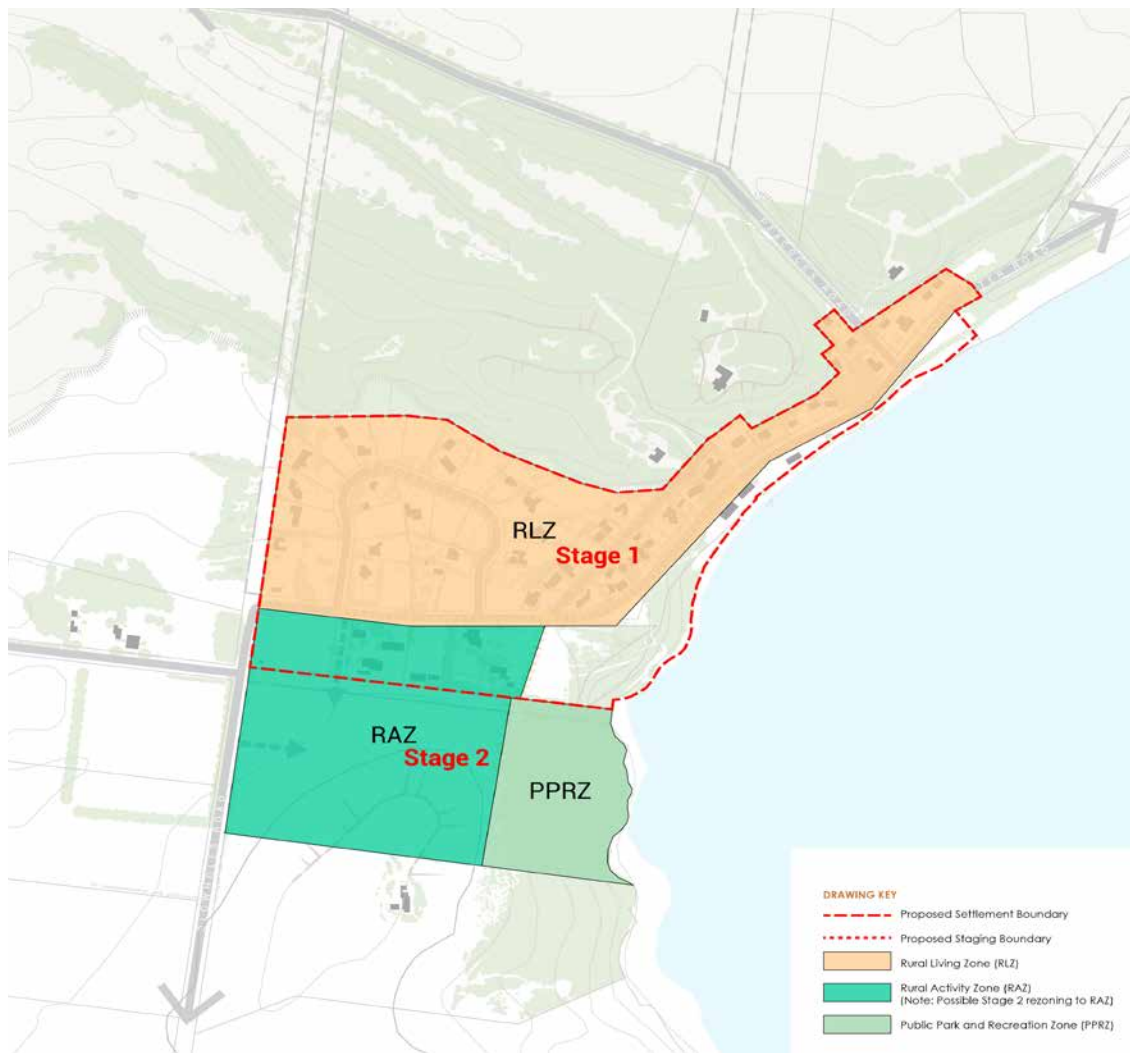
- the RLZ can be constructed (via a Scheduled minimum lot size) to require a planning permit for a 'dwelling' to enable Council to maintain control over built form outcomes and to protect the character of the settlement.

