

OCEAN GROVE



Adopted Ocean Grove Structure Plan

August 1993

OCEAN GROVE STRUCTURE PLAN 1993

**This document was adopted by the
City of Greater Geelong (Bellarine District)
on 11 August 1993.**

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FOREWORD

The Ocean Grove Structure Plan - 1993 is intended to provide a comprehensive guide for the development of the town over the next ten years. It has been developed after extensive consultation with various community groups and individuals including the review of public comment from a public discussion document released in October 1992.

This new Structure Plan will replace the adopted 1979 Structure Plan which has served the community well but which needed to be reviewed in light of today's changed circumstances.

Ocean Grove has been designated as one of the three preferred centres for coastal growth within the Geelong Region Development Strategy. It is the largest town on the Bellarine Peninsula and its current population of 8540 is expected to almost double in the next 20 years.

Popularity of the Study Area as a place where more people are choosing to make their permanent homes means that a whole range of community services and facilities will need to be provided or expanded. At the same time the town's more traditional popularity with holiday-makers and day trippers is expected to remain and will continue to be promoted.

A number of important studies on social planning, retailing, recreation, tourism and traffic management issues have been undertaken over recent years by the Bellarine Rural City Council (now part of the City of Greater Geelong). The recommendations of these studies have been incorporated into this Discussion Document.

This document was initially prepared by the Geelong Regional Commission and completed by the City of Greater Geelong. It has been prepared with significant input from the Bellarine District of the City of Greater Geelong and other agencies responsible for the provision of physical, commercial and community services.

Enquiries about the plan should be directed to the Town Planning Department of the City of Greater Geelong - Bellarine District.

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1. INTRODUCTION

Ocean Grove is the largest of the coastal towns in the Geelong Region. In the 1991 Census it had a permanent population of 8153. The town is located on the east bank of the Barwon River in the City of Greater Geelong, Bellarine District, some 25 kilometres from the centre of urban Geelong (refer fig. 1).

Access to Geelong is commonly via the Bellarine Highway which is a dual carriage way as far as Wallington Road. Wallington Road provides a scenic entrance to Ocean Grove while Grubb Road provides a functional commuter access road. Geelong can also be accessed via the Barwon Heads Road, providing convenient access to the southern parts of the Geelong urban area.

Ocean Grove inherited its name from its Methodist founders who came from Ocean Grove, New Jersey, to establish a retreat for clergymen and members of the Church. Still today these unusual origins are remembered through many street names which immortalized Methodist Ministers and the covenant placed on the original subdivisions that "No malted, vinous or spirituous liquors shall be manufactured or sold on the property."

1.1 Study Area (refer fig. 2)

Ocean Grove is comprised of three main residential areas commonly known as "Ocean Grove", "Collendina" and "Woodlands". Land to the north of Shell Road is also being developed, becoming known as "Kingston Downs". For the purposes of this report, the term "Ocean Grove" includes all land within the study area which encompasses approximately 20 square kilometres on the east side of the Barwon River, extending north of Thacker Street and Shell Road and to the east of Collendina.

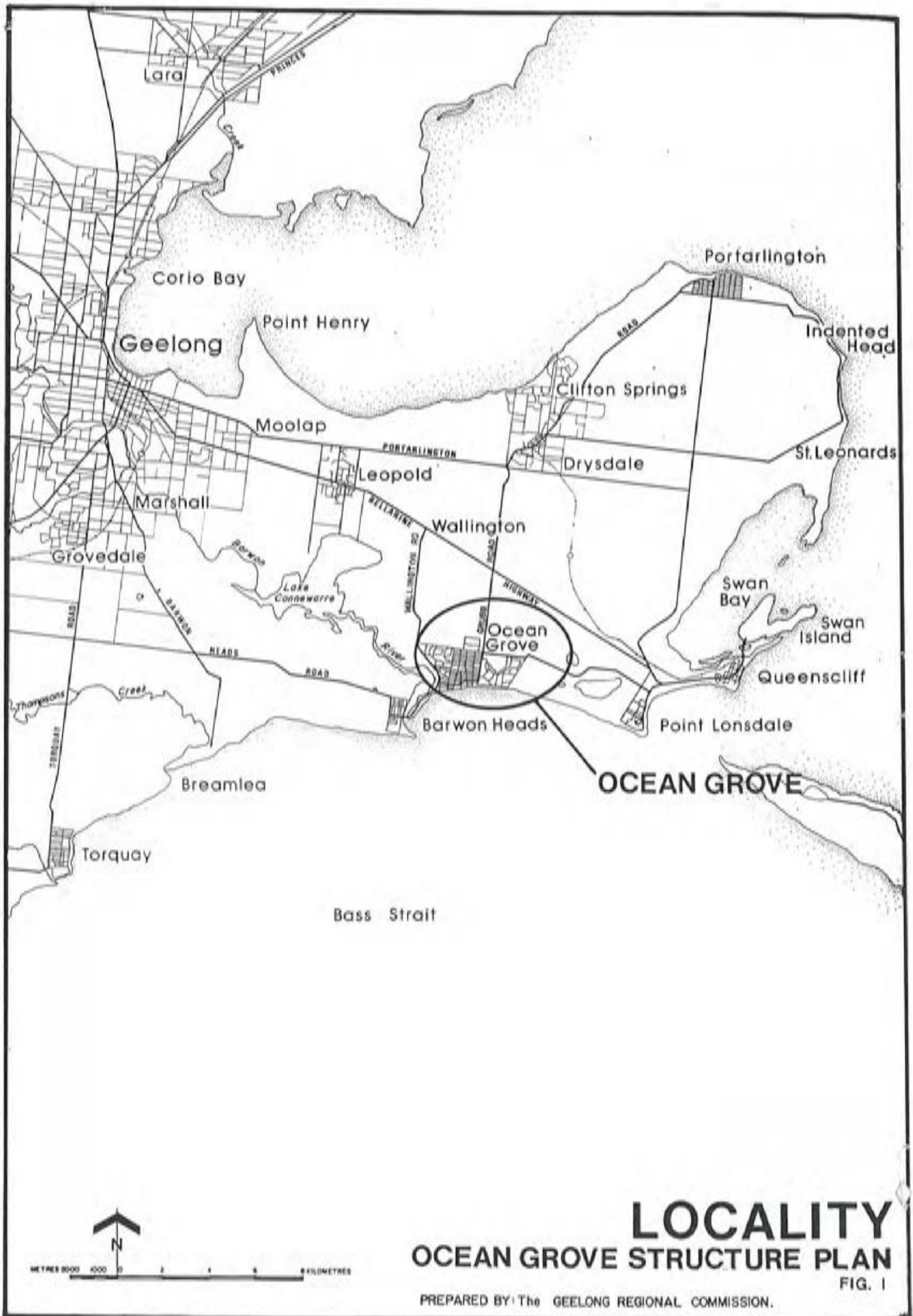
1.2 The Purpose of the Structure Plan

The Structure Plan is the policy statement to guide the development of Ocean Grove into the 21st Century. It provides a blueprint for the short and medium term development needs of the area.

The first Ocean Grove Structure Plan was published in 1979. This new edition is in response to the considerable growth experienced in this area over the last decade, the expectation that this growth rate will be sustained into the next century and the need to plan for this growth.

'Directions: The Geelong Region Development Strategy 1988', developed by the Geelong Regional Commission, designated Ocean Grove as a preferred centre to accommodate coastal growth while many of the other small coastal towns in the Region will be limited to infill development only.

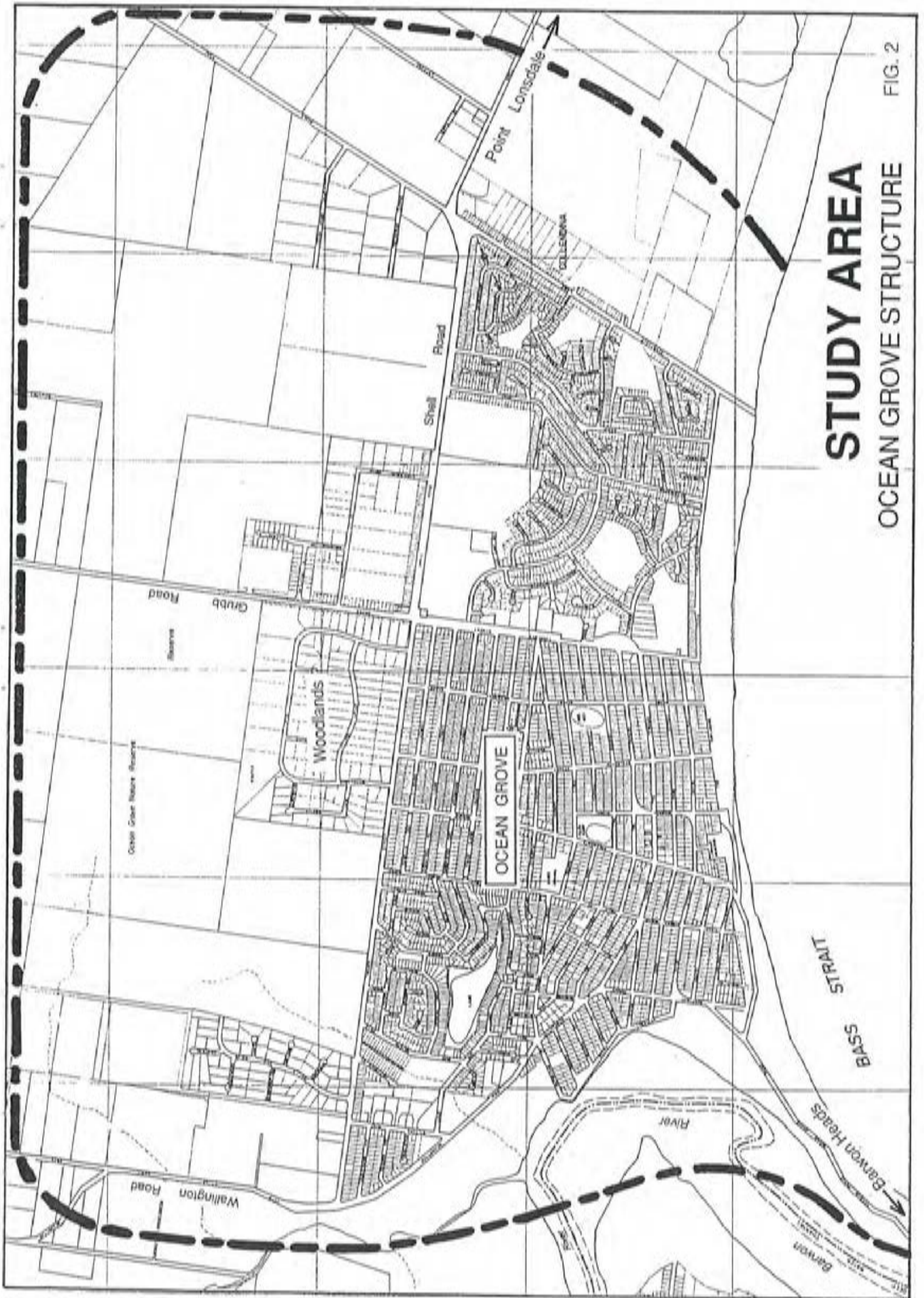
Growth of the population of Ocean Grove will cause a corresponding increase in use of and demand for facilities in the area. The Structure Plan provides estimates of the demand thus facilitating planned development of residential subdivision, community facilities, recreational opportunities, retailing and the protection of areas of environmental value.



LOCALITY OCEAN GROVE STRUCTURE PLAN

FIG. 1

PREPARED BY: The GEELONG REGIONAL COMMISSION.



STUDY AREA
OCEAN GROVE STRUCTURE

FIG. 2

1.3 Strategic Planning

The Strategic Planning framework for Ocean Grove is set within the context of the following broader policy documents:

- Directions: The Geelong Region Development Strategy, 1988
- Geelong Region Rural Residential Living Strategy, 1983
- Geelong Region Retail Centre Strategy, 1991
- A Coastal Policy for Victoria (1988)

Many State Government policies such as the Economic Development Strategy (Trading on Achievements) and State Conservation Strategy have been incorporated into the Geelong Region Development Strategy.

All of the above strategic policy documents have been published since adoption of the 1979 Structure Plan.

The City of Greater Geelong, Bellarine District, has also produced a number of strategic planning policy documents which also provide an important framework for further growth of the Study Area.

- These include: -
- Ocean Grove Roads Study
 - Bellarine Retail Development Review
 - Bellarine Bicycle Strategy
 - Recreational Land Requirements Policy
 - Housing Review Policy Report

Where appropriate these have been incorporated into this Structure Plan.

1.4 Statutory Controls

Ocean Grove is in the City of Greater Geelong. Statutory Planning control is effected through the Greater Geelong Planning Scheme (GGPS). Administration of the GGPS with respect to Ocean Grove, is the responsibility of the City of Greater Geelong which is the Responsible Authority and Planning Authority for the area.

2. OPPORTUNITIES AND CONSTRAINTS

2.1 Strategic Context

2.1.1 State Objectives

The Coastal Policy for Victoria, released in September 1988, establishes policies for human settlement and development for coastal areas in Victoria. In summary it makes the following statements which are relevant to this Structure Plan.

- Urban development will be concentrated in existing settlements, particularly those with established physical, social and economic infrastructure. This will be achieved largely through infill development within existing town boundaries. Linear development will be carefully controlled.
- The coastline between existing settlements will be essentially maintained in its natural condition or in broad-acre rural holdings.
- No subdivision will be permitted in sensitive or dynamic areas such as dunes.
- The height and bulk of buildings will be controlled. High rise structures will be permitted only in a limited number of locations which are socially and environmentally accepted.
- Establishment of carparks on foreshore reserves will be minimised. Where roads and related facilities such as carparks are necessary, these must be appropriately located and designated.
- No new roads or carparks will be constructed in environmentally sensitive areas such as dunes, and access will generally be provided in from the hinterland at appropriate points. As far as possible, through traffic will be redirected inland and water front roads either given over to local and recreational traffic or closed.

In addition to this broad policy, the Department of Conservation and Natural Resources also released a 'Proposed Coastal Management Plan' in December 1991 for the Geelong Region. This also makes policy statements regarding urban development in the Ocean Grove area.

Of particular note, the policy aims to 'Discourage urban expansion between the existing development of Collendina and Point Lonsdale. The Department would object to any proposal to amend the planning scheme to rezone the area for purposes of development.'

This specific policy emphasises State policy to prevent lineal urban development along the coast east of the existing urban area at Collendina.

2.1.2 Regional Objectives

Over recent years a number of the coastal towns in the Geelong Region have experienced rapid growth in both the resident population and visitor numbers. The issue of these rapidly growing coastal centres was addressed in "Directions" with the following action program resulting from that research:

"Designate the coastal settlements of Drysdale/Clifton Springs, Ocean Grove and Torquay/Jan Juc as the preferred centres for urban growth on the coast..." (Cost Effectiveness, Action Program 3).

A complementary program limiting outward urban expansion in "non-designated" towns is also included in the Regional Strategy (Quality Environment - Physical, Action Program 1).

Given this strategy, growth is expected to be sustained in Ocean Grove with an increasingly mobile and prosperous aging sector of the population seeking pleasant retirement locations outside the city area and with ease in mobility leading to larger commuter populations residing on the coast.

Such rapid population increases have caused conflicting pressures on Ocean Grove and other coastal townships resulting in changes to their traditional roles and character. The Structure Plans for the coastal towns contribute to an overall regional strategy and provide a rational context within which conflicts may be resolved.

The appraisal and preparation of the Structure Plan is within the context formed by the following regional objectives:

- * to ensure that the individual character and identity of coastal towns will be retained;
- * to limit coastal urban expansion to designated towns;
- * to achieve a compatible balance between the resort and dormitory functions of the towns;
- * to limit outward urban expansion of non-designated towns;
- * to facilitate cost effective provision of roads, water, sewerage and other services;
- * to ensure the economic and efficient provision of commercial, recreational and community services;
- * to protect the coastal landscape and foreshore in and between the coastal towns;

2.1.3 Local Objectives

Whilst the Structure Plan is prepared within the context of both state and regional policies, the local environment determines the geographic parameters of development. State and regional policies take precedence but within this context the local issues confronting the township must be resolved.

The following local objectives will provide a more detailed measure of the effectiveness of the Structure Plan.

- * to ensure adequate supply and choice of serviced residential opportunities;
- * to ensure adequate and cost effective provision of land for retailing and commercial expansion whilst protecting existing facilities;
- * to provide local employment opportunities by ensuring provision of adequate land for service business and local industry;
- * to consolidate and provide for additional community facilities;
- * to ensure the provision of adequate and accessible recreational opportunities.

2.1.4 Role of Ocean Grove

The role of Ocean Grove is threefold:

- i) a coastal dormitory town to Geelong
- ii) a resort town
- iii) a service centre catering to the commercial, residential, recreational and local employment needs of the resident population, surrounding rural hinterland and visitors.

Ocean Grove fulfils an important residential role being the largest township on the Bellarine Peninsula with an estimated permanent population in June 1993 of approximately 8,540. The population is expected to almost double over the next 17 years to an estimated 15,000 in 2010. ?????????

The resort role of the township is declining in population terms as evidenced by the apparent decline in holiday homes from 814 in 1981 to 563 in 1986. However, substantial visitor accommodation is provided, particularly in camping facilities, but has not notably increased over the last decade.

Ocean Grove's role as a service centre providing local commercial, service industry and recreational opportunities will expand commensurate with the anticipated population increase.

2.2 Physical Context

Ocean Grove's development has formed around the natural boundaries which surround it.

Bass Strait forms a barrier to the South as the Barwon River forms a natural boundary to the west. Ocean Grove is separated from the town of Barwon Heads by the river and the associated dune system forming a physical barrier about 3 kilometres wide. Given this physical barrier, the two towns have developed individually with few physical links between the two towns. Some social and commercial interaction does, however, occur. The town of Barwon Heads is not included in this report.

To the east of Ocean Grove is an extensive area of low lying wetlands. The environmental sensitivity and significance of these wetlands combined with servicing difficulties precludes their development for urban uses. The eastern boundary of urban development is therefore the current extent of development along Bonnyvale Road.

The northern boundary can be divided into two sectors bisected by Grubb Road. Development north of Thacker Street is constrained by the Ocean Grove Nature Reserve and to the north-west by intensive farming.

North of Shell Road, to the east of Grubb Road, an extensive area of undeveloped land extends to the Bellarine Highway. With no natural barrier, the future northern limits of growth will need to be defined by policy rather than geographical barriers.

To the south of Ocean Grove lies the extensive dunal system and the ocean. The need to protect the dunes from encroachment and subsequent degradation forms a limit to southern development.

Water and wastewater (sewage) services to Ocean Grove are provided by the Geelong and District Water Board (GDWB), and the extent of the present services are shown on Figure 3

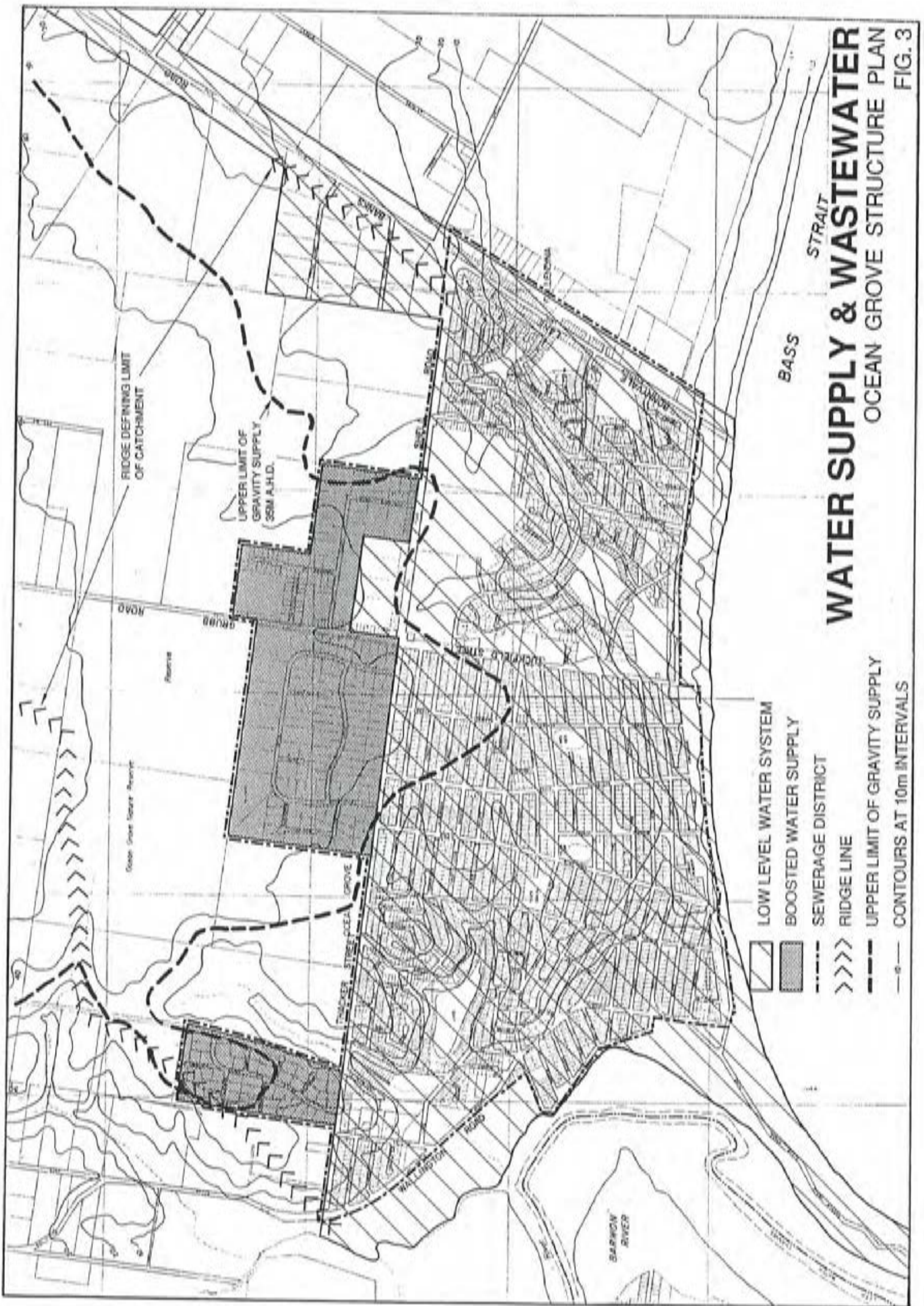
2.2.1 Water Supply

All water supply to Ocean Grove gravitates via trunk mains from the Ocean Grove Service Basin located 0.5 km north of the Nature Reserve on Grubb Road.

Reticulated water is supplied via 3 systems:







- (i) Ocean Grove Low Level System
- (ii) Belle Vue Estate High Level System
- (iii) Woodlands/Adco Grove High Level System. (Refer Fig 3.)

The Low Level System provides gravity supply to properties generally below the 35m AHD contour which includes the residential areas south of Thacker Street and Shell Road as well as the Banks Road Rural Residential development. Water pressure is boosted by pump stations to maintain pressure to residential properties in the Belle Vue and Woodlands Estate and to residential and industrial properties in the Adco Grove area.



WATER SUPPLY & WASTEWATER OCEAN GROVE STRUCTURE PLAN

FIG. 3

-  LOW LEVEL WATER SYSTEM
-  BOOSTED WATER SUPPLY
-  SEWERAGE DISTRICT
-  RIDGE LINE
-  UPPER LIMIT OF GRAVITY SUPPLY
-  CONTOURS AT 10m INTERVALS

Recent augmentation of the trunk mains from the Service Basin to the central Ocean Grove area has improved the service within the Low Level System and provides sufficient capacity to supply the infill development in the residential areas below the 35 m contour. This System can also serve the areas to the north of Shell Road (including most of Kingston Downs) and Thacker Street which are below the 35m contour.

High Level System augmentation works to improve the supply to Adco Grove and the Ocean Grove Industrial Estate above the 35m AHD contour will be reviewed by 1994/95. Additional land above the 35m contour could also be served by the augmented system.

In summary, there are no significant constraints to the provision of reticulated water to land below the 35m contour. However, substantial augmentation works will be required to facilitate continued development above that contour.

2.2.2 Wastewater

The existing urban areas in Ocean Grove are serviced with a reticulated sewerage system which connects to the GDWB's Black Rock outfall near Breamlea. The system is designed to cater for infill development within the boundaries of the existing urban area (refer Figure 3).

Further residential development north of Shell Road (i.e. Kingston Downs) will require construction of a trunk sewer across this road and south to the existing sewage pump station in Bonnyvale Road. The GDWB proposes to construct these works in stages as required by development, with the connection across Sell Road into the existing system to be carried out first.

Development north of Thacker Street will increase the load in the Lake Road and Dare Street pump stations to the south, which will need to be upgraded. Development north of the ridgeline which runs to the west of the Belle Vue Estate would necessitate pumping the wastewater back over the ridge into the southern catchment, which would increase servicing costs.

