



PORT FAIRY

COASTAL & STRUCTURE PLAN

July 2018

PROJECT TEAM

Moyne Shire Council

Department of Environment, Land, Water and Planning
(DELWP)

Glenelg Hopkins Catchment Management Authority

CONSULTANT TEAM

Hansen Partnership

Martyn Transport

Cardno

Urban Enterprise

The Moyne Shire Council respectfully acknowledges the Gunditjmara and Eastern Marr Traditional Owners of the land and sea that is Port Fairy and Elders past, present and future. The Shire celebrates its rich indigenous history, the diversity of people and their important ongoing connections to Country.

Version	Preliminary	A	B	C (Consultation draft)	D
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1.0 INTRODUCTION

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Moyne Shire Council and the Department of Environment, Land, Water and Planning (DELWP) have commissioned and prepared the Port Fairy Coastal and Structure Plan (Structure Plan). The project is a State pilot project that has received funding to translate a local coastal hazard assessment into strategic planning policy.

The Structure Plan will provide a long term future land use and development framework for the township of Port Fairy to 2041. Its key directions will provide growth opportunities that recognise the vulnerability of the township to coastal and river flooding, recognise Port Fairy's valuable economic and community role together with its significant landscape, environmental, aboriginal cultural and heritage features.

1.1 THE STUDY AREA

The Structure Plan applies to all 'urban' land within the settlement of Port Fairy, as well as adjoining rural areas which exert an influence on the settlement's function or identity. It also includes an area of land in the west for which a structure plan was prepared as a separate process (the *Port Fairy West Structure Plan*). The strategic intent of that plan remains largely intact through this process. Figure 1 on the following page indicates the extent of the study area.





Port Fairy Coastal & Structure Plan

Study Area

Legend

- Study area boundary
- Port Fairy West Structure Plan area



Figure 1. Study area

1.2 THE PROCESS

The Structure Plan has been prepared in the following six stages:

- Stage 1: Project Management and Process Design
- Stage 2: Background, Literature Review and Mapping
- Stage 3: Issues and Opportunities Analysis
- Stage 4: Draft Structure Plan
- Stage 5: Final Structure Plan
- Stage 6: Planning Scheme Amendment

Within Stage 2, three key pieces of background work were undertaken:

- The *Translation of the Port Fairy Coastal Hazard Assessment* (Cardno 2017) took the modelling undertaken in the *Port Fairy Local Coastal Hazard Assessment*, tested this, and ran some additional, more dynamic models to provide a clear understanding of the coastal inundation impacts.
- The *Economic & Tourism Land Use Analysis* (Urban Enterprise 2017) provided an assessment of matters relating to population growth, land supply and demand and economic development incentives, particularly around tourism. It identified the range of issues which would need to be addressed to this end, including residential land supply and demand and commercial floorspace projections (drawn from the *Port Fairy Town Centre Car Parking Strategy – Economic Assessment*). This was updated to reflect the 2016 Census statistics when they became available.

- The *Port Fairy Coastal & Structure Plan, Issues & Opportunities Paper* (Moyne Shire Council 2017) provided an overview of the planning policy framework and other relevant matters, as well as the implications of the findings of these two documents. A summary of the key findings of this document can be found on Page 16.

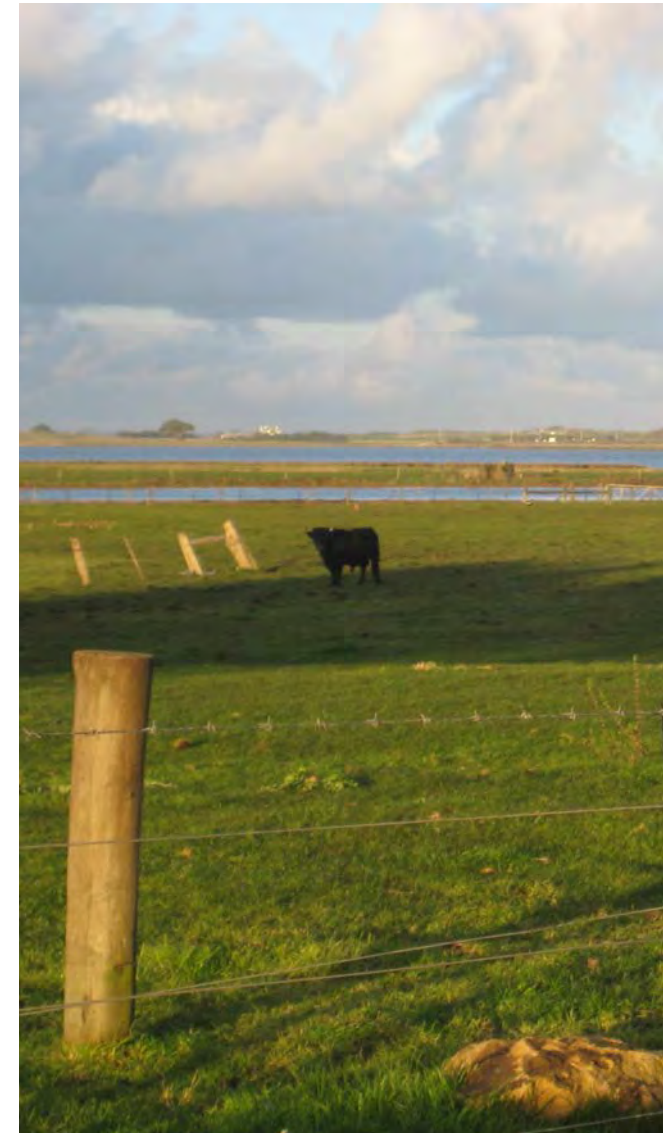
These three documents were together publicly exhibited in May / June 2017.