- The overall effect of the zoning change is minimized by replacing one rural zone with another.
- The zone schedule permits a minimum lot size to be specified, which will enable development densities to be controlled, and enable consideration of land capacity issues.

The Rural Activity Zone (RAZ) has been selected for the land within the Accommodation Precinct and future Blowholes Precinct for the following reasons:

- the RAZ importantly requires a planning permit (Section 2) for a 'dwelling' to enable Council to maintain control over built form outcomes and to protect the character of the settlement.
- While the zone 'purposes' primarily addresses 'agricultural' issues, the zone schedule, enables other specific 'purposes' to be articulated. For Cape Bridgewater's Blowholes and Accommodation Precincts, the tourism role of the precincts will be articulated.
- The overall effect of the zoning change is minimized by replacing one rural zone with another.
- The zone schedule permits a minimum lot size to be specified, which will enable development densities to be controlled, and enable consideration of land capacity issues.
- The zone, and its schedule, have been used in numerous schemes around Victoria (including in nearby coastal areas) for the promotion of modest built form and tourism outcomes especially near important environmental assets such as the coast and along rivers.
- The choice of the RAZ has obtained the explicit support of at least three Panels for application in either coastal or riverine settings for tourism purposes.

Figure 26 Proposed Zoning



12. Preconditions for Development

The Cape Bridgewater Structure Plan sets out the planning and development framework to protect the settlement's character and sensitive coastal environment, whilst also providing for some low scale tourism development that will enhance the settlement as a premiere destination within the Shire.

A key component of the providing for these opportunities is ensuring that the planning tools are utilised effectively to leverage the intended outcomes. For this reason, the Structure Plan proposes that land located within the Blowholes Precinct not be rezoned until a range of preconditions have been met (refer to SF 2.1).

These preconditions are summarised as:

- Transfer of vegetated coastal land into public ownership (informed by a detailed flora and fauna assessment)
- Agreement to deliver a tourism/accommodation facility
- Demonstration that waste water can be appropriately treated and disposed of
- Agreement to deliver infrastructure items specified in the following table
- Demonstration of a proposed development proposal that incorporates a subdivision and development design that:
 - Has regard to the land form and visual sensitivity of the site;
 - Proposes lot sizes/development outcomes that are in accordance with waste water requirements and to manage bushfire risks, and the design guidelines as set out in Chapter 8;
 - Delivers low scale and sensitive built form in elevated areas
 - Provides for access in accordance with the Structure Plan.

13. Public Realm and Infrastructure

A number of infrastructure items have been identified in the Structure Plan to enable delivery of the vision and objectives for Cape Bridgewater. The table below provides a summary of the key infrastructure items, who will be responsible for delivery and the priority for delivery.

The purpose of the table is to identify infrastructure that will be required to inform budget allocations and funding bids. The table does not seek to imply that funding has been secured for all items listed.

Plan Ref	Infrastructure Item	Delivery Responsibility	Priority
A	Foreshore Improvement works in accordance with Bridgewater Bay Foreshore Management Plan	Council	High
B	Pedestrian Path from Foreshore to Upper Carpark	Council in collaboration with VicRoads	Medium
C	Dune stabilisation works	Council in collaboration with landholders	Medium
D	Pedestrian Paths in Foreshore Reserve and Bridgewater Road (above upper carpark)	Blowholes Precinct developer	Upon development
E	Local access road (utilising existing paper road)	Blowholes Precinct developer	Upon development
F	Coastal Cliffs in public ownership	Blowholes Precinct developer	Upon development
G	Green link (including pedestrian path)	Blowholes Precinct developer	Upon development
H	Landscape improvement works in upper carpark node	Council in collaboration with Parks Victoria, DELWP and VicRoads	Low

Figure 27 Key Infrastructure Projects