The wastewater pump station in Tuckfield Street, which pumps into the sewer main to Black Rock, will require upgrading with development of Ocean Grove. The proposed main from Queenscliff to Black Rock is scheduled for progressive replacement within 10 years, and the new main will be designated with sufficient capacity to provide for the long term development of the towns along the Bellarine Peninsula coast, including Ocean Grove. However, the design and capacity will depend on the outcome of investigations to be carried out by the GDWB into local wastewater treatment and reuse opportunities.

The Geelong Region Wastewater Strategy, adopted by the GDWB in 1991, includes as a key element the investigation, in conjunction with community groups and relevant authorities, of opportunities for local treatment and reuse of wastewater where achievable from social technical, economic and environmental viewpoints. The strategy does not include large scale Board-operated land irrigation schemes as a means of wastewater disposal. However, there may be opportunities for watering golf courses and public parks with effluent from a high grade wastewater treatment plant.

2.2.3 Drainage

Some areas in Ocean Grove are served with underground drainage. In Collendina stormwater is directed into three reserves to the south which are used as retarding basins. From here water eventually finds its way to sea. In the west of Ocean Grove, Blue Waters Lake is also used as a retardation basin.

The older sections of Ocean Grove, being established with only minimal drainage, often experience flooding problems after heavy rainfalls. As these areas have become more fully developed, additional runoff has been created emphasising this problem. Problems resulting from poor drainage will be exacerbated as infill development continues in these areas. Full drainage should be constructed to resolve what will only be a mounting problem.

2.2.4 Waste Disposal

The Bellarine Peninsula has a centralized waste disposal facility at Founds Road, Drysdale which services the needs of the Bellarine Peninsula and much of urban Geelong. A waste disposal site was operated at Ocean Grove, on Wallington Road until 1979. Part of the site, now the golf course, continued to be used as a waste transfer station until 1984.

The Founds Road waste disposal and recycling centre is considered adequate to cater for Ocean Grove's future needs and thus no provision has been made for a local disposal site.

2.2.5 Environmental Constraints

The coastal area around Ocean Grove consists of a dune system rising to 30 metres above sea level behind broad sandy beaches. The dunes are oriented to the prevailing wind and run parallel to the coastline. Behind the primary dunes the township has been developed on undulating hills bisected by deep gullies.

To the west is the Barwon River, a mangrove lined estuarine system linking the Lake Connewarre Wildlife Reserve to the ocean.

To the east of Collendina extends a large area of flat, poorly drained swampland punctuated by small lakes. Much of this area provides an important habitat for native flora and fauna.

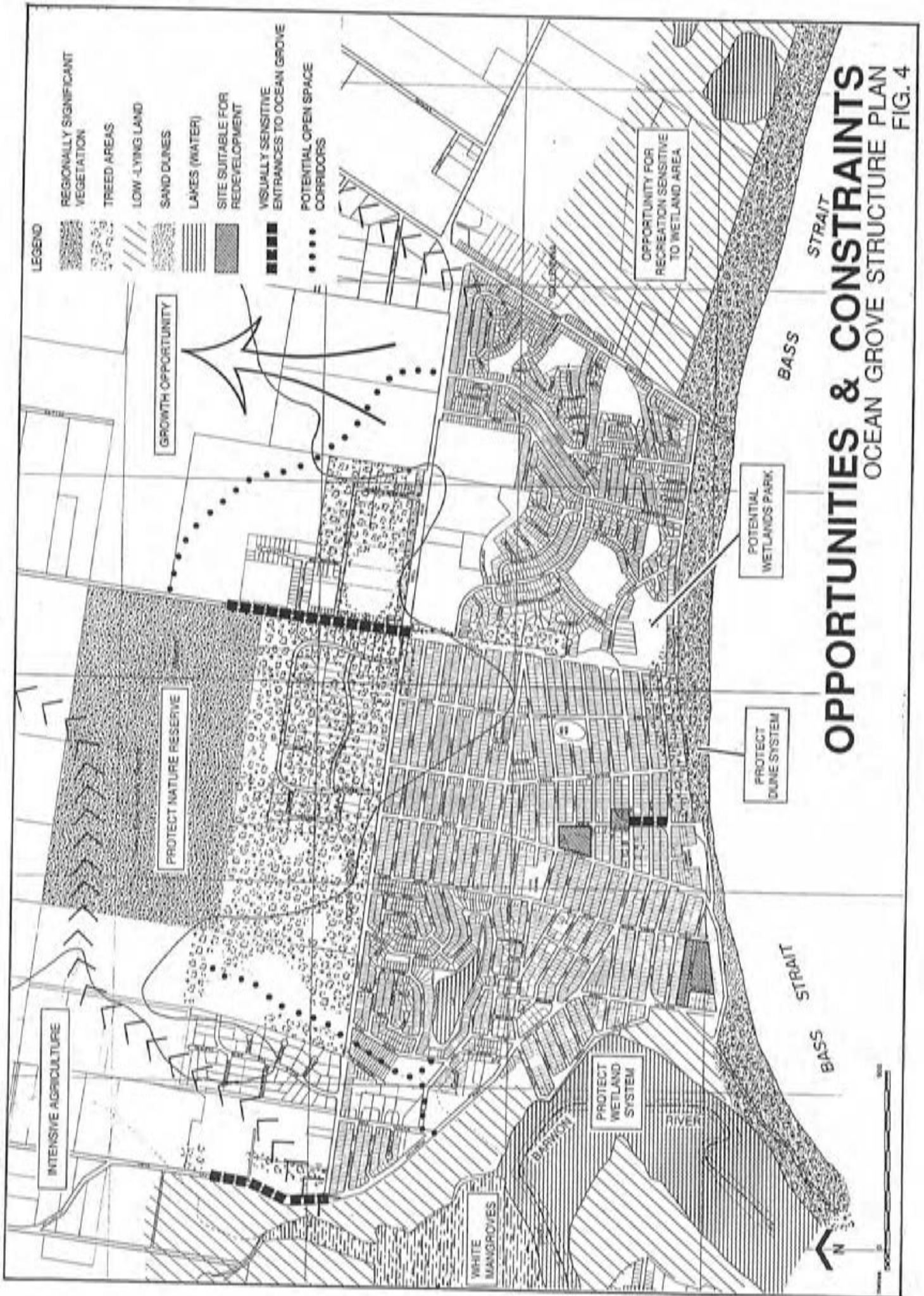
North of the current residential areas, the rolling hills rise to around 40 metres above sea level. Several extensive areas of native vegetation can be noted. The major area of indigenous vegetation is the Ocean Grove Nature Reserve - a reserve of regional significance. Woodlands Estate lies to the south of the nature reserve and provides a bush setting for low density residential development. This low density development provides a buffer to the nature reserve. This should be retained to protect the reserve.

To the north-west of Ocean Grove are small holdings of rich agricultural lands along Wallington Road. Much of the rolling hills are intensively cultivated with berries and orchards being the predominant crops. This area needs to be protected as a valuable agricultural resource. Urban development should not encroach into this area.

Lying to the north-east are undulating hills which become flatter approaching the Bellarine Highway. These larger holdings are used for a variety of agricultural purposes including stud farming, grazing and cultivation. This area can be easily serviced and offers no constraint for urban development.

The opportunities and constraints of the topography and landscape (refer Figure 4) can be summarised as follows:

- sensitive foreshore dunal area must be protected against urban encroachment and over use;
- the low-lying estuarine system of the Barwon River needs to be protected against overuse and pollution. The stands of White Mangrove are significant as the western limit for this species in Victoria and are the best example of a mangrove community in the Region.
- the low-lying wetland to the east may be suitable for some recreational uses which are sensitively developed so as to ensure the retention of the wildlife habitat value of the area;
- Ocean Grove Nature Reserve must be protected from total enclosure by urban uses. Use should be made of the wide gully running north from Thacker Street to provide an interconnecting open space network and to encourage use of the Reserve by residents. This link could potentially link south to the lake and river.
- land north of Thacker Street has significant stands of mature trees. Whilst this area is generally suitable for development, it must be sensitive to reduce the impact on the existing vegetation.
- the area north of Shell Road of undulating hills provides a pleasant and interesting landscape for urban development. Open Space networks should be encouraged in this area to provide links to the Nature Reserve and the recreation facilities on Shell Road.
- the area north of Thacker Street, east of Wallington Road is a visually prominent entry to Ocean Grove. The area rises steeply to a well treed ridgeline to the east of which residential development has occurred. Any development of this site must be sympathetic to its visual prominence and to the need for careful drainage to avoid pollution of the Barwon Estuary.
- A number of sites within the existing township also provide opportunity for redevelopment. These include the underutilized caravan park areas and camp sites.
- Opportunity exists to create an open space corridor between the Belle Vue heights estate through to the Barwon River. The natural gully line north of Shell Road also provides an interesting landscape of an open space corridor.



OPPORTUNITIES & CONSTRAINTS
 OCEAN GROVE STRUCTURE PLAN
 FIG. 4

2.3 Conclusions

In summary, the long term growth constraints of Ocean Grove are:

- * West - the Barwon River estuary and associated floodplain and mangrove swamps;
- * East - the low lying poorly drained land which is unsuitable for urban development given its propensity to flood and conservation value;
- * Northwest - to the east of the ridge the topography, vegetation cover and servicing constraints make this area more suited to low density development. This area of low density residential growth is constrained to the north by the Ocean Grove Nature Reserve;
- * Northeast - water can currently be supplied to the 35m contour which enables a substantial area of undulating farmland to be developed for urban purposes between the existing Adco Grove estate and the Banks Road rural residential development. Augmentation to the reticulated water supply will be required to facilitate urban expansion above the 35 metre AHD contour.

As expansion of the Ocean Grove urban area is constrained to the south, west and east the only option for the future growth is to the north, away from the coast.

3. OCEAN GROVE TODAY

3.1 Population

The transition of Ocean Grove from a seaside resort to a commuter town of Geelong is apparent in its rapid growth rate as illustrated in Figure 5. The graph shows the growth in the township, particularly over the last 15 years.

POPULATION GROWTH

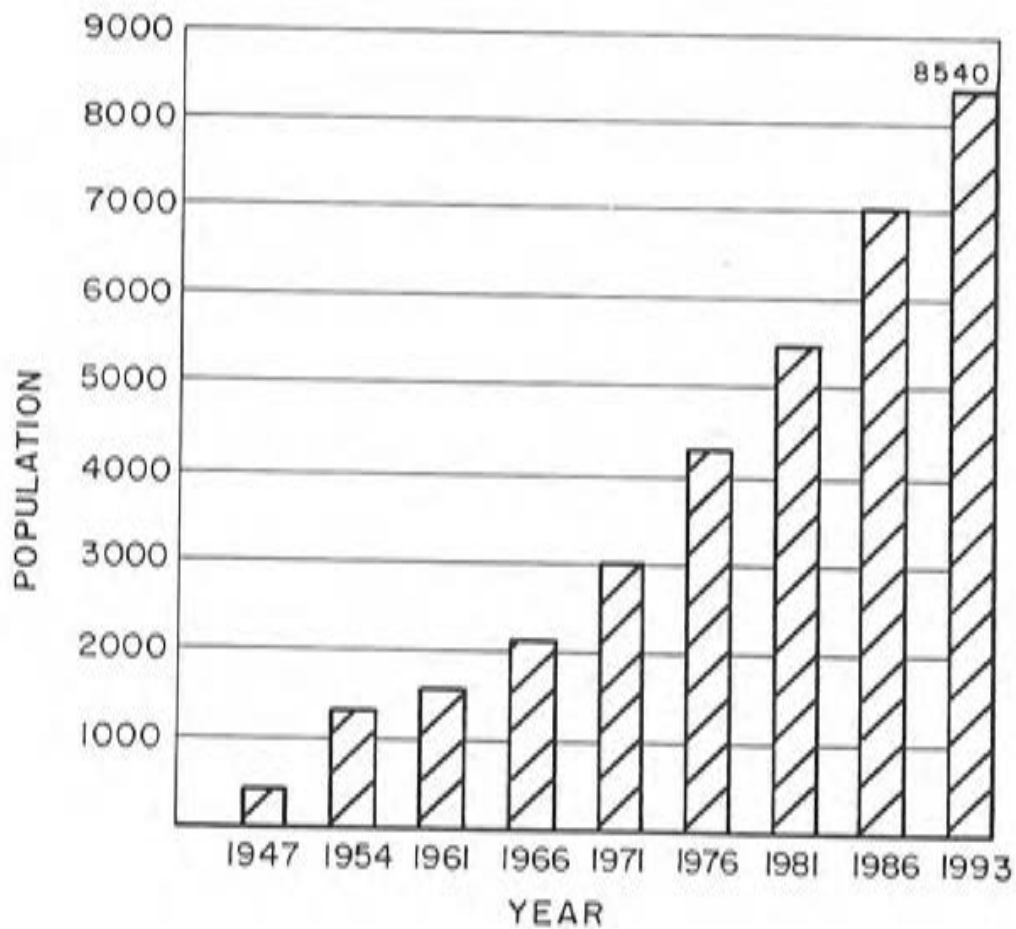


FIG. 5

During the intercensal period 1986 to 1991 Ocean Grove grew from 7021 to 8153 persons, a growth rate of 3.07% per annum. By comparison, in this same period the growth rate for the Region was 1.50%.

The rapid growth of Ocean Grove during the 81/86 period accounted for nearly 15% of the Region's growth. Similar high growth rates were experienced in many of the Region's towns, particularly those situated on the coast. The Bellarine Peninsula townships dominate, accounting for 47% of the Region's population growth.

Population growth since the 1991 Census can be calculated with an acceptable level of accuracy to give a current estimated population of about 8,540 at 1.6.1993. This figure is derived using 1991 Census data as a base and applying the estimated household occupancy rate to the municipal dwelling approvals issued since June 1991 and adjusting for a percentage of unoccupied dwellings.

This current population estimate is derived as follows:

1991 ABS Census : 8,153

Building permits issued between 1.7.91 and 30.5.93 = 194

x 98% construction rate = 190

x 76%⁽¹⁾ occupied dwellings = 144

x 2.68 occupancy rate⁽²⁾ = 387 additional persons

+ 1991 population = 8,540 as at 1.6.93

Notes

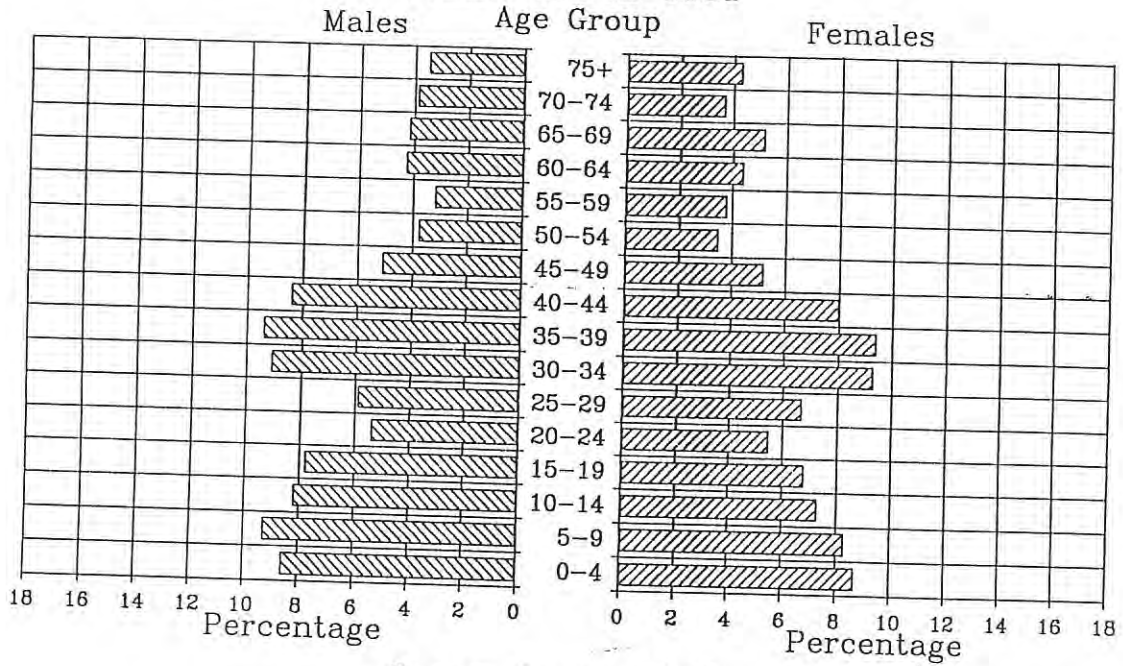
⁽¹⁾ 76% occupied dwellings taken from 1991 ABS Census

⁽²⁾ 2.68 occupancy rate calculated from 1991 census.

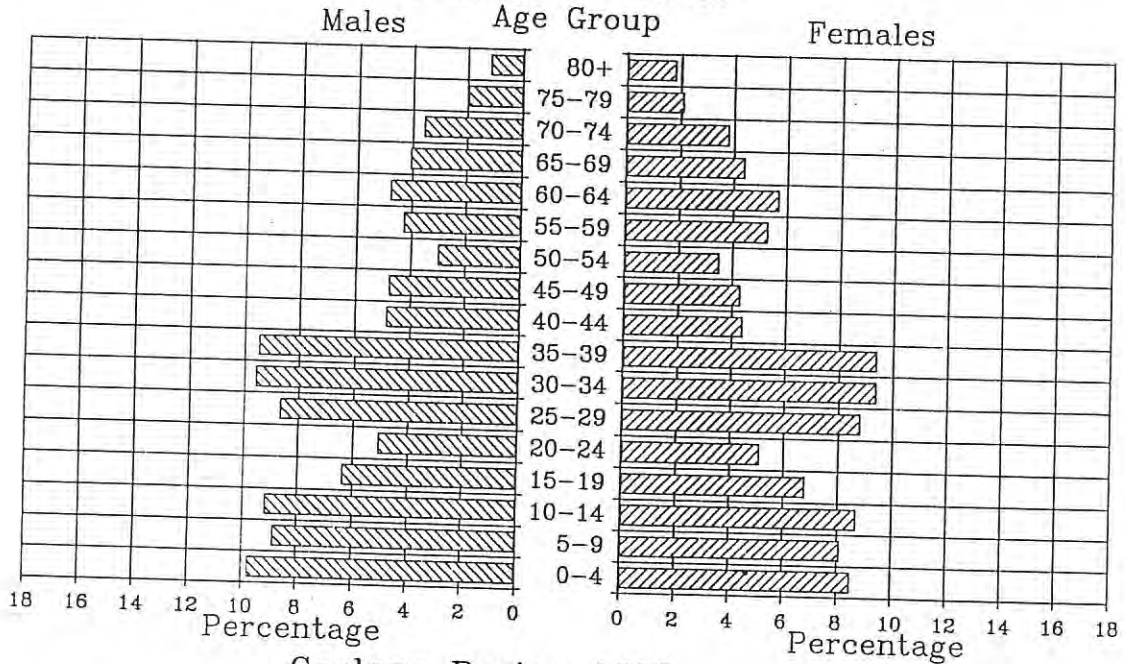
The age/sex pyramids for 1986 and 1991 show the distinctly youthful composition of the population of Ocean Grove, particularly when compared with that of the Geelong Region. The chart shows a higher than average proportion of young couples in the 25-39 year age bracket and a corresponding increase in the 0-4 year age group. (Refer Fig. 6)

The below average number of middle aged persons, 40-59, supports the supposition that Ocean Grove's rapid population increase can be largely attributed to a migration of young couples and their families into the town. A higher than normal presence of elderly people (65+) suggests the township is also attractive to retirees.

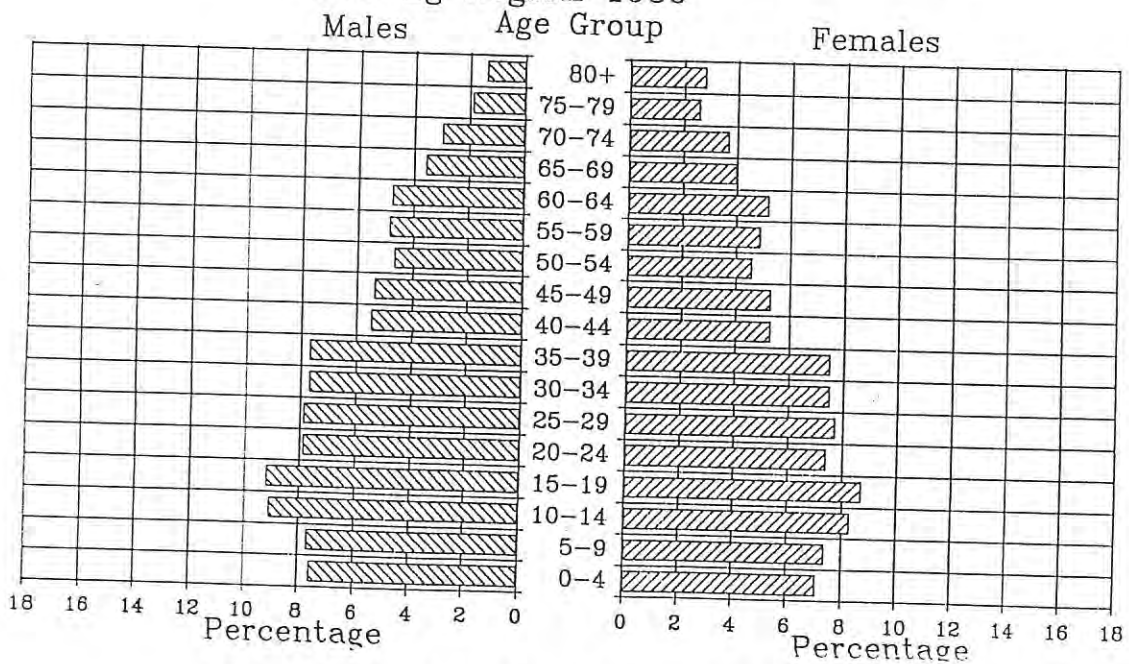
OCEAN GROVE 1991



Ocean Grove 1986



Geelong Region 1986



Source: Australian Bureau of Statistics

3.2 Dwellings

In the 1991 census there were 4024 dwellings recorded in the area defined as the town of Ocean Grove.

Table 1 illustrates the development of dwellings in Ocean Grove, particularly the rise and decline of holiday homes, the declining occupancy rate and the increased popularity of Ocean Grove as a residential area.

TABLE 1 POPULATION AND DWELLINGS

POPULATION			DWELLINGS		
Year (to end 30 June)	Total	Total	Occupied	Unoccupied	Persons per Occupied Dwelling
1947	472	146	n/a	n/a	n/a
1954	1,353	367	n/a	n/a	n/a
1961	1,609	731	469	262	3.43
1966	2,157	n/a	n/a	n/a	n/a
1971	3,022	1,800	945	855	3.19
1976	4,296	2,439	1,505	934	2.84
1981	5,538	3,000	1,974	1,030	2.80
1986	7,034	3,324	2,516	804	2.79
1991	8,153	4,024	3,033	991	2.68

The ratio of unoccupied dwellings within an area can be a good indication of certain characteristics of the area. The resort/holiday role of Ocean Grove is clearly demonstrated by the high proportion of unoccupied dwellings. In 1991, 991 of the 4024 dwellings were unoccupied. This 24% vacancy rate is significantly higher than the Victorian rate of 9.6% and the Geelong Region average of 14.6% (A.B.S).

The number of unoccupied dwellings peaked in 1981 at 1030 or 34% of all dwellings and has since declined as a percentage of dwellings. This has more recently stabilized with 24% of dwellings remaining unoccupied at both the 1986 and 1991 census. It would be expected that there will, however, be a continuing trend toward permanent occupancy in the town with increases in retirement accommodation and commuters to Geelong.

3.3 Residential Development

As in any town, residential development fluctuates with the economic climate. Table 2 illustrates this. Consequently, to establish growth projections it is necessary to take an average of a number of annual construction figures.

TABLE 2: ANNUAL ISSUE OF BUILDING PERMITS IN OCEAN GROVE

<u>Year</u>	<u>No. of Dwelling Approvals</u>		
79/80	99))
80/81	117))
81/82	97))
82/83	106))
83/84	194))
84/85	206)) 138 p.a.
85/86	161))
86/87	131)) 153 p.a.)
87/88	161) 136 p.a.))
88/89	183)))
89/90	141)))
90/91	97)))
91/92	102)))
Total	1795		

Note: Dwelling approvals figure includes each dwelling separately ie: a development of 3 units on one lot is indicated as 3 dwelling approvals. Thus the above figures do NOT relate directly to consumption of lots.

Medium density housing is becoming an increasingly significant component in the housing market. Unit developments are attractive not only to the elderly but also to younger couples seeking affordable housing or a low-maintenance form of accommodation.

Table 3 below illustrates the rise in unit construction as a segment of the housing market.

TABLE 3: OCCUPIED DWELLING BY TYPE

OCCUPIED DWELLING TYPE	1981		1986		1992*	
	No.	%	No.	%	(76% Occupied)	%
Detached House	1757	89	2265	90	2691	89
Unit/Flat	174	9	214	8	310	10
Other	43		37		26	
TOTAL OCCUPIED DWELLINGS	1974		2516		3033	

Source: ABS Census Data, 1981, 1986 & 1991.

In the six years from July 1986 to July 1992, 588 dwellings were constructed for permanent occupants (based on 1991 census and building construction figures). Of these 588 dwellings, 130 or 22% were units, reflecting increasing demand for unit accommodation.

A further breakdown of residential building approvals for Ocean Grove is indicated below:

TABLE 4: RESIDENTIAL BUILDING CONSTRUCTION JULY 1986 - JULY 1992

Unit Devt.		Detached Dwelling		TOTAL	
Lots	Units	Lots	Dwellings	Lots	Dwellings
57	130	458	458	515	588

Source: Council Permit Records and ABS

It should also be noted that Council has also issued permits for an additional 66 dwelling units on 21 lots. These had not been constructed at the time of survey. The recent economic downturn could account for some of the slow down in actual construction.

As stated above, of all dwellings built 1986 and 1992, 22% were constructed as developments of two or more on a lot. Consequently, these only made up 11% of lots. This indicates their much more efficient use of land for housing purposes.

More importantly, however, units and dual occupancy are becoming increasingly important for providing housing for smaller households. The household occupancy rate has decreased from 3.19 in 1971 to 2.68 in 1991. Continuing social trends would indicate that this is still dropping.

Alternative forms of housing should therefore be encouraged to meet the increasing number of 1 and 2 person households.

In addition to the conventional suburban allotments, there are three areas of Residential 'C' development. Residential 'C' development is typically a 4000m² (1 acre) lot and is often applied in areas of landscape interest and bush covered areas. The three low density residential subdivisions are Belle Vue Heights, Woodlands and Adco Grove. About 70% of the available lots have been developed. Another 22 lots have received approval but are yet to be constructed.

A small Rural Residential subdivision exists west of Banks Road. Eighteen of the 21 lots have been developed. A further 7 Rural Residential lots separate the Woodlands estate from the Ocean Grove Nature Reserve. As Ocean Grove is not a designated rural residential node further opportunities for this lifestyle will not be offered.

The following summary indicates the status of residential zoned lands in the Ocean Grove area.

TABLE 5 SUMMARY OF RESIDENTIAL LOT CAPACITY AT 8/7/92

Planning Scheme Zone	Development (1)	Vacant (2)	Potention (3)	Total Potention Lots (4)	Total Supply Capacity (5)
Residential 'A'/ Reserved Res	3588	1013	1510	2523	6111
Residential 'C'	200	90	22	112	312
Rural Residential	24	4	0	4	28
TOTAL	3812	1107	1532	2639	6451

Source: Site Survey 8.7.92 and Municipal Records.

Notes:

1. Developed - lots with dwelling/s on site, as at 8.7.92.
2. Vacant - no building.
3. Potential - number of lots which could be created by subdivision.
4. Total Supply - vacant and potential lots combines to give number of lots potentially available for building on within the zone.
5. Capacity - developed plus vacant plus potential lots gives the total capacity for dwellings within the zone.

Table 5 shows there are 1107 vacant lots in Ocean Grove with a further 1532 which could be created through subdivision giving a total of 2639. It is noted that although the ratio of vacant to potential lots may have changed in the past 12 months, the total capacity would not be significantly altered as no large parcels of land have been rezoned for residential purposes. These lots could accommodate some 3324 dwellings or more given the number of units constructed. At an average of 2.68 persons per dwelling, about 8908, additional people could be housed within existing residential zones. It should be noted, however, that many existing vacant lots are in older areas, likely to be held for speculation reasons. Hence, not all lots can be considered as available for development.

3.4 Neighbourhood Development

Within Ocean Grove itself, four neighbourhoods can be identified.

As figure 7 illustrates, Grubb Road/Tuckfield Street and Shell Road/Thacker Street form axes dividing the town in four. To the east of the original township bounded by Tuckfield Street is Collendina/Surfside, a newer estate which is still being constructed. North of Shell Road is the Industrial Estate, the Kingston Downs development site and a small pocket of Rural Residential land. To the west of Grubb Road is the area of Woodlands and Belle Vue Heights.

Individual characteristics of each of these neighbourhoods can be identified establishing local communities within the town.

Ocean Grove

This neighbourhood includes the original Methodist subdivision of the 19th Century. This can be identified between Field Street and Tuckfield Street with its symmetrical street pattern established with little physical infrastructure. West of Field Street the street pattern is somewhat different. South of the Blue Waters lake subdivision also occurred without the provision of drainage or sealed roads. Some of these areas are now fully serviced. Roads created have been sympathetic to the quiet residential nature of the area with the use of narrow pavements, roll back kerbs and where possible, retaining existing vegetation. The retention of local vegetation throughout much of the original Ocean Grove has created its unique character. The established nature of the area has attracted retirees with its good

access to the town centre in The Terrace, the river and the beach. The proximity to these facilities and the landscaped streetscapes of the area have proven popular, forcing house prices up. Consequently a more affluent group also occupies this neighbourhood. Young families do not dominate this area.

Within this neighbourhood another sub community can be identified. The areas to the south are more tourist areas with caravan parks scattered throughout and a greater proportion of holiday homes. The location of this area close to beaches, makes it suitable to this intensive tourist orientated use.

Surfside/Collendina

The area east of Tuckfield Street has been developed through a number of private residential estates. These have provided variety of housing types and price attracting young families into the area. Being developed separately, services have been poorly integrated making access to new and existing facilities difficult.

The layout of the subdivision has made it increasingly apparent that without a community focus through the linking of shopping, community facilities and parkland, it is difficult for a sense of community and pride to develop. Recent efforts to locate more community facilities in this growing area have gone some way to creating a coherent neighbourhood. Better linkages of streets and park areas could further improve the use of these facilities and provide a focus to this neighbourhood.

Kingston Downs

Although identified as Kingston Downs, the main community here is yet to develop. A strip of conventional residential lots along Shell and Grubb Roads exists, along with larger residential lots surrounding Kingston park in the west. A section of Rural Residential land also exists to the east abutting Banks Road. This neighbourhood will form the major site for future growth. Opportunities exist to integrate a number of housing types and servicing facilities so as to create an identifiable community. Proposed community and commercial facilities should also create a new centre for all residents living east of Tuckfield Street/Grubb Road.

Woodlands/Belle Vue Heights

Although the residential areas north of Thacker Street form two distinct subdivisions they can be grouped together in terms of the type of housing they provide. Lots in this neighbourhood are larger (3-4000 m²) and only one dwelling is permitted per lot. Subsequently density of living is much lower. The dwellings constructed are generally large, and more expensive, attracting a middle aged professional population. The 1986 Census indicated that households in this area are generally more affluent than in other areas of Ocean Grove. There is little provision for Public Open Space in these estates with the large lots providing their own recreational areas. These areas provide an alternative form of lifestyle to the conventional subdivision.



NEIGHBOURHOODS
 OCEAN GROVE STRUCTURE PLAN
 FIG. 7

3.5 Social and Community Infrastructure

In 1991 Ocean Grove was the subject of a case study for the integration of social planning with physical and economic planning, funded by the Commonwealth Office of Local Government.

This study examined the needs and expectations of the growing Ocean Grove Community.

Many of the facilities available are nominated on Figure 8. Description of services provided is outlined in the Case Study report which has been attached as Appendix 1 to this document.

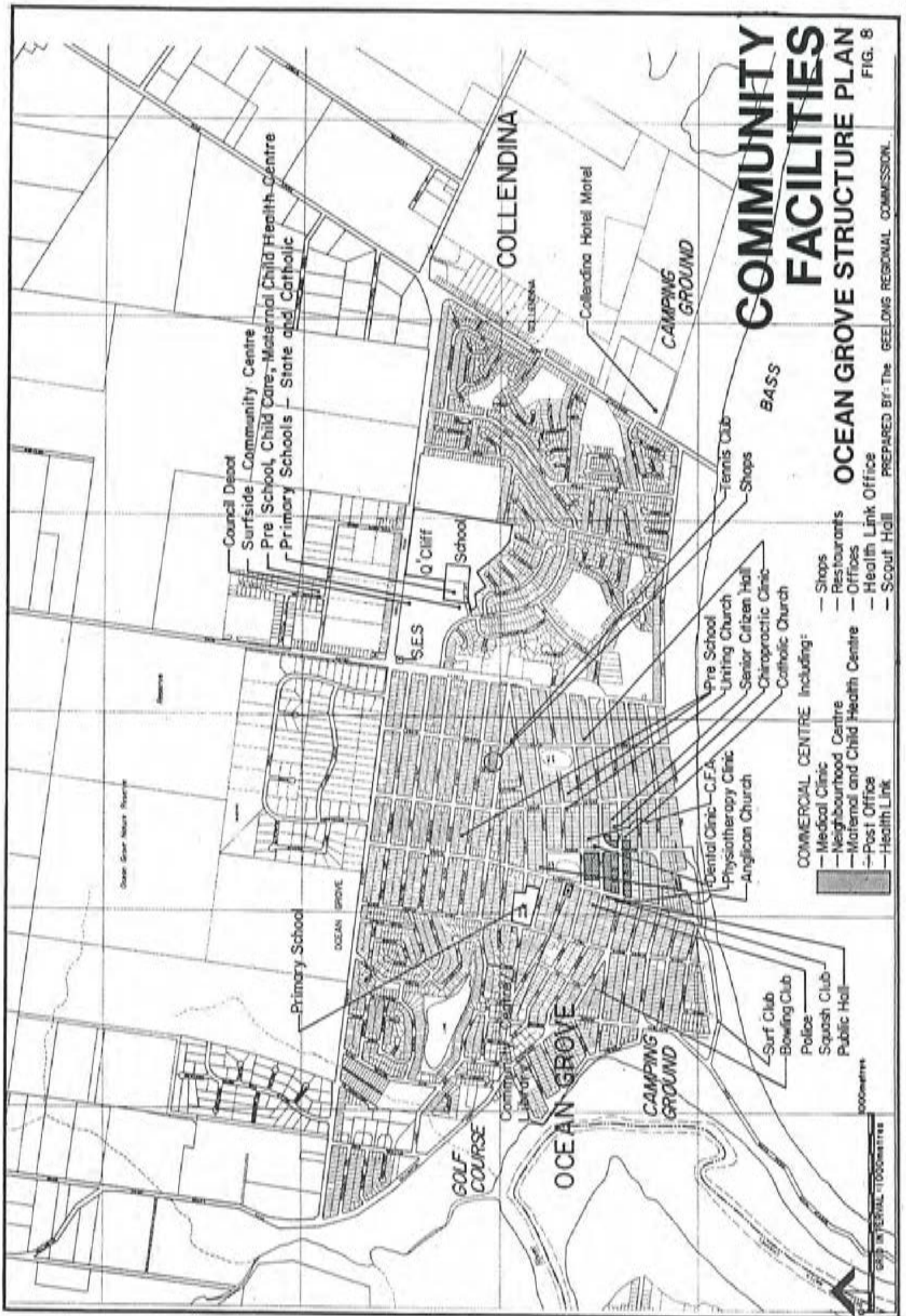
3.6 Public Open Space and Recreation Facilities

Ocean Grove has a number of recreation reserves and facilities. These include:

- Ocean Grove Nature Reserve
- Ocean Grove Recreation Reserve
- Ocean Grove Tennis Centre
- Surfside Tennis Centre
- Ocean Grove Golf Course
- Collendina Park
- Kingston Park
- a fun and fitness trail
- bowling greens
- squash courts
- Surf Club
- Surfside community centre
- boat ramp
- equestrian facilities
- skate board ramp

In September 1991 the Bellarine Rural City Council released a recreation land requirements policy based on the Department of Planning and Housing's guidelines for the provision of Public Open Space. This policy recognizes the areas in the municipality which are lacking or over supplied with Public Open Space. This is based on the Department's guide that every household should be within 300m walking distance of Public Open Space.

Using this guide, a number of deficiencies in the provision of open space within Ocean Grove can be identified. Figure 9 indicates the sectors that are considered to be not within accessible distance to open space. Of particular note is the area to the north west of Ocean Grove near the Blue Waters Estate. Although the lake forms an attractive passive recreation area it is not easily accessible to properties to the north and south. Links to the north and south would be highly beneficial to nearby residents. Possibilities exist to create a link through Ocean Grove from the low density residential area north of Thacker Street along the natural gully line, past the Blue Waters Lake to the River. This would provide a pedestrian link for residents to the river and potentially to the nature reserve to the north of Ocean Grove.



COMMUNITY FACILITIES

OCEAN GROVE STRUCTURE PLAN

FIG. 8

COMMERCIAL CENTRE including:

- Medical Clinic
- Neighbourhood Centre
- Maternal and Child Health Centre
- Post Office
- Health Link
- Shops
- Restaurants
- Offices
- Health Link Office
- Scout Hall

PREPARED BY: THE GEELONG REGIONAL COMMISSION.

The other major area lacking in Public Open Space is in the north east corner of Collendina. Development of accessible parkland in the Kingston Downs Estate may help to alleviate this problem. The recreation strategy recommends acquisition of a lot on the west side of Alderbaran Road to link to the retardation basin of the new Arlington Estate to improve access to Public Open Space further west.

The small area noted as lacking in Public Open Space around the Terrace Shopping Centre is in significant when it is considered that the main land use in this area is commercial. The inclusion of some open space in the redevelopment of the Uniting Church site would, however, be beneficial. Exhibition of the Discussion Document of this Structure Plan noted that there is a strong community support to establish a park, central to the original Ocean Grove subdivision. As will be discussed in Section 4.5, opportunity also exists to provide more public space in Hodgson Street, as part of the redevelopment of the town centre.

Comment should also be made that the main source of recreation land in Ocean Grove is the foreshore and streamside reserves which provide a facility for both residents and tourists. The patrolled surf beach of Ocean Grove is popular as is the quieter river bank areas of the Barwon River. The ocean is popular for swimmers and surfers whilst the foreshore reserve itself is well utilized by walkers, joggers and horseriders.

3.7 Educational Facilities

Ocean Grove is currently served by one secondary school and two primary schools.

Queenscliff High School operates an Ocean Grove campus which provides for Year 7 and 8 students. The high school is situated on a 10.8 ha site south of Shell Road adjacent to the recreation reserve. This campus opened in 1985 with 205 students which has risen to 342 in 1993. Over the coming five years the Education Department estimate that this enrolment will slowly increase to 390 in 1998.

The Ministry of Education has resolved that this campus should be expanded to provide full junior secondary facilities. This will involve the education of students Year 7 - 10. No date has yet been set for this expansion with current spending constraints. The location of a senior secondary school for Year 11 and 12 students is still to be determined but will be central to Ocean Grove, Leopold and Drysdale.

It should be noted that the figures above do not give a true indication of the number of Ocean Grove children attending high school. Both residents of Drysdale/Clifton Springs and Ocean Grove have a choice of attending either Newcomb High School or Queenscliff High School. Consequently, some Ocean Grove students travel to Newcomb and some Drysdale/Clifton Springs students travel to Ocean Grove. Similarly it is difficult to forecast how many students will attend the Ocean Grove campus in future. This will be largely dependant on parent choice.

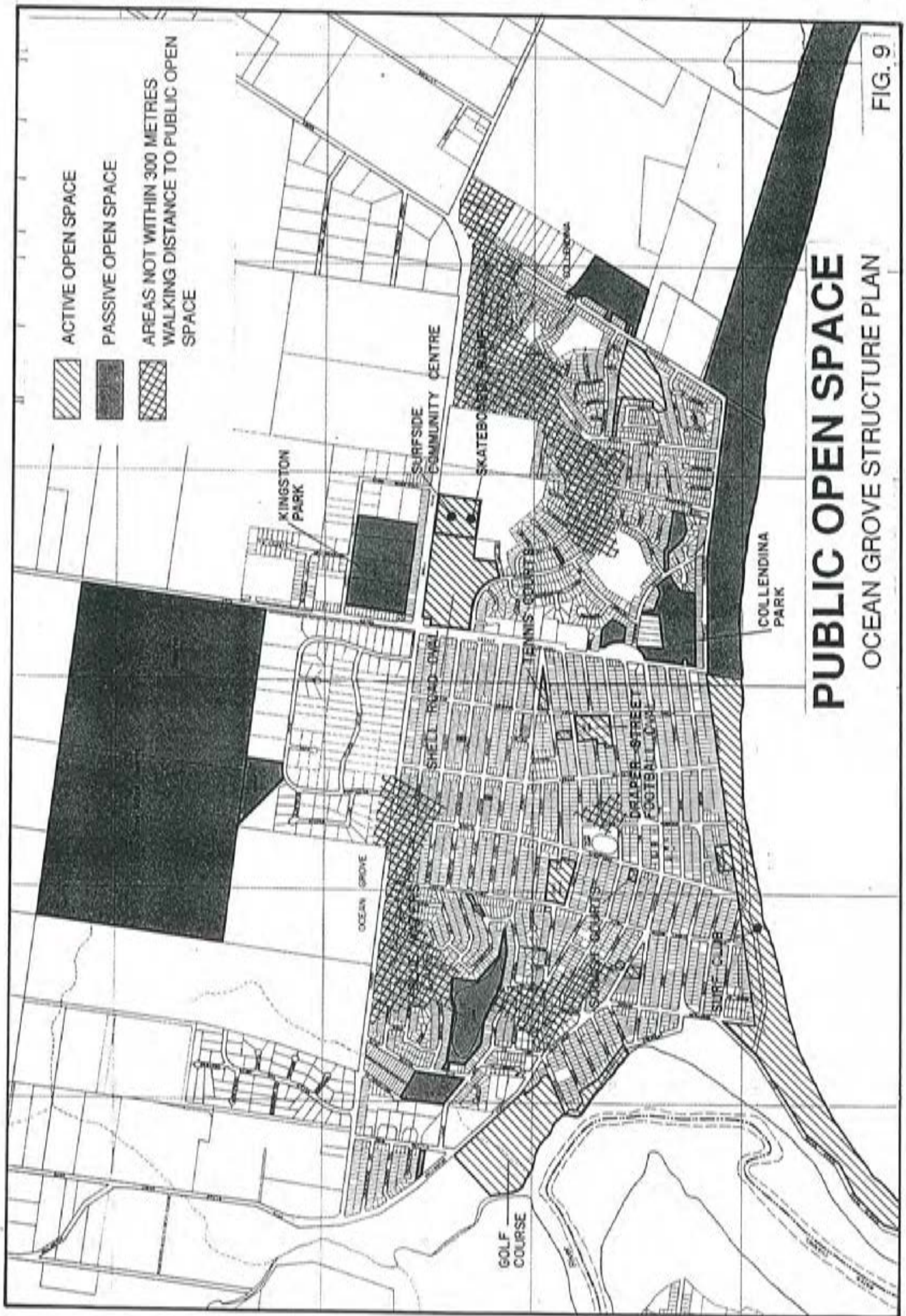


FIG. 9

In addition to the three areas zoned for commercial development, several convenience stores are located within residential areas. Within the Greater Geelong Planning Scheme convenience shops are permissible in residential zones.

The Terrace Shopping Centre

The Terrace Shopping Centre is a strip centre running along The Terrace between Presidents Avenue and Hodgson Street (refer Figure 10). Some retailing extends east of Hodgson Street on the north side of The Terrace. The centre has been partially pedestrianized with traffic restricted to a one-way flow (west to east) and with the planting of street trees and provision of seating and tables.

The Terrace is the largest shopping centre in the Region outside the Geelong Urban Area. It is a diverse commercial area of 129 establishments with a total gross leaseable floor area (GLA) of approximately 10,175 m² according to the 1991 Geelong Region Retail Strategy.

The substantial area of commercial floorspace in The Terrace is attributable to Ocean Grove's role as a resort town, the lack of development of neighbourhood centres and the extended catchment area which partially serves the townships of Barwon Heads and Point Lonsdale.

The Terrace caters primarily for convenience shopping but also includes some comparison shopping functions.

The shopping centre deviates from the model of a town centre as it has no major supermarket. Instead there is one relatively small supermarket with a total GLA of approximately 1,400 m² and a second convenience type grocery store. A more substantial facility of about 2000 m² would normally be expected in a centre of this order.

In addition to the supermarkets, The Terrace also contains a variety of retailing including specialty food shops, butchers, clothing, hardware, textiles, sports, toys, gifts, jewellery, household appliances, florist, stationers and pharmacies. A number of services such as banks, hairdressers, beauty salons medical practitioners, travel and real estate agencies are also located in the centre.

A car park catering for 230 vehicles is located on the northern side of the shopping centre with another for about 50 cars to the east on the centre of The Terrace. Another 40 spaces are provided at the rear of the southern shops, giving a total of 320 car spaces in the centre. A further 62 vehicle street spaces are available around the centre.

With a floorspace of 10,175 m² GLA, the required carparking can be estimated at 305 off street vehicle spaces, based on the GRPS rate of at least 3 carspaces per 100m² retail floorspace.

To the south-east of the high school, fronting John Dory Drive, is the Catholic Primary School, Our Lady Star of the Sea. In 1991 there were approximately 360 enrolments. The school is currently being expanded to cope with additional demands but will have a maximum capacity of 450 students.

A state primary school, the Ocean Grove Primary School, is located on a 2.6 ha site in Draper Street north-west of the commercial centre. This site has been recently extended with the purchase of adjoining properties and the closure of a small portion of Asbury Street. The school expanded from 436 students in 1975 to 650 in 1990. With the opening of Surfside primary school this has reduced to 444.

To cater for projected continuing increases in demand, a second primary school, Surfside, on John Dory Drive has been established. This school currently had an enrolment of 282 of the commencement of the 1993 school year.

TABLE 6 : STATE PRIMARY SCHOOL ENROLMENTS

	ACTUAL				PROJECTED		
	1990	1991	1992	1993	1994	1995	1997
Ocean Grove PS	644	650	432	460	460	460	455
Surfside PS	-	-	229	282	295	315	340
TOTAL	644	650	661	726	755	775	805

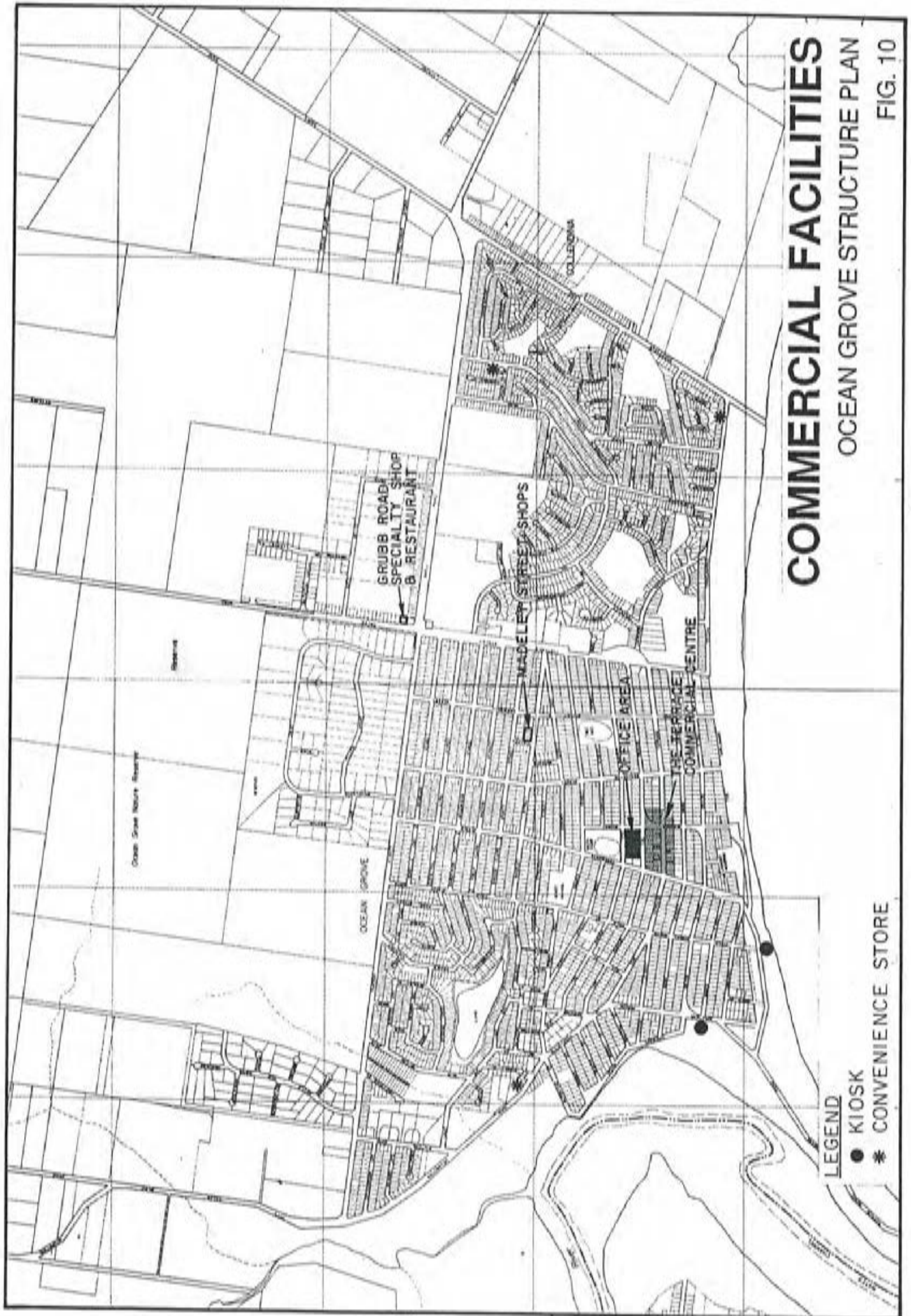
Source: Ministry of Education

The construction of a third state primary school in the Kingston Downs Neighbourhood may be necessary to accommodate longer term growth.

3.8 Commercial Facilities

3.8.1 Retailing

Ocean Grove has two areas developed for retailing activities. They are The Terrace Shopping Centre and Madeley Street. A third site at the north east corner of Shell and Grubb Road is zoned Local Business but not generally used for retail purposes.



COMMERCIAL FACILITIES
 OCEAN GROVE STRUCTURE PLAN
 FIG. 10

On physical inspection of the town, however, it is clear, particularly during summer, that there is a congestion of traffic and carparking around the centre. Much of this can be attributed to the fact that The Terrace provides the only major retailing in the town. Hence many residents travel to the centre for daily goods which could be purchased from a more convenient neighbourhood centre if available. The provision of such a centre would remove the need for many of the daily car movements around the Terrace.

Madeley Street

Madeley Street shops form the only other basic Neighbourhood Centre. It provides 8 shops with an estimated GLA of 500 m². In addition to the characteristic corner store, hairdresser, takeaway and video shop expected in such a centre, there is a cycle shop, fish shop, and doctor's rooms.

Ample car parking is available.

Cnr. Grubb & Shell Roads

An area of Local Business zoning is provided on the corner of Shell Road and Grubb Road. This area has not developed as a retail centre with only a Mexican restaurant and a vacant shop currently existing on the land.

3.8.2 Office Development

Provision has been made in Ocean Grove for the location of professional offices in the area bounded by The Parade, Hodgson Street, The Avenue and Presidents Avenue (refer Figure 8). This area is zoned Commercial Office and provides a suitable location particularly for professional services.

There has been some redevelopment of the area with several modern offices and service businesses complexes having been constructed whilst the remaining services operate from converted residences.

This office zone is intended to provide an appropriate location for the establishment of offices to serve the local community.

Capacity within the current zoning is limited by the Planning Scheme which restricts office uses to 150m² on any site.

Under the Greater Geelong Planning Scheme office development may also take place in the District Business Zone. Offices are suited to the upper floor(s) of The Terrace shopping centre and indeed many have located in this area.

As Ocean Grove is developing primarily as a commuter town, growth in demand for office space is not directly proportional to population growth.

Grubb Road provides a more direct commuter link between the highway and the township. With future development in the eastern sector of the town, Grubb Road will become increasingly important as the most direct access. Accordingly, the Council policy is for the continued duplication of the Bellarine Highway between Wallington and Grubb Roads and the duplication of Grubb Road from the highway to the urban fringe. This upgrading of Grubb Road is not in VicRoads 5-year work program. The road has, however, been designated by VicRoads as a "Main Road".

East-west traffic movement is facilitated by Thacker Street and Shell Road in the north of the town. Shell Road continues to the east providing access to Point Lonsdale forming a link in the round-peninsula tourist drive.

Shell Road, between Grubb and Banks Roads, will be subject to substantial increases in traffic volumes as residential developments occur in this area. Thacker Street traffic volumes will also increase as the area to the north continues to develop, but will not be subject to the same magnitude of increase of either Shell or Grubb Roads. Building setbacks exist on parts of Thacker Street, Shell and Grubb Roads under the Greater Geelong Planning Scheme and should be maintained to facilitate longer term upgrading, and widening of these arterial roads. Provision for road-widening must be made at the time of rezoning the undeveloped lots.

To the west the Barwon River separates the towns of Ocean Grove and Barwon Heads. One crossing is provided at the heads by the Barwon Heads bridge, a narrow two lane structure traversing the river from the Ocean Grove spit to the town of Barwon Heads.

This structure was upgraded to ensure its continued use and safety in the short-term future. The 1979 Ocean Grove Structure Plan discussed its replacement and alternative locations for a new bridge. This is no longer considered feasible given the high construction costs and environmental sensitivity of the wetland areas upstream of the present bridge.

Two main issues of traffic management exist within the township. The first is flows around the commercial area. Considerable congestion occurs in this area particularly over the summer months with the increased visitor traffic.

The City of Greater Geelong has instituted traffic management measures in The Terrace by restricting vehicle movement to one way. This move could be complemented by the continued purchase of land to the south of the centre to establish a carriageway from Presidents Avenue to Hodgson Street behind the shops thus providing rear access for goods delivery and some parking.

Completion of this laneway in conjunction with other traffic control devices would enable Council to give consideration to further pedestrianization of the retailing precinct making it a more attractive area.

To further address the long term traffic flows around The Terrace area Council has finalized the "Ocean Grove Traffic Management Study".

3.9 Industrial Development

An area east of Grubb Road has been reserved for service and light industrial activities.

The Ocean Grove Industrial Estate was developed in 1983 to provide an appropriate location for industrial land uses in the town. The first stage of the estate developed quickly necessitating the release of a further 8 hectares in 1985 thus doubling the size of the industrial zoning. Due to the recent downturn in the economy, little of this second stage has been developed.

The industrial area is intended to provide for industry and services which primarily cater to the needs of the local area and for industry which may be based on local resources. The main activities in the industrial estate relate to the housing construction industry and mechanical repairs.

The estate has been developed in stages since 1983. Supplies of land should be adequate to cater for the needs of Ocean Grove well into this decade.

Whilst the population is expected to double over the next 20 years, industrial land requirements should not increase substantially. Most industrial uses should be encouraged to locate in suitable areas such as Moolap, although some industry must be provided for to enable the creation of local employment opportunities. It is anticipated that this can be provided for within the currently zoned area.

3.10 Transport

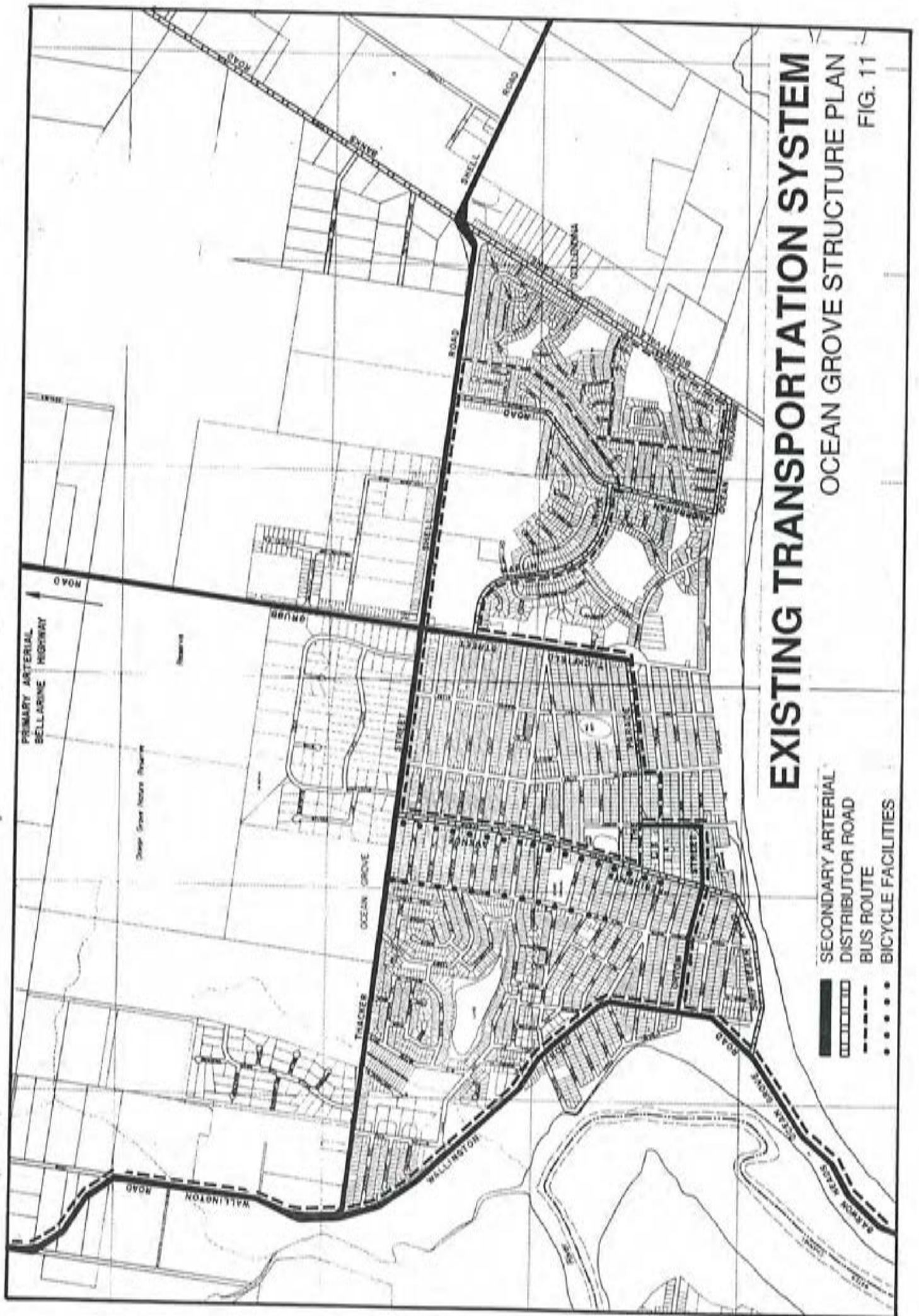
The Ocean Grove transportation network is illustrated on Figure 11.

3.10.1 Roads

Ocean Grove is 25 kilometres east of Geelong connected by the Bellarine Highway which is a dual carriage highway to Wallington Road where it reverts to being an undivided two lane road to Queenscliff.

Two roads extend south from the highway providing access to Ocean Grove, these are Wallington Road and Grubb Road.

Wallington Road is a meandering scenic road with slower design speeds providing attractive vistas along the approach to Ocean Grove. It is intended that this road should remain a tourist route. As such, it should be protected from obtrusive or inappropriate developments which may detract from this scenic approach to the town. Traffic counts in Wallington Road for Summer 1988/89 showed 5366 vehicles using the road on average each day of the week. This has seen an increase of 955 vehicles per day (for the same period) since 1984/85.



EXISTING TRANSPORTATION SYSTEM
OCEAN GROVE STRUCTURE PLAN
FIG. 11

- SECONDARY ARTERIAL
- ▤ DISTRIBUTOR ROAD
- - - BUS ROUTE
- • • BICYCLE FACILITIES

This study assessed various models for traffic movement around The Terrace Shopping Centre and the amount of traffic seeking a through route. The result concluded that most traffic within Ocean Grove is local with only very limited volumes of through traffic. Based on existing levels and projected growth the study determined that the existing roads can cope with increased demand associated with foreseeable future retail facilities. Intersection treatment and some proposed traffic re-direction will alleviate congestion which could result from expected retail expansion. These changes are further discussed in Section 4.6.

The study does confirm that the link between The Terrace and Ocean Throughway should be constructed as a through traffic route. Considerable land has been reserved at the intersection of The Terrace, Tuckfield Street and Emperor Drive to allow design flexibility for the intersection.

East-west routes, which provide access to the shopping centre and cater for local cross-town traffic, must be designated as recommended in the traffic study and appropriate road plant constructed and signage erected to give effect to this.

Submissions to the Discussion document to this structure plan raised some concern regarding the potential levels of traffic along Orton Street and The Terrace, affecting the amenity of the shopping centre and adjoining residences. It should be noted that the through route designated is not intended to be a main throughfare of the Bellarine Peninsula. It is simply a means of desingating a route for local traffic wanting to travel through the town in an organised manner.

3.10.2 Public Transport

A private bus company provides a link between Ocean Grove, Barwon Heads, Wallington, Marshall, Leopold and Geelong. Timetabling provides a limited service for commuters. Restricted services only are available at weekends. No bus service is provided connecting Ocean Grove to Drysdale/Clifton Springs and only on Saturdays is there a Queenscliff link. Better bus links to Geelong are required for work orientated and community purposes for those who do not have access to a motor car.

The increase in the population of Ocean Grove, especially of commuters working in Geelong, will necessitate the upgrading of public transport. Submissions to the Structure Plan indicated community concern that there has been inadequate planning for the future provision of public and pedestrian traffic in the town. This will become an increasing problem as the population increases. Further investigation into the need for public transport and designated pedestrian routes may be warranted.

3.10.3 Bicycle Facilities

Limited facilities for bicycles are currently available. Bicycle lanes are provided as indicated on Figure 11.

Council has recently completed a bicycle strategy which identifies facilities and programs needed to improve bicycle use and safety in the town. The study establishes that a higher than average proportion of children used bicycles as a means of transport. It expresses the need to consider cyclists as significant users of the traffic system. It suggests that whilst some bike paths do now exist, better utilization can be made of existing roads. Similarly, bicycle education for both cyclists and the general public would create a safer and more useable traffic network.

3.11 TOURISM

Overnight visitors and day trippers are primarily attracted to Ocean Grove by the long sweeping surf beach, the quieter waters of the Barwon River and the related water-based recreational activities. These features, combined with Ocean Grove's proximity to major metropolitan centres, make it a very popular summer destination.

The range of beach conditions allows for a variety of activities to be undertaken. The surf beach is particularly suited to surfboard riding and body surfing whilst the quieter river environs provide a suitable location for launching boats, fishing and family swimming. On-shore beach activities such as sun bathing and walking are popular in both localities.

The diversity of opportunities attracts a range of visitors with young families and elderly persons preferring the sheltered Barwon River and young adults frequenting the surf area.

The resident population of Ocean Grove swells to over 14,000 during the peak summer period - an increase of some 6,000 persons over the permanent population. Aside from water based activities, Ocean Grove provides visitors with a number of other pursuits including a 12 hole golf course, diverse sporting facilities, a substantial nature reserve and foreshore reserve as well as other smaller parks and reserves. A number of speciality shops have been established catering primarily to visitors.

Ocean Grove also provides a central point for longer term visitors to use as a base and enjoy the many attractions of Geelong, the Bellarine Peninsula and the Surf Coast.

In addition to visitors who take up residence in the town, there are a larger number of day trippers who visit the town. These include visitors from Geelong, Melbourne and Ballarat. The economic benefits and increased demand these visitors place on services in the town is difficult to measure. This does not mean, however, they should be ignored when determining projected usage of facilities.

The Council's Bellarine Peninsula Tourism Development Strategy (1991) comments that the majority of visitors are from more upper income families. It does note that some facilities such as the Ocean Grove Nature Reserve are poorly utilized by visitors.

It cites the area's strengths as its natural features. However, as most attractions are based on summer weather, there is a need to create high quality attractions that can be utilized for a greater proportion of the year.

3.11.1 Accommodation

Ocean Grove's early development in the 1940's and 1950's flourished with the construction of holiday shacks. This resort role has diminished as evidenced by the decline in the number of holiday homes as compared to permanent dwellings. Similarly submissions received about the structure plan indicated that many of the small shacks located within caravan parks in the town were no longer considered desirable accommodation for many visitors. Many such shacks were now being removed for financial or structural reasons.

The data available from the Australian Bureau of Statistics (refer Table 1 Section 3.2) indicates a decline in absolute numbers of holiday homes. Site inspections of the area supports this conclusion. The 1961 Census provided the first figures distinguishing between occupied and unoccupied dwellings indicating 36% of dwellings to be vacant. This figure rose to 47.5% in 1971 but by 1986 had dropped to a vacancy rate of 24%. This has since stabilised with this proportion being maintained at the 1991 census.

Whilst the proportion of unoccupied dwellings has declined to 24% it remains substantially higher than the State average of 9.6% and the Geelong Region figure of 14.6%.

Provision of motel accommodation is limited with only about 80 motel units/cabins being available. The only notable extension of accommodation facilities has occurred at the Collendina Resort which has been extended to provide additional accommodation and upgraded to include a convention venue.

The most popular form of accommodation is camping. Seven caravan parks and camping grounds provide approximately 1700 sites. The parks range from smaller, privately operated parks, with a wide range of facilities to natural foreshore areas providing minimal facilities amongst the native vegetation.

Whilst the character of Ocean Grove has changed from a resort to a commuter town, the quality of the environment and beaches and proximity to major urban areas will ensure its continued attractiveness to visitors. Tourist attractions and accommodation must be maintained and expanded to provide for the continuation of the tourism industry.

3.11.2 Resort Development

Four sites were identified in the 1979 Structure Plan as existing/proposed resort developments.

Three of the sites are zoned "Resort" and have some facilities developed on them. The fourth, on the east side of Wallington Road, has only recently been rezoned for resort purposes and plans are being developed for a motel complex on this site.

Development of this site will be restricted to a particular building envelope to protect the visual quality of this area and to ensure that the development can be properly serviced. Any development on this site will need to be sensitive to its location on the Wallington Road entrance to the town as well as its proximity to the Lake Connewarre State Game Reserve.

Opportunities exist within the current resort zones to develop uses which are of a tourist orientation. Comments received to the discussion document of this structure plan indicate that there may be some difficulty in establishing uses which are considered economically viable resorts. It is agreed that high profile resorts may not be currently viable for a township such as Ocean Grove. It is still considered, however, that these sites provide opportunities for tourist orientated uses. Wynndeen Caravan site is considered to be in an ideal situation for more intensive accommodation, orientated toward the tourist. This may be in the form of Motel accommodation or unit development, which would be attractive to the family group, who would appear to be the major tourist group. Should this land be rezoned from resort, it should still be promoted as an area of intensive residential development, offering opportunities for tourist accommodation. This may be in the form of self contained or serviced units.

The Collendina site, adjacent to the existing hotel, is more suited to low intensive uses, being in a more environmentally sensitive area. This area is not suited to intensive residential uses.

4. FUTURE GROWTH

This part of the discussion document considers the future growth of Ocean Grove based upon population forecasts and the impact this demand will have on facilities, services and infrastructure. In doing so it is important to recognize those aspects of Ocean Grove's character which makes it attractive and ensure these are enhanced. The parameters of development discussed in Section 1 define what role the town should take. The following discussion is to focus on how anticipated growth can be accommodated whilst retaining and enhancing the character of the town for the benefit of both residents and visitors.

4.1 POPULATION GROWTH

As Ocean Grove is one of only three preferred centres for urban Growth on the Coast in the Geelong Region, its growth rate is likely to continue to exceed that of other coastal towns in the Region. Four population projections are presented giving estimated populations for the town in the year 2010. With a small population base, rapid growth over the last 20 years and substantial inward migration, all predictions are based on a number of assumptions. One factor which may act to slow physical growth is the changing character of Ocean Grove as it assumes a profile more typical of a commuter suburb rather than seaside resort. Adding to this are the constraints on further development along the coast so that new residential opportunities will only be provided in a northerly direction away from the sea. A combination of these factors suggests that the growth rate will steady at the current level of 3%. This is compared to the boom of the mid 1980's where the growth rate was 4.9%, (1981-1986).

Ocean Grove's population grew by 27% between 1981 - 1986. With a slow down in the economy over recent years the rate contracted between 1986 and 1991 to 13%, still a significant increase. As the economy regains momentum population increase should again be more rapid, although probably not as high as the mid 1980's boom.

The following projections are made for the year 2010 and are based on an estimated 1993 population of 8540 (refer Table 1).

PROJECTION A: 15,700 at Year 2010

Projection A is taken from 'Directions; The Geelong Region Development Strategy' which forecasts a population of 15,700 by the year 2010.

This projection was derived from a detailed demographic analysis using past trends, birth and death rates and migration data between 1976 and 1981, land supply analysis; it includes a factor accounting for the impact of regional policies on the development of Ocean Grove.

This is the most likely of the projections.

PROJECTION B: 14,000 at Year 2010

This projection is based on the 1983/84 to 1991/92 development rate of 168 dwellings per annum with an average occupancy rate of 2.68 persons.

Average annual number of permits issued 1983/84 to 1991/92	153
Assume 98% construction rate	
Therefore dwellings constructed	150
Assume 80% to occupancy rate	120
Average Occupancy	2.68
Therefore Annual population increase	322

This gives an increase of 322 persons per annum which would result in a population increase of 5474 in the next 17 years to give a total of 14,014.

PROJECTION C: 20,755 at Year 2010

A population projection of 20,755 is calculated by maintaining the population increase during the 1981 and 1986 intercensal period during which the population of Ocean Grove for this period grew at a rate of 4.9% annually. Continuation of this rate of increase would give a population of 20,755 in the year 2010.

PROJECTION D: 13,000 at Year 2010

Projection D is calculated based on the 1976 to 1991 annual rate of population increase of 258 persons.

This would result in a population increase of 4644 giving a 2010 population of 13,017.

Projection Analysis

It is believed that the population of Ocean Grove in 2010 is likely to be around 15,000. In the public discussion document it was stated that the population may be expected to grow to some 15,700 persons. This would seem somewhat high looking at the long term trend of Projections B and D.

Projection C is based on maintaining the 1981 to 1986 growth rate of 4.9% per annum. In real terms this growth rate reflected an increase of 1489 persons over the 5 year period; around 300 per year. It is unrealistic to expect this growth rate to be maintained in the longer term.

Whilst it is expected that a higher growth rate should be expected than that which occurred in the 1970's, the growth experienced in the 1980's is likely to moderate. A figure has been taken which is higher than the long term trend accounting for the policy implications to promote development in the town. It is, however, slightly lower than the one predicted in the 1988 Region Development strategy, given the more conservative development rates which have actually occurred.

The housing implications of this projection are that there will be a need for another 2410 dwellings by the year 2010. This is based upon the current occupancy rate of 2.68%. It is anticipated that this occupancy rate is likely to further decline thus increasing the number of dwellings required.

4.2 SUPPLY OF LOTS

The "Summary of Residential Lot Capacity" (Table 5) indicated that despite the recent growth in Ocean Grove a substantial number of appropriately zoned lots remain available. Of the 4919 existing lots, 3817 or 77% have been developed. There were 1107 vacant lots and there is potential to subdivide a further 1532 lots. The majority of the existing vacant lots are located in the Surfside and Collendina Estates, east of Tuckfield Street. The main area of potential lots is within the Kingston Downs Estate.

From the analysis of population projections an estimated 15,000 persons are expected to reside in Ocean Grove in the year 2010; an increase of around 7000 persons.

For the purposes of these estimations it is assumed that the occupancy rate will decline slightly to 2.5 persons per dwelling. This is consistent with the current trend in Ocean Grove and other urban areas of Victoria. The population increase would then mean an additional 2584 dwellings are required over the next 17 years.

It is likely that the proportion of dwellings used for holiday homes will also decline. If the percentage of unoccupied dwellings constructed in the next 17 years is estimated at 20% (currently 24%) then it would be expected that a total of 3230 dwellings would be required to house the estimated additional population.

At the above projected rate of development, lot supply in Ocean Grove can be calculated as follows:

Projected 15,000 persons

8,540 current population estimate (1.6.93)
15,000 (2010 population estimate)
6,000 occupied dwellings required in 2010(at 2.5 persons/dwellings)
7,500 total dwellings required (with 20% dwellings unoccupied)
4,175 dwellings existing at 1-6-93(based on site survey and building figures)
3,325 additional dwellings required

Lots required:

Assume 20% unit development at 2.3 units per lot
2,949 additional lots required
 $2,949 \div 17 \text{ years} = 173 \text{ lots per annum}$

From Table 5 it can be seen that there are already 2,639 existing vacant and potential lots. Lot supply, however, needs to be maintained at a ten year lead time to ensure that longer term servicing and market demand can be met.

At 173 lots being used per year there is a 15.2 year lot supply. This should be an adequate supply for the coming five years. At this time there may be a need to review supply and demand to rezone more land in Ocean Grove.

An additional stock of land can be identified around the existing Kingston Downs estate (Refer Figure 12). This could accommodate an additional 2,545 lots based on normal construction rates and released in stages to maintain supply as the need arises.

It was suggested in the Discussion Document that all of this land could be rezoned to Future Urban to recognise its location as the next area to be considered for urban purposes. With the long term projections now being marginally lower there would appear less demand to rezone such a large area. It has also been suggested by submitters to the discussion document that the land, North of the Rural Residential land in Banks Road, should be considered in terms of the full land holding of the current land owner, Mrs Nugent, which extends further north than that proposed for rezoning. It is agreed that this land should be considered as one unit.

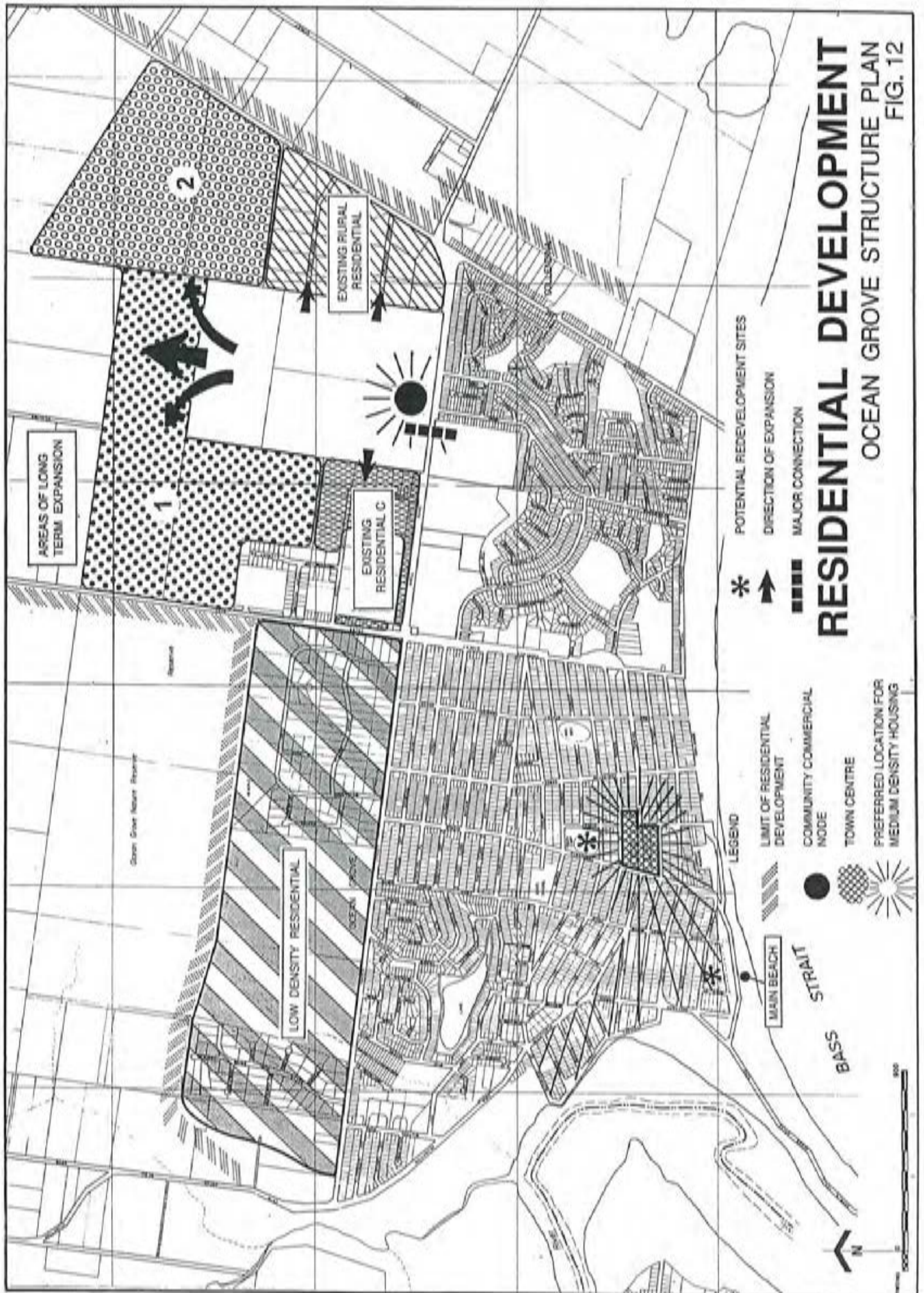
When considering all of the land around the Kingston Downs estate it is considered that future development should next be to the North and West, closer to the existing physical and social infrastructure of the town. Consequently, it is believed that none of the Nugent land should be designated for rezoning to Rural Future Urban at this stage. A review of lot supply in five years time should, however, be undertaken to reassess the provision of zoned land.

Other submissions to the public discussion document suggested that some of the land to be designated Rural Future Urban should be rezoned to Reserved Residential land now, given recent growth in the town. As stated above it is conservatively estimated that there is still 15 years of lot supply in the town. It is believed that rezoning more land now would jeopardise the viability of existing zoned land, leading to a glut of serviced land. Further, the Geelong and District Water Board has advised that it cannot service land above the 35 metre A.H.D. contour. The Board intends to upgrade its service as part of the staged development of land north of Shell Road. It would be inefficient to service more land now. Concern is also raised that providing large tracts of zoned land is not conducive to developing a cohesive community. Lot supply needs to be controlled to restrict speculation of land and to ensure that land is developed in an economically and socially efficient manner.

4.2.1 Conventional Residential Development

Residential development will be directed North of Shell Road to Kingston Downs. The newly zoned Kingston Downs development could house in excess of 2000 persons.

To ensure consolidated urban development occurs an Outline Development Plan of the Kingston Downs area needs to be established. This should indicate where major traffic routes and community services should be located to best serve the future community. This is currently being developed by Council with the owners of the land. Input has also been included from the social planning study undertaken on Ocean Grove.



RESIDENTIAL DEVELOPMENT
OCEAN GROVE STRUCTURE PLAN
FIG. 12

This plan should be used for the basis of developing plans for future subdivisions in the area. The timing of developing the proposed services will be dependant upon the growth rate of the population and the anticipated demand resulting from that growth.

Other residential development will be as infill development to the existing town. As discussed in Section 1, the physical and strategic parameters of the town have determined this.

Within all residential development there is a need to provide more diverse forms of housing. This has been recognized in the "Housing Review Policy Report" undertaken for the Bellarine Rural City Council. This notes the importance of providing housing for the elderly, individuals and families to ensure that family units, although not living in one household, retain social contacts and community support.

This provides security for young and old alike. The need to provide alternative housing for the elderly is increasingly important within Ocean Grove. Many elderly people have no demand for nor are able to maintain large houses on large lots. At the same time they wish to stay in the neighbourhoods in which they have established links with friends and relatives. All neighbourhoods need to provide smaller dwellings for this group. Supported living will also become more important as the population ages.

Similarly, as Council's Review of Residential Regulations Study promotes, smaller lots and better designed dwellings create housing which is cost efficient both to the individual owner and the community as a whole. New subdivisions, such as Kingston Downs provide the opportunity to create neighbourhoods which can integrate a variety of housing forms to meet the needs of all members of the community. This in turn promotes easier access from one housing sector to another, enabling members of the family in different stages of the life cycle to stay together. To achieve this we need to rethink what we see as 'Conventional' housing. A conventional suburb must include a variety of housing sizes and densities.

Better use of existing residential land can be made. The existing residential development to the west of the Kingston Downs subdivision is currently zoned Residential 'C' although it is highly suited to more intensive development which could be incorporated as part of the Kingston Downs subdivision. These lots will become increasingly convenient to a range of residential and community facilities as Kingston Downs is developed. Greater density of development should be permitted in this area to take full advantage of the range of services available. However, any development must be sensitive to the attractive treed landscape predominant in this locality. Rezoning to Residential 'A' should only occur as part of a concept plan to incorporate the area into the Kingston Downs estate. An outline development plan will need to be developed by Council to ensure that any rezoning occurs in a coordinated manner. This should also include the necessary controls to best retain the existing vegetation on the site.

The social and physical efficiency of retaining the Rural Residential land in Banks Road must also be questioned. As services are extended north of Shell Road it becomes cost efficient to extend them to the east and facilitate the redevelopment of this rural residential area. The 21 lots in this subdivision could be redeveloped to provide up to 300 conventional sized lots. Environmental sensitivity of the township edge to the East and a range of lot supply may

suggest that some larger lots should be retained, particularly abutting Banks Road. A variety of lot sizes within the town is required, hence redevelopment of this land may be best suited to a mix of lot sizes. Rezoning some of this land to a Reserved Residential zone would, however, enable a more efficient use of this land which will increasingly become more urban in character. Development could commence as services become available. It is desirable to make provision for this potential subdivision in the Kingston Downs Outline Development Plan. This rezoning should only occur as justification can be made that demand exists for the incorporation of this area into the Kingston Downs estate.

All future residential subdivisions should be developed having regard to the provisions of the Victorian Residential Guidelines (VicCode) produced in 1992. In addition, areas on the edge of the township should also be developed with regard to the Country Fire Authority's Planning conditions and guidelines for subdivisions September 1991.

4.2.2 Medium Density Residential Development

Density limits and design standards for all units and dual occupancies in the municipality are produced and administered by the City of Greater Geelong. Currently the Bellarine District uses an existing policy, published as Council's "Multi Dwelling Development Policy" March 1990, as its direction for approving units, which establishes a number of standard requirements which must be met.

The Department of Planning and Housing has released the "Victorian Code for Residential Development - Multi Dwellings" in May 1992. This Code has been prepared to encourage innovation and variety in housing developments. To do this it establishes an objective based set of criteria to encourage the development of quality units.

It is believed Council's existing policy should be reviewed to reflect this State Code. Any new policy should also give preference to developing units around community nodes. In the existing built-up areas medium density development is particularly suitable in the South and South-Western area of Ocean Grove, west of Sweetman Parade and around The Terrace shopping centre. These areas are illustrated on diagram 12.

Some individual sites within the town could be redeveloped to provide medium density housing. These include some of the existing caravan parks within the older sector of Ocean Grove which are no longer commercially viable. The Uniting Church Youth Camp site in The Avenue provides a site which is central to many facilities providing a great opportunity for housing for the elderly or possibly tourist accommodation. Public submissions to the Structure Plan discussion document would indicate that residents see this site a valuable community resource, being located central to the town. Most submitters agreed that redevelopment of the site should occur with some land being established as a community park. Redevelopment of this site and the Caravan Park sites will require rezoning to Residential 'A'.

4.2.3 Low Density Residential Development

The Residential 'C' zone is applied to land which for environmental, servicing or other reasons should not be intensively settled. Residential 'C' lots must be fully serviced with sewerage and water and are therefore expensive to provide.

The areas currently zoned Residential 'C' developed quickly upon release of the lots, indicating substantial demand for this type of residential opportunity. Demand has now slowed down with lots still available in Belle Vue estate. A permit has recently been issued for a further 27 lots to complete subdivision of this estate.

One further Residential 'C' area is proposed for rezoning in this Structure Plan, North of Thacker Street between the Woodlands and Belle Vue Heights. This is an area of undulating to steep hillside with a deep gully bisecting it. The land also has significant tree cover. Given the above environmental considerations and servicing constraints the land is not suited to development at normal residential densities but would provide an attractive larger lot living environment. Submissions to the Discussion document indicated that the development of this land should only occur with the provision of a 40 metre wide road reserve along the North of the site, to abut the Nature reserve. This would then act as a buffer to the reserve for both fire and weed invasion. A Rural Residential Strip previously suggested was considered inadequate by residents, the Country Fire Authority and the Nature Reserve Committee of Management. In addition to a strip of Rural Residential development this 40 metre road reserve should be provided.

Submissions to the Discussion Document also requested that land further North of this designated land be considered for Residential 'C' development. This is not supported. It has long been maintained that future development of Ocean Grove should not reach further North than the two existing Residential 'C' subdivisions North of Thacker Street. Strategic policies have maintained that future growth should be directed East of Grubb Road, within the Kingston Downs area. Further development as suggested also infringes on valuable farming land and places further strain on the conservation values of the Nature Reserve.

Other land which may be suitable to Residential development is part of the land currently zoned Resort, adjacent to the Collendina resort. This land is only suited to more low intensity uses given its location to the centre of town and the environmental significance of the land to the East. Should the development of the land for resort purposes be considered unviable or inhibitive due to this location, the land could be considered for redevelopment to Residential 'C', which is consistent with the balance of land to the East of Bonnyvale Road.

4.2.4 Rural Residential Development

Ocean Grove is not a designated Rural Residential node under the "Geelong Region Rural Residential Living Strategy" (1983) and as such has only limited opportunities for this type of lifestyle. Two areas of Rural Residential have developed in the Study Area.

The area at the corner of Banks Road and Shell Road was discussed under (4.2.1) where the option of longer term redevelopment to promote cost efficient use of services was mooted.

The second is an area comprised of 7 lots separating Residential 'C' development from the Ocean Grove Nature Reserve. In this instance the Rural Residential zone was established to create a buffer and fire break to the Reserve. Unfortunately this does little to achieve the objectives of a fire break as there is no control over the clearance of vegetation adjacent to the Reserve. As discussed above, future buffers to the Reserve should be developed in conjunction with a road reserve to be utilised as a clear fire break.

No further Rural Residential areas should be allowed to develop in the area surrounding Ocean Grove. In submissions to the Discussion Document a proposal was presented to rezone land East of Grubb Road, North of the existing industrial area, through to the Bellarine Highway, to Rural Residential. This proposal was based on the premise to protect the rural aspect of this road from the urban development occurring in and North of Kingston Downs.

It is agreed that Grubb Road should be protected from the detrimental effects of urban development by encouraging development sensitive to the road. The current Rural General Farming zone covering this land best protects this vista. No rezoning of this land is therefore recommended as part of this section of the Ocean Grove Structure Plan.

4.3 SOCIAL AND COMMUNITY INFRASTRUCTURE

As explained in Section 3.5 the Improving Intergration Between Land Use Planning And Social Planning Study has provided a thorough understanding of community needs. The conclusions of - A case Study : Ocean Grove this case study have been attached as Appendix 1.

The Library and community centre recommended in the report is nearing completion.

This report recognised that a number of services need to be improved including the provision of occasional family day care and residential care for the elderly. It notes that facilities for the elderly need to be near community and commercial facilities.

The report also proposes that with a growing population to the East and North there would be investigation into the siting of a new neighbourhood house.

4.4 Educational Facilities

The Ocean Grove campus of Queenscliff High School currently caters for Year 7-8 pupils. The Ministry of Education has endorsed a report of a Planning Committee of the Department in relation to the establishment of a Bellarine Secondary College.

The College will operate as a multi campus school with year 7-10 campuses being provided at Queenscliff, Drysdale/Clifton Springs and Ocean Grove. Queenscliff will continue to provide a senior campus for year 11 and 12 students in the short term with further investigation being undertaken for a central location on the peninsula for a senior campus. It

Primary school enrolments are expected to increase from the current 661 pupils to an estimated 765 in 1997. To cater for this increase a second school has been established adjacent to the High School on the southern side of Shell Road.

In the longer term a third State primary school may be required. Consultation with the Ministry of Education suggests this would be most suitably located north of Shell Road within the Kingston Downs estate. The location of this facility should be defined within the Outline Development Plan for Kingston Downs to ensure support facilities, such as public transport, can be planned.

4.5 Open Space and Recreation

Future Open Space and recreational facilities will need to be developed to cater for the increase in population of the township and should be provided in accordance with the Department of Planning and Urban Growth's "Planning Guide for Urban Open Space" (July 1989).

Two major public open space spines are proposed in this Structure Plan:

- (i) North of Thacker Street; the gully through the Rural Future Urban area provides an excellent opportunity to establish an open space spine linking the Northern areas of established Ocean Grove, potentially from the nature reserve through the natural gully line to the Blue Waters lake and the Barwon River.

Overall this link will provide a pedestrian corridor to link the major Open Space areas of the lake, river and possibly the nature reserve to the North;

- (ii) The development of Kingston Downs North of Shell Road will provide an opportunity to link the residential areas with the school and recreational facilities South of Shell Road. As development in this area continues the open space spine should be extended to form a link through to the Nature Reserve, on Grubb Road, and to Kingston Park.

Local parks will have to be provided in conjunction with the development of Kingston Downs. To increase the accessibility of these parks to the residents a series of open space walkways should be developed between the main areas of Public Open Space. These may form part of the road reserve or be a separate corridor for pedestrian and bicycle use.

Limited public open space is available in the north of Collendina and with subdivision completed no easy opportunities exist for Council to provide more parks in a reasonable location. Development of Public Open Space on the northern side of Shell Road in the Kingston Downs estate may provide parkland within a more accessible distance to residents in the north east of Collendina. Access should also be encouraged from all directions to the Shell Road Recreation Reserve to enable residents to take advantage of this resource. The construction of the Surfside Community Centre at the Shell Road reserve will serve the expanding population.

The recreation land adjoining this new centre should also be placed to better use. The site provides a better oval and potentially a better venue for local football and cricket in Ocean Grove.

With both the football and cricket clubs being well patronized they have outgrown the limited facilities of the Draper Street site. Negotiations are currently being held between the clubs and the Council to develop improved club and spectator facilities at the Shell Road reserve. This will relieve the pressure on the Draper Street site. It is intended that the Draper Street oval will be retained in some form to provide open space to the surrounding residents and also to provide a secondary facility for the clubs.

Submitters to the discussion document note and that there was a general lack of facilities in Ocean Grove for the growing number of sporting clubs. Any additional facilities which may be required with this growth should be provided within the development of the Kingston Downs estate.

Reassessment of the Ocean Grove Golf Course was also discussed in the discussion document.

Two options which could be considered are:

- (i) expand the course to the North-West toward Pacey's Island. This would enable the course to expand to a full 18 holes from its existing site.
- (ii) Develop a new course in the low lying area east of Ocean Grove, beyond the residential development on Bonnyvale Road. This area could accommodate an 18 hole course. This development could foresee the redevelopment of the existing course to camping or other purposes suitable to the site. This would help compensate for the loss of camping sites from the Barwon River/Coastal spit.

If it be considered that the course should be expanded to extend its viability, it would appear preferable to expand upon the existing course. This is the preferable option to the Department of Conservation and Natural Resources for environmental reasons, and would build upon the existing infrastructure of the Club.

The recommendations of the Council's Recreational Land Requirements Policy, September 1991 (Attached as Appendix 3) should also be supported.

It is considered the large expanse of the beach could accommodate more visitors without compromising its attractiveness. However, additional infrastructure is necessary to cope with increasing visitor numbers. Car parking to service visitors to the beaches can, at times, be in short supply during peak periods. Small car parks are provided along "The Spit" area amongst the trees at points where access paths to the beach have been provided. The foreshore Committee is undertaking a program of enhancing the facilities at these parks in an attempt to relieve the pressures of use at the main beach. As use of the beach grows it may be necessary to establish a second patrolled area, West of the existing patrolled beach, to prevent over use of the existing main beach.

The Draft Coastal Management Plan released by the Department of Conservation and Environment in December 1991 proposes a number of improvements to foreshore facilities. In response, Ocean Grove Foreshore Committee is undertaking an extensive program of improving beach facilities, including carparking, pedestrian and bicycle tracks and general beautification through a landscaping program.

A number of specific programs which are being implemented are:

- upgrading of the carpark at the East end of Ocean Throughway including landscaping and the provision of a limited number of carparking spaces.
- maintaining and upgrading the fencing of dunes.
- The development of a new Surf Life Saving Club building incorporating kiosk and cafe facilities as well as public amenities.
- retention of some camping areas on the river side of "The Spit" area, and the upgrading of daytripper facilities on the ocean side of the spit.

4.6 COMMERCIAL FACILITIES

4.6.1 Retailing

Current and Future Demand

Retail development in Ocean Grove must be assessed within the context of supply and demand of retail goods within the Geelong Region. On the one hand, Ocean Grove has a high expenditure pattern external to the town, given the large number of Ocean Grove residents who work in urban Geelong and the attraction of the Central core activities of the Geelong central activities area. On the other hand, being relatively isolated from the urban hierarchy of retail activity and with substantial support from tourism, one would expect that the town centre could accommodate more retailing per head than a similar sized centre within suburban Geelong. The retail centre of Ocean Grove also acts as the town centre attracting residents who do not wish to travel to Geelong on a regular basis. Being the town centre it also provides an important social role. The influx of tourists to the area also boosts the demand for retail services but predominantly on a seasonal basis.

Town centres such as Ocean Grove vary from suburban centres by providing a greater depth and range of retail goods and services for a given population. They have more retail floorspace per capita than their suburban counterparts and coastal towns have an additional floorspace requirement catering to tourist demand, particularly surfing goods, restaurants and take-away food establishments.

The 'Geelong Region Retail Centre Strategy' (June 1991) establishes a methodology for calculating the amount of retail floor area which is required in the Region.

Ocean Grove currently supports a commercial floor area of nearly 11,000m², however, some of this is poorly utilised. The Geelong Regional Strategy nominates that for coastal growth centres such as Ocean Grove a floor area based on 1.0m² per person could be supported. Ocean Grove's current estimated permanent population is 8,540. When this is combined with the populations of Barwon Heads and Point Lonsdale, which also rely on Ocean Grove for a significant amount of retailing, it can be concluded that the resident population of the Study Area is adequately provided with retail floor space at this stage.

A prediction of future retailing needs can be made on the basis of future population projections. The population of Ocean Grove is expected to grow to 15,000 by 2010 which would support an additional 6500m² of floor area in the next 20 years with approximately 3500m² to be established within the 10 year time frame of this structure plan.

It will be important that this increase in floor area occurs in suitably sized premises to cater for demand and that new premises are located in areas that benefit retailers, residents and visitors.

The Geelong Region Retail Strategy emphasizes the importance of providing an appropriately sized supermarket as the major "anchor" or attraction to a shopping centre. In the case of Ocean Grove it is believed that a supermarket of up to 3000m² will be able to be supported within this ten year time frame which would provide a greater range of goods than the existing supermarkets. This could include the provision of variety items. A larger supermarket such as this would encourage more people to do their weekly shopping in Ocean Grove rather than travelling to Geelong.

The existing largest supermarket in Ocean Grove has a floor area of about 1400m². An expanded facility should be provided to cater for future population demands.

It has also been recognised that there is a need to provide some form of shopping to the East of Ocean Grove on Shell Road to cater for the daily needs of people in Collendina and Kingston Downs. The catchment for a basic neighbourhood centre could include up to 80% of the existing population of Collendina and Surfside who could use a centre in this area to meet their daily needs. It is believed that a basic neighboured centre of up to 1000 sq m could be established now, provided it is located in a position to serve the population south as well as north of Shell Road.

To give an adequate lead time for design and construction of a new centre and in turn attract development to the area it is believed that an appropriate rezoning for retail purposes could now be justified. Such a centre could start as a basic neighboured centre (of up to 2000 m²) with a catchment of at least 2000 people, with a full neighboured centre (of up to 4000m²) catering for a catchment of over 5000 people.

In summary, the future needs of Ocean Grove's retailing is based upon a need to provide a larger supermarket within the town centre and also to relieve the dependence of existing and future residents on The Terrace for daily convenience goods. This can be achieved through the development of a new neighbourhood centre on Shell Road. The Terrace, however, will remain the commercial centre of the town.

The Bellarine Peninsula Retail Strategy which investigated the role of shopping centres within the region has concluded that a second major centre could encroach on the role of The Terrace as Town centre. This is not considered to be in the best interests of the town because it is likely to reduce the community focus and social interaction which revolves around the existing centre.

Both the Geelong Regional Commission's Retail Centre Strategy (June 1991) and the Bellarine Rural City Council's Bellarine Peninsula Retail Strategy (May 1992) have concluded the need to retain existing town centres as the commercial hub.

As the Geelong Regional Retail Centre Strategy states:

"Town Centres will be supported as the principal focus for commercial activity and social interaction" (pg 27)

It also recognises that Ocean Grove could be enhanced with the development of a neighboured centre to relieve the peak period pressures on the town centre.

"Peak summer and weekend pressures on both centres (Ocean Grove and Drysdale/Clifton Springs) would also be relieved by a neighbourhood centre West of Jetty Road (in Drysdale) and in the North-East of Ocean Grove. The threshold of these centres is likely to be reached before the mid 1990's" (Pg 30)

Whilst some commercial activity may occur outside The Terrace, its role as the town centre should be enhanced.

Any centre developed outside of The Terrace should therefore be to complement the existing centre.

A basic neighbourhood centre would relieve The Terrace centre of some people searching for daily goods whilst retaining The Terraces dominance as Town Centre and Community hub.

4.6.2. Location of Future Commercial Development

Expansion of The Terrace as Town Centre

Some options do exist for the expansion of this centre. Notably, there is a significant amount of under utilized land within the existing zoned area. Many premises, especially on the southern side of The Terrace underutilize the ground floor retail area possible on the sites. Many older premises are generally only single storey and not designed to maximise floor area by placing non retail uses on a second level.

Some shops in recent years have been redeveloped to better utilize space by better design. In some instances this has involved the construction of second storeys to place non retail uses into less exposed locations and to maximise the retail floor area at a ground floor level. This not only provides more retail area but also improves the image of the centre as an attractive place to shop. With redevelopment it may also be possible to maximise use of the sites for additional parking and access.

Redevelopment of premises on the south side of The Terrace could also result in the completion of the Right of Way across the rear of some of these properties. This would greatly improve access around the centre and provide some more off street parking on this side of The Terrace.

As stated earlier to further improve the status of the Terrace as the town centre some expansion of the existing supermarket could be justified. Within the time frame of this structure plan it is believed that this expansion could be sustained by expanding upon the existing premises. Market forces will obviously determine the time and scale at which expansion would occur.

The Ocean Grove Traffic Study, released in May 1992 proposes the closure of Hodgson Street. This closure opens the area to the east of Hodgson Street for redevelopment to be properly incorporated into the Terrace centre.

Closure of this road provides a number of advantages for the area:

- it separates through traffic from local retail traffic by directing traffic to the shopping centre to Hodgson Street and through traffic to the Terrace.
- it opens up opportunities to redevelop the District Business land east of Hodgson Street
- it creates potential for a central public area on the closed public road. This could enhance and focus the centre
- it provides better opportunities to expand car parking into part of the closed road
- it provides greater use of the District Business land with the land east of Hodgson Street becoming a more accessible part of the centre
- depending on how redevelopment occurs, more land may be available for retail development because Hodgson street itself is zoned District Business.

Incorporation of this area should relieve the pressure for retail space around the core in The Terrace proper. This should provide opportunities for some premises to relocate to the east of Hodgson Street providing room for the existing supermarket to expand to adjoining sites.

Redevelopment of the Hodgson Street area will involve significant work by all parties to ensure the land is assembled and development occurs in a cohesive manner.

Figure 13 illustrates some of the opportunities which could be taken with the closure of Hodgson street.

These include:

- Creation of Town square, including the re-design of the intersection of Hodgson Street and The Terrace to ensure that passing traffic does not create detriment to the amenity of this area
- The re-design of carparking areas around the shopping centre to maximise spaces available and improve the circulation of traffic.
- redevelopment of the service station and other sites for more productive retail space.

Development will need to be undertaken in line with a clear project plan. This may include title realignments to relocate carparking to abut The Parade. It will also be important to establish a clear set of design criteria for the development. Development of this plan needs to be undertaken as part of the implementation of this structure plan.

Co-operation between Council, landowners and the traders will be imperative to allow such development to occur to ensure that opportunities are taken and carried through.

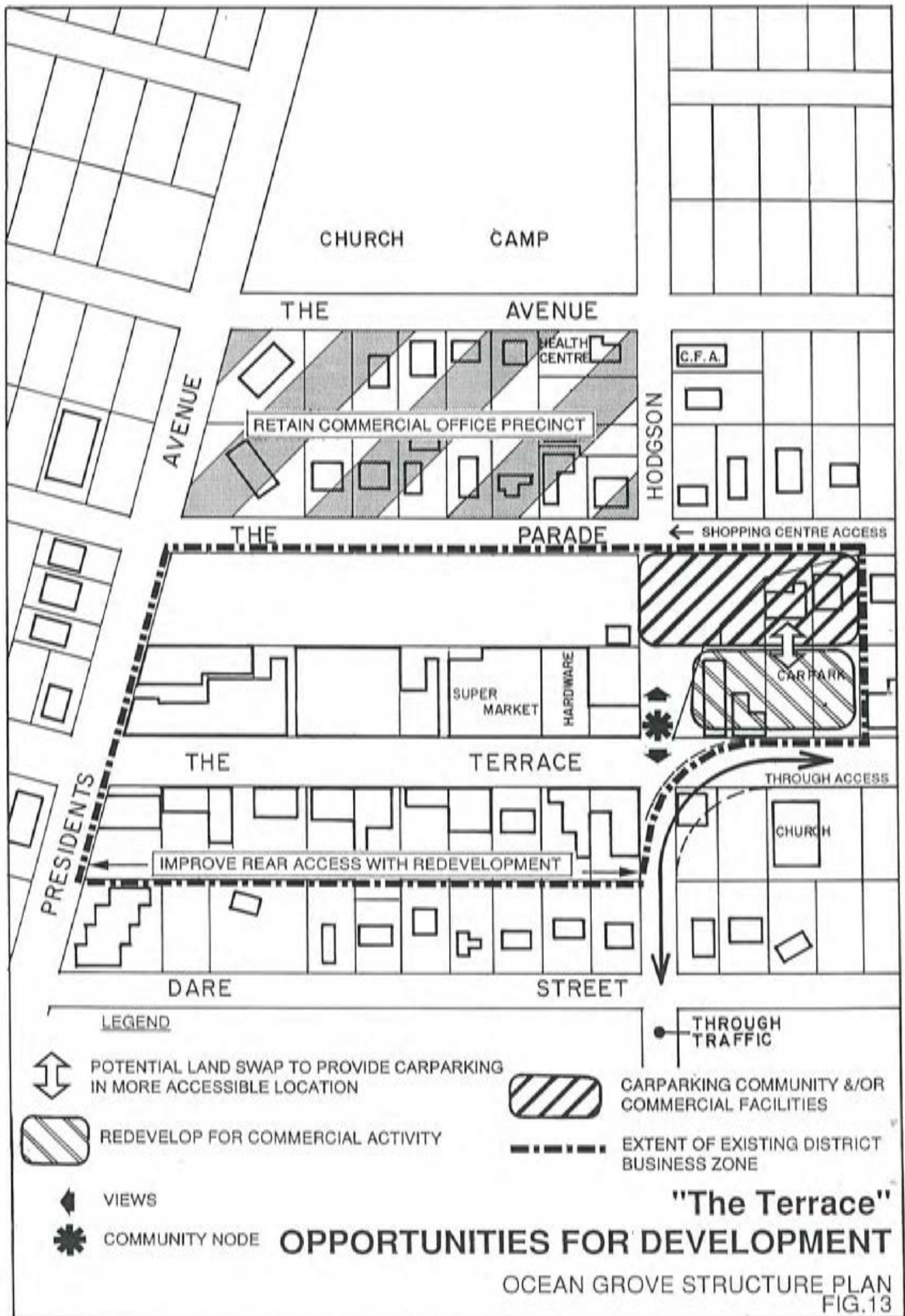
As plans for the closure of Hodgson Street have been approved, preliminary plans for redevelopment now need to be prepared having regard to the opportunities outlined above and shown in Figure 13.

Expansion of the retail area beyond what can be provided with this redevelopment will depend on population growth and the rate of development of the centre to the east of the town. It is believed that such expansion cannot be justified within the projections of this Structure Plan. In order to ensure that retail development is in line with future growth trends it is proposed that another review of retail supply should occur in five years time.

Carparking within the Town Centre

One final issue which needs to be addressed is the amount of carparking required for The Terrace. Currently 320 off street carspaces and 62 on street carspaces are provided for an estimated 10,175 m² of gross leaseable floor area. The Greater Geelong Planning Scheme currently states that a minimum of 3 off street carspaces should be provided for 100m² of shop floor area. This however, is being reviewed and it appears that in most shopping centres the ratio required is closer to 5 spaces per 100m². It should also be remembered that many of the uses within The Terrace are not retail uses which require such a high ratio of car parking, or are restaurants which operate predominantly outside of general business hours.

It is believed that a major problem with carparking in this centre is from people driving to it to obtain convenience goods which could be obtained from neighbourhood centres elsewhere in the town. Notably, a neighbourhood centre in Shell Road should attract many residents from Collendina and Kingston Downs. This should alleviate The Terrace carparking in the short term.



It will, however, be important to ensure that any redevelopment of sites on the south side of The Terrace optimise the use of carparking behind these shops. Similarly the construction of a Right of Way along this south boundary would improve access and make parking in this area more accessible.

Any redevelopment of land east of Hodgson Street should also ensure that adequate carparking is provided.

Commercial Facilities in Shell Road

It is believed that the site for a neighbourhood centre north of Shell Road would best be located in a central location on Shell Road to serve the areas south of Shell Road as well as Kingston Downs. The land currently zoned Rural Future Urban on the north side of Shell Road, as marked on the Structure Plan, is a suitable location for this neighbourhood centre. Rezoning of this land should be undertaken to provide adequate land for the development in the longer term of a full neighbourhood centre, of up to 4000 sqm.

Other Facilities.

Grubb Road

There is a small sector of land on Grubb Road which is zoned Local Business although it is not readily identifiable as a commercial area. The only existing development on the site is a mexican restaurant and a vacant shop. A current redevelopment proposal is being considered by the the Council for the corner vacant site. As part of this redevelopment proposal agreement has been reached with the property owner to ensure no further shops are to be constructed on the site.

With the redevelopment of the land east of Hodgson Street, the existing Service Station in The Terrace would need to be removed. It is believed that a service station, incorporating a convenience shop could be supported along the Grubb Road entrance to Ocean Grove. Provision could be made for such a facility on the south east corner of Shell Road and Tuckfield Street. This site is currently occupied by the State Emergency Service. It is anticipated that this service will be relocated with the development of the sub regional centre in Andersons Road, Drysdale.

Madeley Street

The Madeley Street development should be retained within its existing zone boundary. This currently provides the only basic neighboured centre outside of The Terrace. Its role as a basic neighbourhood centre should be maintained to service the northern sector of established Ocean Grove.

4.6.3 Office Development

The commercial office zone and upper storey of the shopping areas currently provide adequate space for local office uses.

As the township expands additional office space will be required. This can be provided within the existing commercial office zoning by deleting the floorspace restriction in the GGPS. Removal of this 150m² office floor area restriction would enable comprehensive redevelopment of the office area. Appropriate scale of development could be maintained by the imposition of a two storey height limit which would be in keeping with adjoining residential areas.

Council should require all car parking to be provided on-site to avoid additional pressures on the retailing car park.

No additional commercial office zoning is required in the foreseeable future.

4.7 INDUSTRIAL DEVELOPMENT

There is sufficient vacant land within the industrial estate on Grubb Road to cater for the growth of Ocean Grove in the medium to long term future.

It is believed that no further expansion of industrial zoning should be permitted in this area. Adequate zoned land exists within the site to provide service industries.

Expansion of the existing zoning is also limited by the Nature Reserve to the west and the encroaching residential development to the east.

There would, however appear to be some demand for service business land within the town. Ocean Grove currently has no area specifically set aside for service businesses, particularly semi-retail uses such as petrol station, carpet and furniture sales, vehicle sales and building material sales. Whilst permissible in a district business zone, these uses require large sites which are not available or economically viable within the town centre. The provision of a service business zone would provide an area suitable for these uses as well as light industrial uses.

An area north of the existing subdivided area would be suitable for this. This is currently zoned reserved Industrial. A rezoning would therefore be required. It is considered that immediate investigation should be undertaken to establish a suitably sized parcel of land which should be converted to Service Business. As part of this investigation, it is also proposed that consideration be given to applying a buffer set back distance within the existing industrial zone in which a General Industry would not be permitted to establish.

4.8 TRANSPORT

4.8.1 Roads

The Bellarine Highway, between Wallington and Grubb Roads, requires duplication in the near future. Combined with improved signposting this would facilitate the use of Wallington Road as a scenic route and Grubb Road as an efficient commuter link to the Highway.

Increased usage of Grubb Road has required upgrading of the intersection with the Bellarine Highway to facilitate safe and efficient traffic movement. In the longer term upgrading of the Banks Road intersection with the highway will also be required to cope with the Kingston Downs traffic, providing a third exit to the highway.

As Ocean Grove's growth into the next century will be concentrated in the north-eastern sector usage of Grubb Road will increase accordingly. A 60 metre building set back line currently exists on the east side of Grubb Road to facilitate the long term duplication of this road.

The 50 metre building set-back line along the north side of Thacker Street will now be somewhat unnecessary given the findings of the Ocean Grove Traffic Study. This recommends the down grading of this road. Consequently the building line setback should be removed with the rezoning the Rural Future Urban land between Woodlands and Bell Vue Estates.

As mentioned in Section 3, a traffic study has been undertaken to examine where traffic flows around the town. This has resulted in a series of local traffic management proposals. A summary of these is attached as Appendix 5. Traffic management measures around the town centre as promoted in the Ocean Grove Traffic Study should be implemented. In particular the works involved in closing Hodgson Street, upgrading The Terrace and The Parade should be implemented in the near future. It is also considered that The Terrace should now be designated on the Planning Scheme as part of the main east west through route from Point Lonsdale to Barwon Heads. Some concern has been raised that this through route should not be developed as non residents of Ocean Grove should be forced to by pass the town. The Traffic Study identified that though traffic comprised only 3% of the overall traffic flows in Ocean Grove. The through route has been designed, not to accommodate major volumes of traffic on the Peninsula, merely to ensure that traffic, which is currently travelling through and around the town, does so in an orderly manner.

4.8.2 Public Transport

With increasing numbers of commuters coupled with awareness of environmental impacts and the need for sustainable development, greater emphasis should be placed on the provision and use of public transport. Consideration should be given to upgrading the bus system to improve the commuter usage. This has also been discussed in the Social Planning Case Study of Ocean Grove. This study noted that:

"Public transport services are currently inadequate. Services around the township and between Ocean Grove and other townships or Geelong are neither sufficiently frequent nor diverse to cater for the needs of residents who do not have access to private transport. Particularly affected are young people, older people and families who do not have access to a vehicle during the day."

Submissions about the structure plan supported the concern that the provision of public transport in the town needs to be properly investigated. Viability of public transport will be increased as the populations of Clifton Springs and Ocean Grove increase. Investigation of better public transport should be undertaken as part of the growth of these areas.

4.8.3 Bicycle Facilities

Council has completed a bicycle strategy for Ocean Grove which includes an implementation schedule detailing cyclists' requirements. The Plan includes Behavioural Programs (encouragement, education, enforcement) and Engineering programs which aim to improve the comfort and safety of the cyclists. The physical works planned are outlined in Appendix 6 to this report. Minor changes will be necessary with traffic modifications as explained above.

The creation of the open space links as proposed by this structure plan also open up opportunities for the development of new paths which can link into the existing network.

4.9 TOURISM

Ocean Grove is an attractive and central location for visitors to the Bellarine Peninsula as well as lending itself as a 'base' for excursions down the Surf Coast, into Geelong or to nearby beaches, both ocean and bay. A substantial permanent population and a wide variety of retailing and recreational facilities are available.

The tourism function of the township has been recognised in this Structure Plan with many of the policies reflecting the need to protect both the natural and built environment.

The dual commuter and tourism role must continue to be recognised and provided for in developing the town. Tourism is also an integral part of the town's economy providing a number of employment opportunities for residents.

Currently the tourist season is limited to the summer months when the beaches attract thousands. A lack of indoor or cool weather attractions keep tourist numbers down for the rest of the year. This seasonality places substantial stress on facilities such as accommodation, foreshore car-parking, retail car-parking, road networks and water and sewerage systems during the summer months.

Not all infrastructure can be constructed to a level to cater for a peak summer demand of twice the number of residents, but some services, particularly sewerage and water, must accommodate peak loads. Some congestion of roads and car parks must be accepted by residents as the cost of upgrading to a peak demand capacity cannot be justified.

A major problem facing both visitors and residents is car-parking. This applies to both parking in the proximity to the beach and to the retail centre. The car parking issues at the shopping centre have been discussed in Section 4.6.2. Parking on the foreshore at the main beach is limited, however the Foreshore Committee has indicated that the level of parking at this point is adequate to meet the available beach space. To encourage more parking, and more useage of this section of the beach would result in an overuse of the existing patrolled beach. The Foreshore Committee is attempting to overcome congestion of the beach by upgrading other parking areas west of the main patrolled beach. As useage of the beach expands it may be necessary to establish a second patrolled area to relieve pressure from the exsiting main beach

First impressions are important in the tourist industry. Consequently, the entrances to Ocean Grove must be protected from inappropriate and unsightly development along Wallington, Grubb and Shell Roads. Council will need to carefully consider the impact on the amenity of the town's entrances when dealing with any development application along these roads.

The Bellarine Peninsula Tourism Strategy recognises a number of other initiatives which could be taken.

Notably:

- the establishment of a 3 to 4 star Hotel/Motel
- the gradual enhancement of caravan parks (this is discussed below)
- the establishment of self contained family accommodation units
- the enhancement of the Collendina Resort Hotel
- the promotion of festivals and events such as Rip to River Run, Ocean Grove festival etc.

The strategy also recognises the need to upgrade local infrastructure to make it more attractive to both people staying in the town or passing through for the day. This includes the enhancement of tourist corridors such as Wallington Road and Shell Road and the upgrading of the shopping centre.

4.9.1 Accommodation

The predominant form of accommodation is expected to remain camping and caravan parks with limited expansion of the hotel/motel sector. Further hotel/motel developments, particularly east of Wallington Road and south of The Terrace should be encouraged to provide for an apparent shortage of this type of opportunity. These areas are characterised by older style holiday homes which are "ripe" for redevelopment. Medium density resorts, such as the Two Bays development at Torquay, are an appropriate scale and style which would fit in with the size and character of Ocean Grove.

The Department of Conservation and Natural Resources draft Coastal Management Plan indicates a rationalisation of camping areas along the spit area. This includes the removal of camping areas from the Ocean side of "The Spit" and a reorganisation of areas on the river side. This rationalisation will see a minor decrease in overall sites on the spit. This however is compensated by the fact that more sites are being established in the adjacent Riverview Camping area. These sites are better serviced and cause less detriment to the natural environment of "The Spit".

Other opportunities exist to expand the camping accommodation in the town. This includes the existing camping ground at Collendina within its existing title or possibly to the north.

This alternative involves development on privately owned land which could either be in conjunction with the existing facility or as a separate enterprise. It has an advantage of being close to the beach, although this section of the beach is unpatrolled and may present a safety problem.

Some of the existing caravan parks could also be updated to meet future accommodation demands. The development of on-site caravans and cabins and permanent units could improve many of these facilities. Depending upon what redevelopment is involved, rezoning to allow a more flexible use of these sites may be desirable.

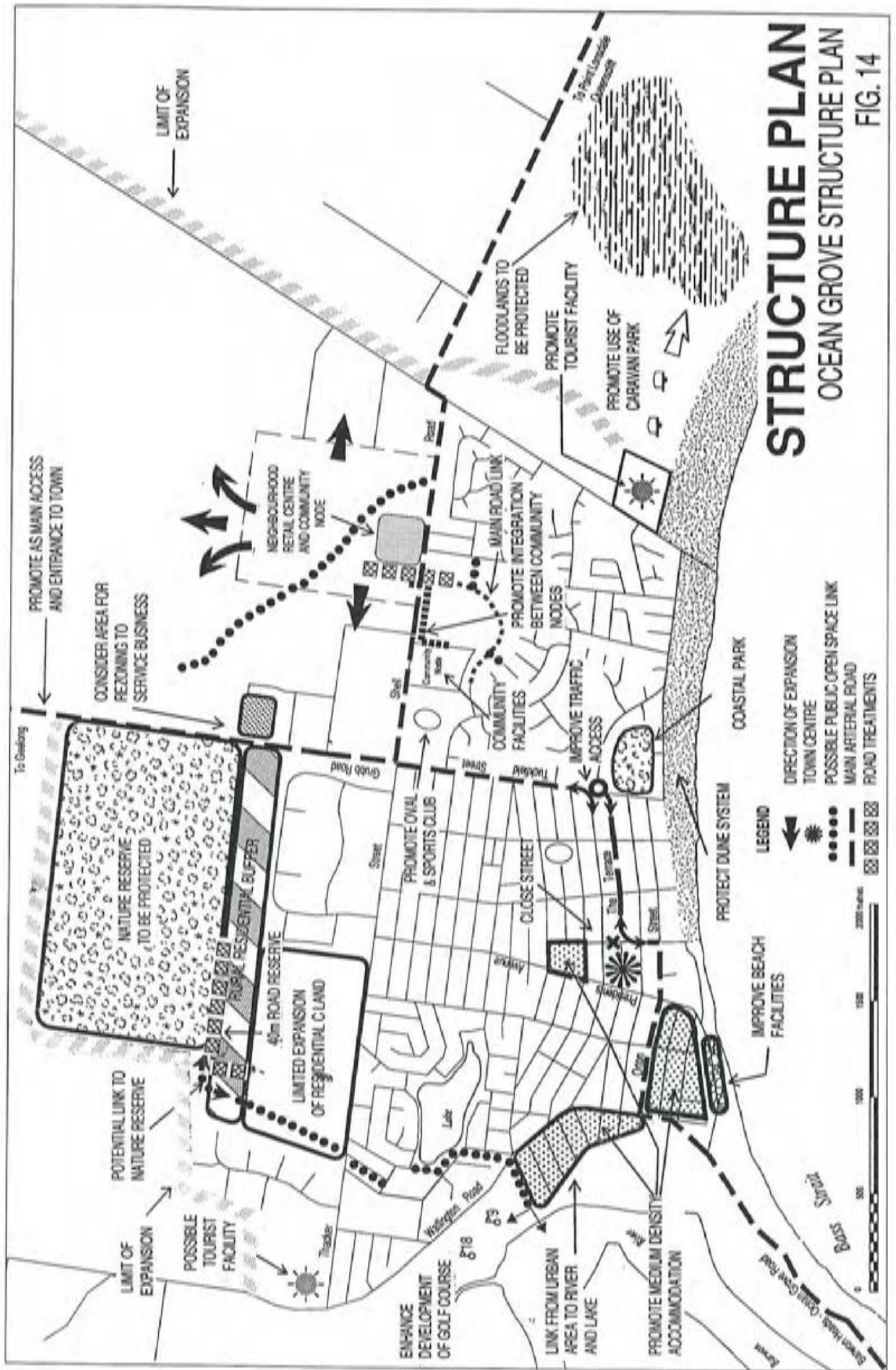
Construction of higher density units, particularly apartment and motel styled developments providing short term accommodation opportunities for visitors, should be encouraged especially in the southern area of Ocean Grove close to the waterfront and around the commercial area of The Terrace.

The Wynndean Caravan Park site should be encouraged to be redeveloped for such accommodation if the caravan park ceases operation. This is the only large relatively undeveloped site on the foreshore which would be suited to intensive use for accommodation and entertainment purposes. This would require a change of the current land use zoning.

Another site which may be appropriate for resort development is the Uniting Church Youth Camp in Presidents Avenue. Given its proximity to facilities and size, one option for the development of this site would be for accommodation and entertainment purposes. Council should ensure that any redevelopment proposals for this site have due regard to its prominence and potential. As discussed in Section 4.2.2 this site could be rezoned to Residential 'A'. This would provide greater flexibility for the site to be developed for more intensive accommodation for either tourists or permanent residents.

The other resort site which has potential to be further developed is the Collendina Hotel/Motel. This development currently occupies approximately one third of the entire zoned land. The remaining area is considered suitable for more low key resort development, which is sensitive for the wetland areas east of the site. This area is not suitable to intensive residential use as it is not located near the range of community facilities needed to support such development and is adjacent to sensitive rural land.

The resort designations on the 1979 Ocean Grove Structure Plan should be retained, unless a suitable alternative zoning is determined as discussed above. Only the area on the north-east corner of Wallington and Thacker Streets has not been developed.



5. THE STRUCTURE PLAN

The Structure Plan (Figure 14) has been prepared to guide the development of Ocean Grove into the twenty first century. Based on predictions of population growth, the Structure Plan identifies infrastructure and servicing requirements to produce a socially, economically and environmentally viable plan for development of the township.

The policies contained within this part are intended to reflect State and Regional policies and recognise the opportunities and constraints of the township to provide action plans to guide the development of Ocean Grove.

5.1 RESIDENTIAL DEVELOPMENT POLICIES

- * Facilities should be provided on a basis that an additional 7,000 people will need to be accommodated in Ocean Grove in the next 15-20 years.
- * The Kingston Downs area to the north east of the town will be the direction for the town's future residential growth.
- * Development of residential land will be limited to those areas designated in this Structure Plan as depicted in Figure 14.

5.1.1 Conventional Residential Development

- * Ocean Grove will be encouraged to develop in accordance with its role as a preferred centre for coastal growth as designated in the Geelong Region Development Strategy.
- * Council will encourage residential subdivisions to be designed in such a manner to maximise lot yield but also to provide a diversity of opportunities.
- * Residential development will occur north of Shell Road and be generally in accordance with the Kingston Downs Outline Development Plan currently being developed by council with the developers of the site. Development of this area will be staged in response to demand for lots.
- * Redevelopment of the Ocean Grand Drive and Trethowan Avenue rural residential area will be encouraged to make more efficient use of extensions to services.
- * Land in Coolaman Drive will be redeveloped as demand warrants to be incorporated into the Kingston Downs area.

5.1.2 Medium Density Residential Development

- * Medium density housing will be encouraged south of The Terrace and around the existing commercial and community centres to maximise access to these facilities. Medium density housing will also be encouraged in proximity to the future recreational node and shopping centre in Kingston Downs. Areas suitable for medium density development are marked on Diagram 12.

- * Council will review its "Multi Dwelling Development Policy" in line with its Review of Residential Regulations and the Victorian Code for Residential Development. This should enable the development of nodes in proximity to commercial and community facilities and to facilitate maximum use of areas with good access to the beach, river and retail centre as indicated in Figure 12.
- * Large sites such as the Uniting Church property north of the Commercial Office area on The Avenue or the Caravan Parks within the built up area will be considered for redevelopment for medium density accommodation purposes. This may include uses such as units, retirement village or tourist accommodation.

5.1.3 Residential 'C' Development

- * All low density development will be provided with electricity, telephone, reticulated water and reticulated sewerage.
- * New Residential 'C' development will be restricted to the area identified on the Structure Plan (Figure 14), being to north of Thacker Street between Belle Vue and Woodlands Estate. Consideration will also be given to rezoning part of the Collendina resort site for low density residential purposes if a resort development is proven unviable on this site.

5.1.4 Rural Residential Development

- * Ocean Grove is not a designated Rural Residential node and this type of living opportunity will not be provided except in accordance with the Structure Plan.
- * All Rural Residential lots must be capable of being serviced with electricity and reticulated water prior to development.

5.2 COMMUNITY FACILITIES POLICIES

The case study undertaken of Ocean Grove as a social planning exercise and attached as Appendix One made a number of recommendations for the integration of services. Namely:

- * A number of services including occasional care through Family Day care need to be improved. Council's Human Services department will be encouraged to establish means of meeting these increasing demands on services.
- * The development of more residential care facilities for the elderly will be supported, particularly where they are close to other community and retail facilities.
- * Investigation will be carried out to identify a suitable location for a new neighbourhood house in the developing neighbourhoods as the population increases.

5.2.1 Education

- * The development of the existing high school into a full junior High School will be supported by Council and the Ministry of Education.
- * The Council will assist the Ministry of Education to identify a site for a third State primary school as part of the Kingston Downs Outline Development Plan.

5.2.2 Open Space and Recreation

- * Shell Road Reserve shall continue to be developed to provide residents with a sporting and recreational focus to the township.
- * The establishment of open space spines providing pedestrian links between different areas and activities shall be encouraged in all subdivisions and should generally be in accordance with the Structure Plan (Figure 14).
- * Investigation will be undertaken into the need to expand or relocate the Golf Course in consultation with the Ocean Grove Golf Club.
- * The Ocean Grove Nature Reserve will be protected from urban encroachment and urban development will not be permitted on its western or northern boundaries.
- * Future Public Open Space will be provided where practicable in accordance with Council's "Recreational Land Requirements" policy Sept. 1991. (As attached in Appendix 3).
- * The existing Football and Cricket clubs will be based at the Shell Road Reserve with improved facilities being located at this site. The Draper Street oval will be for less intensive recreational uses.
- * Investigation will be undertaken as to the requirements for current and future recreation needs with a view to providing appropriate recreational facilities within future subdivisions.

5.3 COMMERCIAL FACILITIES POLICIES

5.3.1 Retailing

- * The Terrace commercial centre will remain the primary retailing centre in Ocean Grove. This will include the redevelopment of underutilized zoned land, particularly to the east with the closure of Hodgson Street. This will be undertaken under the direction of Council.

- * Land will be made available on Shell Road as marked on the Structure Plan for a new basic neighbourhood centre with an initial floor area of up to 2000m² (based on a catchment of 2000 persons). As residential expansion occurs, this may expand to a full neighbourhood centre of 4000m² as population growth creates a catchment of 5000 persons.
- * Development of a service station/convenience store at the entrance to the town at the intersection of Tuckfield Street and Shell Road is supported.
- * No additional retail zones will be permitted except in accordance with this Structure Plan (Figure 14).
- * Council will develop a plan for the redevelopment of the Terrace with the closure of Hodgson Street. This will include a review of carparking provisions and design, the development of a town square and the redevelopment of sites east of the existing Hodgson Street.
- * Tourist oriented retailing will be encouraged to locate in The Terrace.
- * Development of access to the rear of the shops south of The Terrace to provide commercial access at the rear of the shops and some parking is supported.

5.3.2 Office Development

- * No additional commercial office zoning is required.
- * Floorspace restrictions in the Greater Geelong Planning Scheme shall be removed to enable appropriate redevelopment of the lots.
- * Prior to removal of floorspace restrictions, consideration should be given to a height and plot ratio limitations to ensure retention of the amenity of the area.
- * Council will ensure that all development provides adequate on-site parking.

5.4 INDUSTRIAL DEVELOPMENT

- * The existing local Industrial estate on Grubb Road will continue to be developed within its existing zone boundary.
- * Landscaping guidelines will be developed to ensure Grubb Road remains an attractive entrance to the town.
- * Provision of local employment opportunities will be encouraged.
- * An area of the existing Industrial zoned land adjacent to Grubb Road will be rezoned for service business purposes.

- * No additional area shall be rezoned for Industrial Development adjacent to the existing industrial zoned land.

5.5 TRANSPORTATION POLICIES

5.5.1 Roads

- * The Council will advocate that Vic Roads continues to retain provision for the duplication of the Bellarine Highway to Grubb Road.
- * Council, in conjunction with Vic Roads, will undertake traffic improvement works at intersections and along The Terrace as recommended by the Ocean Grove Traffic Study.
- * The Council will advocate that Vic Roads expedites the duplication of Grubb Road from Shell Road to the Bellarine Highway.

5.5.2 Public Transport Policies

- * Council will encourage the provision and use of public transport by providing suitably located bus stops and facilities.
- * Investigation will be undertaken as to the provision and location of public transport facilities in the town.

5.5.3 Bicycle/Pedestrian Policies

- * Council will provide bicycle lanes and foot paths and take appropriate measures to ensure the safety of cyclists and pedestrians in accordance with the Bicycle Strategy of Council.
- * Pedestrian and cycle paths will be provided by Council to link major community facilities including schools, public open space and other nearby townships.

5.6 TOURISM POLICIES

- * Ocean Grove will continue to be promoted as an important tourist destination.
- * The Council will seek to have Wallington Road designated a tourist entry to Ocean Grove and will ensure the protection of the visual amenity of this road.
- * Council will ensure the protection of the visual amenity of Grubb Road, Wallington Road and Shell Road to provide an attractive vista along the approaches to Ocean Grove.
- * Development within resort zones will be primarily for accommodation, recreation or entertainment purposes.

- * The Ocean Grove Foreshore Committee in conjunction with Council will continue its program of maintenance and upgrading of the foreshore and camping facilities.
- * Attractions and activities which extend the tourist 'season' will be encouraged.

6. IMPLEMENTATION OF THE STRUCTURE PLAN

This Structure Plan which is proposed by this discussion document brings together the policies of the Government Departments, City of Greater Geelong, and servicing authorities to guide the development of Ocean Grove into the 21st Century.

The most critical aspect of a document such as this is its implementation - the manner in which the policies are achieved. Some policies, such as "recognising urban growth limits", require no direct action, but form a framework for decision making. However, most of the tasks contained herein must be assigned to the relevant organisation for action. Timing and priorities should be monitored and reviewed on an ongoing basis.

The following areas have been identified for further investigation:

- (i) Detailed staging and development plan for the Kingston Downs Development (developer and Council).
- (ii) Urban design guidelines for The Terrace Shopping Centre (Council).
- (iii) Investigation into the provision and location of public transport within the town (Council).
- (iv) Preparation of a development plan for the redevelopment of the Terrace Shopping centre (Council).

In addition to these investigations the following agencies have identified responsibilities to fulfil once the public discussion document phase has been completed and a structure plan is finally adopted.

(1) Vic Roads and/or Council

- complete the duplication of the Bellarine Highway between Wallington and Grubb Roads
- undertake intersection improvement works as indicated in this plan

(2) Geelong and District Water Board

- continue to augment water and sewerage systems to improve the service to existing households and to extend the areas serviced in accordance with this Structure Plan

(3) City of Greater Geelong

- administer the development proposals and prepare detailed planning policies in accordance with this Structure Plan eg: Multi-Dwelling Development Policy review. Council is also responsible for implementing the many supporting strategies including the Community Plan, Bicycle Strategy, Tourism Strategy etc
- undertake a redevelopment program for The Town Centre.
- implement rezonings as recommended

- partake in additional studies as identified
- amend Greater Geelong Planning Scheme Ordinance to remove floor area restriction in Commercial Office Zone.
- investigate what area of the existing zoned industrial land should be rezoned to Service Business.

Rezoning:

Refer Figure 15

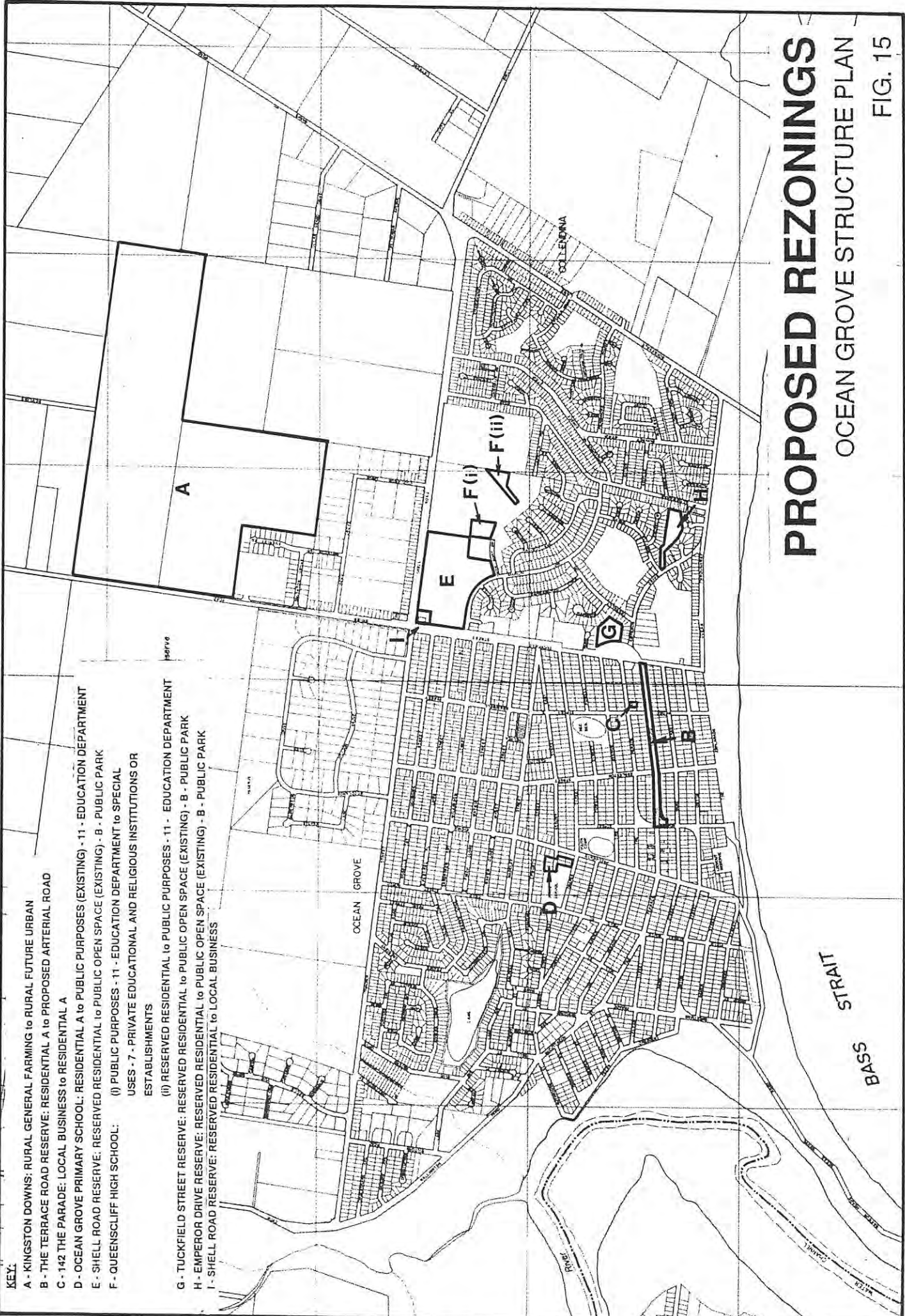
- (A) Kingston Downs - additional land to Rural Future Urban providing for 10 year growth of the town. The rezoning of Rural Future Urban should be undertaken immediately to prevent inappropriate development.
- (B) The Terrace Road reserve between Hodgson Street and Tuckfield Street from Residential 'A' to Proposed Arterial Road. This will properly identify this road as the through traffic route of the town.

In addition to these zones a number of anomalies were identified through the study. These need to be rectified:

- (C) 142 The Parade - it is proposed to rezone this residential sized lot from Local Business to Residential 'A' to reflect its current use of three units and preferred use for the future.
- (D) Ocean Grove Primary School - the school has expanded its boundaries taking in several adjacent residential lots. Rezoning these lots from Residential 'A' to a Public Purposes reservation for the Education Department reflects current ownership.
- (E) Shell Road Recreation Reserve - this area has been substantially developed as a recreation reserve even though zoned Reserved Residential. It is proposed to rezone the park to Public Open Space (Existing)-B-Public Park thus reflecting its use and ownership.
- (F) Queenscliff High School - the Ministry of Education has rationalised the site of the High School on Shell Road resulting in land transfers between the Roman Catholic Trust, the former Rural City of Bellarine and themselves. These proposed rezonings reflect the changed ownerships.
 - (i) Public Purposes-11-Education Department to Special Uses -7-Private Educational and Religious Institutions or Establishments.
 - (ii) Reserved Residential to Public Purposes-11-Education Department.
- (G) Tuckfield Street Reserve - the rezoning from Reserved Residential to Public Open Space (Existing)-B-Public Park would reflect the Council's acquisition of this land.
- (H) Reserve off Emperor Drive - it is proposed to rezone this area from Reserved Residential to Public Open Space (Existing)-B-Public Park in accordance with its ownership and use.
- (I) Corner of Tuckfield Street and Shell Road to Local Business. This facilitates the redevelopment of the S.E.S. on this corner.

KEY:

- A - KINGSTON DOWNS: RURAL GENERAL FARMING to RURAL FUTURE URBAN
- B - THE TERRACE ROAD RESERVE: RESIDENTIAL A to PROPOSED ARTERIAL ROAD
- C - 142 THE PARADE: LOCAL BUSINESS to RESIDENTIAL A
- D - OCEAN GROVE PRIMARY SCHOOL: RESIDENTIAL A to PUBLIC PURPOSES (EXISTING) - 11 - EDUCATION DEPARTMENT
- E - SHELL ROAD RESERVE: RESERVED RESIDENTIAL to PUBLIC OPEN SPACE (EXISTING) - B - PUBLIC PARK
- F - QUEENSCLIFF HIGH SCHOOL:
 - (i) PUBLIC PURPOSES - 11 - EDUCATION DEPARTMENT to SPECIAL USES - 7 - PRIVATE EDUCATIONAL AND RELIGIOUS INSTITUTIONS OR ESTABLISHMENTS
 - (ii) RESERVED RESIDENTIAL to PUBLIC PURPOSES - 11 - EDUCATION DEPARTMENT
- G - TUCKFIELD STREET RESERVE: RESERVED RESIDENTIAL to PUBLIC OPEN SPACE (EXISTING) - B - PUBLIC PARK
- H - EMPEROR DRIVE RESERVE: RESERVED RESIDENTIAL to PUBLIC OPEN SPACE (EXISTING) - B - PUBLIC PARK
- I - SHELL ROAD RESERVE: RESERVED RESIDENTIAL to LOCAL BUSINESS



PROPOSED REZONINGS

OCEAN GROVE STRUCTURE PLAN

FIG. 15

7. REFERENCES

- * Australian Bureau of Statistics - 1986 and 1991 Census Data.
- * ARUP Transportation Planning - Bellarine Roads Study. Job No. 5786, July 1990.
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APPENDIX 1

CASE STUDY OF PROVISION OF HUMAN SERVICES IN OCEAN GROVE.

APPENDIX 4

CURRENT HUMAN SERVICES AVAILABLE AND ASSESSMENT OF ABILITY TO MEET NEEDS

PARTICIPANTS INVOLVED IN SERVICE PROVIDER WORKSHOP

Anne Magyar	Family & Children's Services Co-ordinator, Bellarine City
Patsy Morrison	Home Care and Aged Services Co-ordinator, Bellarine City
Jodie Henderson	Recreation Officer, Bellarine City
Bill Linford	Youth Services Development Officer, Bellarine City
Cletus Kweifio-Okhai	Strategic Planning Officer, Bellarine City
Clare Hargreaves	Human Services Manager, Bellarine City
Peter Hunt	Geelong Regional Library
Margaret Skeen	Geelong Regional Library,(Ocean Grove Branch)
Austin Paterson	Administrator, Queenscliff Community Health Centre
Jayne Kotz	Community Health Nurse, Queenscliff Community Health Centre
Jo Barnes	Community Health Nurse, Queenscliff Community Health Centre
Shirley Osborne	Board Member, Ocean Grove Neighbourhood Centre

HUMAN SERVICES AND COMMUNITY FACILITIES IN OCEAN GROVE

This section identifies the key services available to people living in Ocean Grove as well as additional services currently being planned. It also identifies some of the major issues confronting residents and service providers in Ocean Grove.

1. Services and Facilities in Ocean Grove
 - a. Services For Families With Children
 - * Within Ocean Grove, residents have access to two Maternal and Child Health Centres; one located near the main activity centre and the other in the Collendina area.
 - * There are three preschools currently operating in Ocean Grove; two of which service the more established parts of Ocean Grove with the third providing a service for residents in the Collendina area.
 - * Across the Ocean Grove/Collendina area, there are five playgroups providing social contact and activities for children aged between 0-5 years and their parents.
 - * A toy library operates one half day per week from the Scout Hall in The Avenue.
 - * Council funded Family Day Care provides 130 effective full time places across the municipality, including Ocean Grove.
 - * The Star of the Sea Catholic Primary School in conjunction with the Department of Sport and Recreation operate an after school activity program for students attending the school.

- * Ocean Grove has two primary schools, one catholic and the other government. In addition, Surfside Primary School is currently under construction and will serve residents living in the Collendina area.
- * The Council also operates a school holiday program during the Term 1, 2 and 3 holidays. There are thirty available places on the program.
- * The Ocean Grove Neighbourhood Centre provides a variety of child care options:
 - 3 year old kindergarten groups;
 - some occasional child care is available;
 - the centre also operates an after school program catering for a maximum of 30 primary school aged children from 3.30-6.00 pm during term.
- * The council Children's Services Resource Worker is available to resource all children's services staff and community groups and assist with the development of playgroups etc. This position is shared with two other local governments.

b. Services for Young People

- * The Youth Services Development Officer is employed by the Council to support young people living in Bellarine City and assist community groups to develop services that cater for the needs of young people.
- * Queenscliff High School, Junior Campus is located in Ocean Grove. It caters only for Year 7 and 8 students and more senior students need to travel out of the area to Queenscliff or Geelong.
- * There are a number of youth groups run by various church groups in the area.
- * A phone service operates within Bellarine City that provides young people with advice and information. Information is also distributed through booklets and posters.
- * A skateboard ramp is located in the Shell Road Recreation Reserve.

c. Services for Older People

- * Older people living in Ocean Grove have access to a Senior Citizens' Centre located in The Terrace. The centre consists of a purpose built hall and provides social activities five and a half days per week. The council subsidises a hairdresser who works at the centre twice a week.
- * In addition to activities at the Senior Citizens' centre, other opportunities for social interaction include:
 - happy Hour sing-a-longs held in the Uniting Church Hall;
 - several organisations and special interest groups, such as the Craft Group, that meet regularly in Ocean Grove.
- * The Neighbourhood Centre runs the University of the 3rd Age which provides classes and courses to people aged 50 years and over.
- * Other services available to older people include:

- The council organised home care service which provides practical assistance with household duties and support for frail older people and people with disabilities;
- The Meals on Wheels service provides home delivered meals to people with disabilities and housebound older people. The service also provides some centre based meals;
- The Home Maintenance service is available to older people who need assistance with maintenance and repair jobs of a minor nature.
- Residents of Ocean Grove are eligible for places on the Barwon Linkages project which caters specifically for older people with dementia. (Residents of Bellarine City have access to 20 places on the project.)

d. Health Services

* Ocean Grove residents are serviced by the Queenscliff & District Community Health Centre and Health Link its satellite situated in Ocean Grove. Health Link services include:

- a full time Community Health Worker;
- the Needle and Syringe Exchange Program;
- sessions equivalent to approximately one day per week in the following areas;
 - . physiotherapy;
 - . occupational therapy;
 - . speech pathology;
 - . dietetics;
 - . welfare;
 - . a Community Health Nurse is also available on a sessional basis.

* Private medical, radiology and pathology services are located in the centre of the Ocean Grove township.

e. Neighbourhood Centres/Houses

* The Ocean Grove Neighbourhood Centre is located in the hub of Ocean Grove, close to the retail centre and major services. It offers residents a wide range of services and activities including: child care; adult education classes; an integration program for adults with mild intellectual disabilities; the University of the 3rd Age. The centre also provides a venue that facilitates community contact and information sharing and a meeting place for community groups.

f. Recreation/Leisure Services and Facilities

People living in Ocean Grove have access to a variety of recreation and leisure services including:

* The newly constructed Ocean Grove Community and Sports Centre. At its first stage, the centre provides a two court stadium, large and small meeting and community activity rooms and facility for occasional child care. The centre is located in the Shell Road Recreation Reserve which provides tennis courts, a skateboard ramp and opportunities for other recreational pursuits.

* Ocean Grove also has a number of sporting clubs as well as scouts and brownies.

- * A number of private businesses provide leisure and cultural pursuits such as ballet, drama, music. There is also a private gymnasium.
- * During the summer months, a cinema is run in the Ocean Grove football club rooms.
- * Ocean Grove has a high number of community groups including:
 - naturalist groups;
 - special interest groups;
 - craft groups;
 - self-help groups;
 - service organisations.
- * The Ocean Grove Library operates from a shop located in the main shopping centre. In addition to borrowing and information services, the library runs children's story times and holiday activities.
- * The Municipal Recreation Officer employed by the Council is available to assist residents and community groups in relation to their recreation and leisure needs.
- * Ocean Grove has a number of sports and recreation reserves including:
 - the Ocean Grove Nature Reserve;
 - Ocean Grove Recreation Reserve;
 - Ocean Grove Tennis Centre;
 - Ocean Grove Golf Course;
 - Collendina Reserve;
 - Kingston Park.

g. Community Development

- * The Council's Community Development Officer operates across Bellarine City to resource community groups and liaise with and between services and groups such as the Neighbourhood Centre, Health Link and the Ocean Grove Community Association.
- * The Ocean Grove Community Association currently has 50-60 members. The group provides a forum for exchange of views and information about issues related to the Ocean Grove community.
- * The Ocean Grove Visiting Programme is the initiative of Health Link. The programme involves visiting all Ocean Grove households in an attempt to promote resident discussion and involvement in identifying health issues in the community and consultation to ensure that these issues are appropriately addressed.
- * The community newsletter, the Ocean Grove Observer, has a circulation of 4,500. The newsletter contains local news and information and provides free advertising space for community groups.
- * The Ocean Grove Festival is held annually in March.
- * Community groups in Ocean Grove have access to the Bellarine Council's 39 and 12 seater community buses.

h. Welfare and General Support Services

- * A number of churches provide material aid and support for Ocean Grove residents. Areas in which assistance is offered include: food/meals; transport; housework; counselling; and financial assistance.

2. Additional Services Being Planned

In addition to existing services and facilities in Ocean Grove, there are a number of services and facilities currently being planned.

- * An integrated children's services facility attached to the Surfside preschool. This facility will incorporate: a preschool; long day care; part time day care; occasional care - if space is available; a maternal and child health centre; a parent/community area; and space for visiting staff such as family day care staff.
- * At present the Council Youth Officer, in conjunction with the Department of Planning and Housing, is working on plans to establish short/medium term accommodation for homeless young people in Ocean Grove. It is hoped that a two-bedroom unit will be available for use in 1992.
- * A combined Community Services, Health and Library facility is being planned for location on the Presidents Avenue Hall site. It is envisaged that this facility will become the key local service delivery point for health and community services in Ocean Grove. When completed, the facility will provide space for: Health Link staff and services; community services such as Home Care, Family Day Care, Counselling and Maternal and Child Health; an adult day care service is also proposed to be provided from this location; a permanent library; and a toy library. Space will also be allocated for Geelong services that wish to provide an outreach service. It is hoped that the facility will be constructed in 1993.
- * In the interim a temporary facility is currently being planned to serve as a service delivery point for health and community services. In September 1991, a temporary building is to be located at the back of the Presidents Avenue site.

3. Capacity of Services to Meet the Needs of the Community

Ocean Grove residents have access to a range of services and facilities. However, it is clear that rapid population growth is making it increasingly difficult for many of these services and facilities to maintain adequate levels of provision and the additional population planned for the area will place even greater stress upon the current service system.

Listed below are some of the key issues raised in relation to the capacity of specific services and facilities to meet the current demands of the Ocean Grove community.

- * While various children's services are currently coping with demand, there are some major gaps in available services such as centre based child care. Other services such as Maternal and Child Health and Family Day Care are beginning to reach capacity. There is demand for provision of occasional care through Family Day care. There is also some difficulty associated with finding suitable venues for playgroups and the toy library.

-
- * There are a number of services catering for the needs of families with children for which people must travel outside the area. These services include: centre based long day care; family planning; family counselling; and services for children with disabilities.
 - * There are a number of areas in which the needs of older people were considered to be inadequately catered for by current services. These included: a lack of service for low-income people who generally had to travel out of the area for services such as podiatry; a lack of sufficient counselling services; a lack of residential care. The lack of residential care options in Ocean Grove means that people must look further afield to areas like Queenscliff and Drysdale. Unfortunately many of these options are inadequately serviced by public transport.
 - * While Ocean Grove residents have access to a wide variety of medical and allied health services, there are some areas of service that are currently lacking. There is a great demand for more female medical practitioners. There are no social workers or psychologists working in Ocean Grove. Ocean Grove is also not adequately catered for in the area of support and counselling services.
 - * Library services are currently very well utilised. Unfortunately the library's current location inhibits its ability to cater adequately for user demand. Available space limits stock capacity and makes it impossible to provide space for study or casual reading.
 - * Senior secondary students in Ocean Grove are required to travel out of the area as the secondary school in the township caters only for Year 7 and 8 students.

4. Issues for People Living in Ocean Grove

There are number of key issues confronting people who live in Ocean Grove that should be addressed when planning for the future development of Ocean Grove. This is necessary in order to maximise the potential to plan new areas of development that avoid re-creation of the problems faced by current residents while at the same time trying to address existing service deficits and problems in established areas.

- * While Ocean Grove still presents affordable housing options for people wishing to purchase family homes on standard blocks; other groups within the community are sometimes adversely affected by the lack of housing opportunities appropriate to their needs. For example, much of the rental property in Ocean Grove is available only from March to December, which suits some sectors of the community who leave Ocean Grove during the summer. However, for many others who have no option but to rent, this situation can create extreme difficulty.

Other groups whose housing needs are not adequately catered for are older people, young people, single person households and single parent families. These people require housing options that are affordable, manageable and appropriate to their particular life stage. There is also a shortage of crisis accommodation in Ocean Grove. It is hoped however that this will be redressed to some extent by the provision of short/medium term accommodation for young people, currently being planned by the Council Youth Officer and the Ministry of Housing.

- * Public transport services are currently inadequate. Services around the township and between Ocean Grove and other townships or Geelong are neither sufficiently frequent nor diverse to cater to the needs of residents who do not have access to private transport. Particularly affected are young people, older people and families who do not have access to a vehicle during the day.

-
- * Options for young people living in Ocean Grove are limited. There is little opportunity for involvement and participation in community activities. Establishment of a sense of "belonging" and social networks are further inhibited by the fact that young people above the age of 13 - 14 years are forced to travel to other areas to attend secondary school. Entertainment and leisure activities for young people within Ocean Grove are limited, necessitating travel outside the area. In the absence of adequate public transport, many young people rely heavily on family transport, a situation that is identified as placing great strain upon some families.

Additionally, few further education and employment opportunities exist for young people living in Ocean Grove. As a consequence of inadequate or limited opportunities for young people it was reported that a number of young people and their families appear to be leaving the area.

- * While Ocean Grove offers reasonably good levels of services for older people, there are some deficits. Most of the available residential care options are located in Queenscliff or Portarlington. As a result, once Ocean Grove residents enter residential care, it is difficult for them to maintain friendship networks because of the distance; inadequate public transport adds to this problem. Options for older people to remain living in Ocean Grove are further limited by the absence of appropriate housing options, inadequate adult day care facilities and the absence of available respite care.

5. Capacity of Services to Meet the Needs of Additional Population

The Bellarine Rural City Council has commissioned a number of studies recently in order to gauge the needs of residents and evaluate the adequacy of current provision of services and facilities. As a result, several of the issues raised in the previous section are already being addressed. For example plans for the integrated community services, health and library facility and the integrated children's services facility will provide extended services to cover current need as well as having the flexibility to adapt to future requirements.

Significant increase in population will ultimately affect the required levels of provision for all services and facilities. However, those services that are currently approaching full capacity will be most sensitive to the initial impact of increased population. These services include: Maternal and Child Health Centres; Family Day Care and other types of child care including before and after school care, long day care and occasional care. In addition, the extension of the activities of the Ocean Grove Neighbourhood House to cater for new communities or the establishment of another House in developing neighbourhoods would be seen as vital to the development of a sense of community and provision of a focal point in newly developing areas.

APPENDIX 2
ALLOTMENT ANALYSIS
OCEAN GROVE LOT SUPPLY FIGURES

Area	Existing Lots	Built	Vacant	Potential
<u>Old Ocean Grove</u>				
Res 'A'	2930	2522	408	41
<u>Collendian</u>				
Res 'A'/Reserved Res	1719	935	784	204
Res 'C'	47	25	22	0
<u>Belle Vue</u>				
Res 'C'	56	43	13	22
<u>Woodlands</u>				
Res 'C'	112	104	8	1
Rural Res	7	6	1	0
<u>Adco Grove</u>				
Res 'C'	75	58	17	0
<u>Marcus Hill</u>				
Rural Res	21	18	3	0

From :Site Inspection 8.7.92

LOTS BY ZONING AND DEVELOPMENT STATUS

<u>LOTS</u>	<u>RES. 'A' & RESERVED RES.</u>	<u>RES. 'C'</u>	<u>RURAL RES.</u>	<u>TOTAL</u>
<hr/>				
(a) Existing	4601	290	28	4919
(b) Developed	3588	200	24	3812
(c) Vacant	1013	90	4	1107
(d) PotentialCapacity	1510	22	0	1532
(a) Existing	= current number of allotments			
(b) Developed	= allotments on which building permits have been issued			
(c) Vacant	= subdivided allotments yet to be developed			
(d) Potential Capacity	= additional allotments which could be created through subdivision			
<hr/>				

APPENDIX 3

COUNCIL RECREATION LAND REQUIREMENT ACTION PROGRAM (1991)

AREA NUMBER	RECOMMENDED ACTION	* T.P.	* R.P.
	<p style="text-align: center;"><u>INDENTED HEAD</u></p>		
<p style="text-align: center;">6A Map 7 F-4</p>	<p>NOTE: Regarding Leftenus and Vermont subdivision in Indented Head. The provision of the retardation basin as open space should be designed in such a way that it is accessible and aesthetically pleasant. (Being negotiated presently with developers).</p>	1	1
	<p style="text-align: center;">(B) <u>BELLARINE RIDING</u></p> <p style="text-align: center;"><u>ST LEONARDS</u></p>		
<p style="text-align: center;">7 Map 8 D-10</p>	<p>Open space bounded by Seaview, Leviens and Horne Streets, needs to be retained to service the outlying residential area.</p>	1	2
<p style="text-align: center;">8 Map 8 D-5</p>	<p>If part of the St Leonards Golf Course Land is sold and subdivided, an opportunity exists to obtain open space to serve the residential area in the vicinity of Wattletree/Coatsworth Avenues.</p>	2	9
<p style="text-align: center;">9 Map 8 -E10</p>	<p>There is an opportunity to centrally locate open space in the new Mayo Drive subdivision.</p>	3	10
<p style="text-align: center;">10 Map 8 E-2 to G-2</p>	<p>Provision for further open space to be investigated on completion of the Salt Lake Lagoon study currently being undertaken by the Geelong Regional Commission and the Department of Conservation and Environment.</p>	4	11
<p style="text-align: center;">11 Map 9 E-7</p>	<p>There is an opportunity to obtain open space at Edward Point Road off Bluff Road when subdivision takes place.</p>		
	<p style="text-align: center;"><u>OCEAN GROVE</u></p>		
<p style="text-align: center;">12 Map 11 E-8 and D-6</p>	<p>Vacant land is currently available for purchase in new subdivision central to under-served open space areas. Investigation into the purchase of land for a pedestrian link between Endeavour Drive and the retardation basin in the "Arlington" estate should also be carried out.</p>	1	1
<p style="text-align: center;">13 Map 12 E-7</p>	<p>The designation of the impassable roads at Hills Street and Field Street as local parks should be investigated.</p>	2	3
<p style="text-align: center;">14 Map 11 H-3</p>	<p>As there is no open space provision in central Collendina, it is recommended that the retardation basin site be developed to provide an accessible and usable public open space. Perhaps a passive park along the lines of the Gateway Sanctuary would be appropriate.</p>	3	4

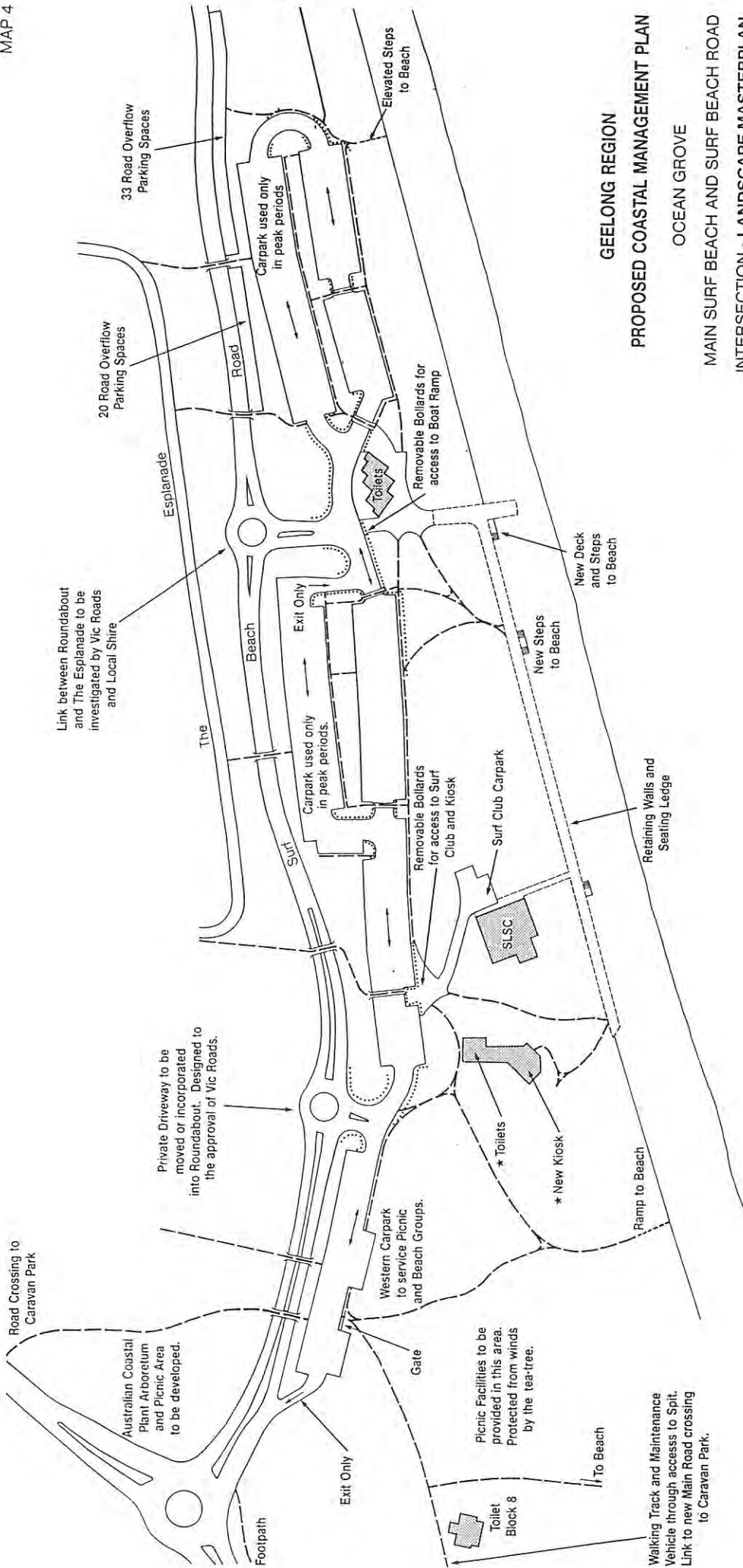
* T.P. - Township Priority
* R.P. - Riding Priority

AREA NUMBER	RECOMMENDED ACTION	* T.P.	* R.P.
15 Map 12 B-10	Investigate the acquisition of a single larger open space to service the north east area of Ocean Grove.	4	5
16 Map 11 H-2	Encourage the development of the Geelong Regional Commission's Lagoon Sanctuary Open Space proposal when negotiations to the satisfaction of Council are completed.	5	6
17 Map 12 E-9	Ocean Grove Youth Camp; If youth camp land is sold and subdivided, there is an opportunity to obtain open space in this area. NOTE: Time factor will influence this priority.	6	7
18 Map 12 B-2	It is recommended that part of Wiltons Road Reserve intended to be sold is retained to service the underserved open space area in the north-west corner of Ocean Grove. NOTE: Time factor will influence this priority.	7	8
19 Map 12 A-4	There is an opportunity to develop an open space link between Belle Vue Estate and Blue Waters Lake Reserve.	8	12
20 Map 12A F-9	Woodlands Reserve. Investigate the upgrade of Woodlands Reserve for better use.	9	13

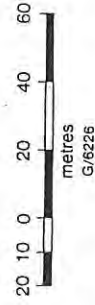
* T.P. - Township Priority
* R.P. - Riding Priority

APPENDIX 4

**DEPARTMENT OF CONSERVATION AND ENVIRONMENT - PROPOSED
COASTAL MANAGEMENT PLAN**



GEELOG REGION
PROPOSED COASTAL MANAGEMENT PLAN
 OCEAN GROVE
 MAIN SURF BEACH AND SURF BEACH ROAD
 INTERSECTION - LANDSCAPE MASTERPLAN



- Pedestrian Walkway
- Bollards
- * Plans to be approved

APPENDIX 5

TRAFFIC MANAGEMENT PROPOSALS FROM TTM TRAFFIC STUDY 1992

APPENDIX 6

BELLARINE BICYCLE STRATEGY

(i)

EXECUTIVE SUMMARY

The Bellarine Bicycle Strategy was prepared with the specific objectives of providing a structured approach for Bellarine Rural City Council to follow over the next 5 years in allocating funds and planning resources to the development of bicycle programs and facilities for the municipality. The study involved:

- examination of existing data relating to bicycles in Drysdale/Clifton Springs and Ocean Grove
- surveys of bicycle ownership, usage, perceived problems and community needs
- consultation with community groups and state agencies, and
- preparation of a final report taking into consideration in the 4E's approach of Engineering, Education, Enforcement and Encouragement issues.

This report on a number of occasions refers to "Bellarine Outer". When "Bellarine Outer" is cited in this report it refers to that part of the Municipality east of Ocean Grove Grove, Curlewis Road and Hermsley Road and the Borough of Queenscliffe.

The consultants have recognised the expressed desire of the Steering Committee for the study to give a higher priority to off-road cycling facilities.

Consistent with the study brief as it applies to the study area this report does not recommend treatment for cyclists on the local street system. In part, it recommends upgrading, modifying and extending the system of bike lanes that exist in the study area.

Where practical and where resources allow, Council should give due consideration to the provision of off-road facilities when planning for cyclists in the study area.

(ii)

In detail the study concluded that a number of projects should be undertaken in the categories of:

- Behavioural Programs (Education, Encouragement and Enforcement), and
- Engineering.

BEHAVIOURAL PROGRAMS

"A metre of tar and a leaning rail" have been seen by many as sufficient to plan for cyclists. Changing the behaviour of the road user through encouragement, education and enforcement will however provide as many if not more potential bicycle programs and planning solutions.

The report assumes that Council will approach the provision of bicycle facilities from a position of being sensitive to the environment. Residents should also be fully involved in facility development, so that these environmental concerns can be identified and acted upon.

Eighteen (18) detailed Behavioural Program sheets have been prepared in the main report for guidance of Council in the implementation of programs.

The development of encouragement, education and enforcement strategies for Drysdale/Clifton Springs and Ocean Grove will require input from the community, Council and State Government agencies such as Vicroads, Ministry for Planning and Environment, the Police and others.

A current Steering Committee should be formed to monitor and manage the implementation of the Bicycle Strategy.

Council should also be able to use the services of the Bicycle Co-Ordinator recommended as part of the review of the Geelong Bike Plan.

An alternative approached is to appoint an appropriate Council officer with a 20% time allocation to implement the plan.

(iii)

ENCOURAGEMENT

Encouragement Programs are generally designed or intended to encourage safer cycling practices. More riders could be encouraged through advertising programs which:

- * Identify proposed bicycle paths and new bicycle lanes in the municipality (A brochure could be prepared for this purpose see Program 2.7)
- * Outline special activities in recreational areas involving bikes during Bike Week and special Council Activity periods (see Program 2.6)
- * Identify the fitness benefits of cycling
- * With adjacent Councils prepare coloured brochures of bicycle facilities for distribution throughout the communities (Program 2.7)
- * Develop Signing Policy and implement the policy (Program 2.1), and
- * Provide regular feedback to residents on local bicycle initiatives (Program 2.3).

To encourage safe and pleasant cycling in the Municipality the Council should immediately re-examine by-laws which currently provide disincentives for bicycle riding, particularly in recreational areas.

EDUCATION

Possible education initiatives are more fully explained in the 18 Behavioural Programs mentioned earlier.

Areas of Education activity should include:

- * Bike Ed (Program 3.4)
- * Post-Primary Education Course (Program 3.3)
- * Community Education Programs (Program 3.5)
- * Motorist Awareness (Program 3.1).

(iv)

Bike Ed - Bike Ed is primarily conducted in Primary Schools and at grades 4, 5 and 6 and is currently funded by VICROADS at a cost of around \$400 000 per year. This pays for consultants who are teachers seconded from schools to Vicroads and who conduct programs for parents and teachers to qualify them for Bike Ed instructors and who visit schools to talk to parents and staff in getting courses started. The decision to conduct BIKE ED at schools is made by individual schools (principal or school committee).

Post Primary Course

This is currently being developed by the State Bicycle Committee/Vicroads and will be trialed in some schools in term three of 1990. The course emphasis on cycling being a legitimate form of transport and a number of other important aspects of cycling.

It will be suitable for years 7-10 and includes exercises to involve cycling studies in other areas of curriculum such as survey methods etc. It is planned to make it available to schools in 1991.

It will be suitable for adaption to use in other community activities and adult education programs.

In any case it is recommended that bicycling courses should be practical and involve students bringing their bicycles to school for the course. Related to this is the problem of secure storage which would need to be addressed before such a course would be feasible.

Community Education Program - The surveys conducted for the bicycle study identified one of the needs for education to be directed toward teenage riders. A need also exists to educate adult riders. This will be important when future paths are developed and roads marked for cycling. The community will need to be informed on the need for and nature of changes taking place (see Program 3.1).

ENFORCEMENT

Areas of enforcement activity should include:

- * Bicycle Security
- * Laws and By-laws
- * Footpath Riding
- * Helmet use, and
- * Bicycle Identification/Theft Programs.

Bicycle Security - Bicycles are expensive items and their owners should be more fully informed about the various security facilities provided for bicycles throughout the community (i.e. at schools, shops and railway stations). Council should conduct a campaign in consultation with the Victoria Police to indicate location of facilities and devices available, methods of minimizing risk of theft and processes to follow if a theft occurs. Information could also be distributed through the local media.

Laws and By-Laws - Comments received from members of the community in response to the Newspaper advertisement indicated the need for enforcement of regulations which control bicycle use and car use as it effects cycling within the Municipality. These include dangerous riding on the footpath in busy shopping centres and riding contrary to Road Traffic Regulations on the roads (i.e. riding on wrong side of road, riding at night without lights, motorist not seeing cyclists and not giving way to them) (see Program 2.4).

Enforcement in these respects would require a greater presence by police in locations where offences have been frequently reported.

(vi)

Footpath Riding - In areas where traffic volumes are high and pavement widths are such to preclude development of wide kerbside lanes, other methods such as linking services roads should be used to cater for cyclists. It is suggested that Bellarine Rural City Council join with other Municipalities to lobby the State Government with a view to adopting the Bicycle Victoria policy which proposes that bicycle riding should be permitted on all footpaths within the municipality except where prohibited by signs and provided bicycles do not interfere with pedestrians.

This would mean that it would be legal for any cyclist to ride on the footpath unless "prohibited" by signs (i.e. the reverse of existing legislation). A brief summary of "Bicycle Victoria's" Footpath policy is contained in the Appendix (A7) of the main report.

Helmet Use - Bicycle riders, particularly young children and teenagers, wear safety helmets with reluctance because of peer group pressures and "fashion" factors. Whilst it is legal to ride bicycles without helmets there will continue to be a high incidence of head injury related bicycle accidents with children and increasing stigma associated with peer groups in wearing safety helmets. The State Government recently legislated to make the wearing of bicycle helmets compulsory from 1/7/90. During roadside surveys it was interesting to note the number of cyclists riding with helmets attached to their handlebars and wearing helmets with straps not fastened.

Bicycle Identification/Theft Programs - Council should support existing and actively promote new bicycle identification and theft prevention programs. These are normally conducted by local service clubs and provide assistance via the Councils recreation department and with support of the local Police (Program 4.2).

ENGINEERING PROGRAMS

A series of 22 Engineering actions have been identified for implementation over the next 5 years which range from the development of new off road bike routes to re-signing/standardisation of "existing" facilities. The projects and implementation program are described in the following pages.

Program

It is suggested that the Bellarine Bicycle Strategy be implemented over a period of 5 years (i.e. by 1995/96) with timing being dependent on funding availability. Suggested staging of the Strategy is described on pages (vii) to (x).

Timing

YEAR 1
(1990/91)

* Commence Behavioural Programs as follows:

- 1.1 Set up Bicycle Plan Implementation Committee
- 2.1 Signing Policy and Implementation
- 2.2 "Pot Hole" Cards
- 2.3 Resident Feedback
- 2.4 Safety Promotions
- 3.1 Motorist Awareness Campaign
- 3.2 Traffic Safety Policies for School
- 3.3 BCU Post Primary Course promotion
- 4.2 Promote bikemarking

* Treat roundabout at High Street and Clifton Springs Road in accordance with State Bicycle Committee guidelines (Action 1).

(ix)

- * Continue bike lane on Clifton Springs Road from Drysdale Primary School to High Street (Action 2).
- * Establish bike lane on Bramwell Street from Thacker Street to Madely Street (Action 3).
- * Establish bike lane on Wedge Street from Asbury Street East to Orton Street (Action 4).
- * Construct a 2.5 m wide shared path through Karri Close to connect Bramwell Street to Wedge Street (Action 5).
- * Seal both shoulders on Barwon Heads to Ocean Grove Road from Osborne Street to Barwon River (Action 6).

YEAR 2

(1991-92)

- * Continue Behavioural Program implementation:
 - 2.5 Local initiatives
 - 3.4A Promote further use of Bide Ed
 - 3.5 Educate cyclists/pedestrians on shared footpath usage
 - 4.1 Secure-Your-Bike campaign
 - 4.4 Encourage police enforcement of cycling laws
 - 4.5 Promote bike parking security
- * Seal both shoulders on High Street from Railway Crescent to Clifton Springs Road (Action 7).
- * Treat roundabout at Jetty Road and Grubb Road in accordance with State Bicycle Committee guidelines (Action 8).
- * Move School crossing at Tuckfield and Marlin Drive to North Side of Marlin Drive (Action 9).

(ix)

- * Convert existing footpath on North Side of Marlin Drive from Tuckfield Street to John Dory Drive, to a 2.5 m shared pathway (Action 10).
- * Mark bike lane on both sides of The Parade, Hodgson Street and Orton Street from Tuckfield Street to Barwon Heads, Ocean Grove Road (Action 11).

YEAR 3
(1992-93)

- * Behavioural Programs:

Community bike ride
Mapping Project
Start a Cycling Club

- * Seal both shoulders on Jetty Road from Railway Crescent to Geelong-Portarlington Road (Action 12).
- * Mark bike lane on Jetty Road from Railway Crescent to Geelong-Portarlington Road (Action 12a).
- * Seal both shoulders on Geelong-Portarlington Road from Jetty Road to Railway Crescent (Action 13).
- * Seal both shoulders on Thacker Street from Presidents Avenue to Tuckfield Street (Action 14).
- * Seal both shoulders on Shell Road from Queenscliff High School (Ocean Grove Campus) to 3.1 km mark (Action 15).

(x)

YEAR 4
(1993-94)

* Behavioural Programs:

As a start a three (3) year recommended behavioural program is sufficient.

Social conditions change, so Council should re-evaluate behavioural programs, using local, and interested people, through the BBPC to set future directions. Council/BBPC to devise program for Year 4.

- * Seal both shoulders on Swan Bay Road from Bellarine Highway to Grubb Road (Action 16).
- * Seal both shoulders on Grubb Road from Andersons Road to the Bellarine Highway (Action 17).
- * Seal both shoulders on Wallington Road from Beaver Street to the Terrace (Action 18).
- * Mark bike lane on Wallington Road from Orton Street to the Terrace (Action 18a).

YEAR 5
(1994-95)

- * Seal both shoulders on Wallington Road from Asbury Street West to Thacker Street (Action 19).
- * Seal both shoulders on Grubb Road from the Bellarine Highway to Shell Road (Action 20).
- * Behavioural Program as generated by Council.