Following this exhibition period, at the start of Stage 4 a Preliminary Draft of this Structure Plan was prepared and a series of consultations were undertaken with key decision-makers such as the Catchment Management Authority, internal Council departments, agencies such as VicRoads and the State planning department. This 'testing' of the draft allowed for the resolution of key issues in advance of broader community consultation on the draft Structure Plan.

Following that a 'Consultation draft' of the Structure Plan was prepared and exhibited, prior to the final draft of the Plan being prepared.

A number of other documents have also informed the content of this report including:

- Port Fairy Local Coastal Hazard Assessment
- Port Fairy Town Centre Car Parking Strategy
- Moyne Shire Council Cycling Strategy (not adopted)
- Port Fairy Climate Change Adaptation Plan (draft)
- Port Fairy Street Tree Management Plan



COMMUNITY AND STAKEHOLDER CONSULTATION

Key stakeholders

This project has been guided by the input of both a Project Control Group (comprising key stakeholders from both Moyne Shire Council and other agencies and departments) and a Project Steering Committee (comprising internal Council staff). The members of these groups are as follows:

Project Control Group

- Andrew Grear – DELWP - Executive Director
- Ms Joanna Kormas – DELWP – Senior Policy Officer
- Mr Mark Gregory – DELWP – Senior Regional Planner – Barwon South West
- Colin Ryan - Moyne - Councillor
- Mr Oliver Moles – Moyne – Director Sustainable Development
- Ms Michelle Grainger – Moyne - Manager Planning
- Graeme Jeffery - Glenelg Hopkins CMA
- Steve Homer - Glenelg Hopkins CMA
- David Fary - VicRoads
- Peter Grstein - VicRoads

Steering Committee

- Representatives from Moyne Shire Council Sustainable Development, Planning, Environment & Regulatory Services, Engineering & Design, Assets, Recreation & Community Services and Environment & Waste.

In addition to the Community Consultation outlined below, feedback on a 'consultation draft' of the Structure Plan with key stakeholders was also undertaken as follows:

Referral Letters and copies of the three documents were sent to VicRoads, Wannon Water, Western Water, Environmental Protection Authority, PowerCor, Gunditjmara Aboriginal Corporation and Eastern Maar Aboriginal Corporation

Workshops were held with internal Council officers from the following departments:

- Statutory and Strategic Planning
- Environment
- Infrastructure Services
- Economic Development
- Community Planning

Prior to the exhibition period, input and feedback on the draft document was sought from the following:

- Council's Executive Management Group;
- A Councillor Workshop;
- Project Control Group members including representatives from the Department of Environment, Land, Water and Planning (DELWP) and the Glenelg Hopkins Catchment Management Authority;
- Internal Steering Committee meeting including Council Officers;
- Individual meetings with Council staff; and

- Meeting with Department of Environment, Land, Water and Planning representatives.

Following the exhibition further consultation was undertaken with key stakeholders such as DEWLP, Wannon Water and the Glenelg Hopkins CMA in relation to specific issues

Community

Community consultation has been integral to development of the Structure Plan.

During Stage 3 (Issues and Opportunities Analysis) - three background documents were exhibited for community consideration and feedback, including:

- *Translation of the Port Fairy Coastal Hazard Assessment*, Cardno
- *Economic & Tourism Land Use Analysis*, Urban Enterprise
- *Issues & Opportunities Paper*, Moyne Shire Council

Drop-in sessions were facilitated by Council during stage of this process to:

- Present the key findings of the background reports and allow the community time to review these.
- Allow the community and other key stakeholders to provide feedback on the *Issues and Opportunities Paper* in advance of the preparation of the Structure Plan.

Two drop-in-days were held on 25 May 2017 and 31 May 2017 between 10.30am and 7pm. The sessions were convened at the Port Fairy Community Services Centre and eight separate presentations were given over the two days.

Council officers were available all day to discuss the project. The workshops were advertised on Council's facebook page and in local newspapers. For those who could not attend the workshops, the advertisements also detailed the deadlines for when submissions would be received.

Copies of the documents were available at the Port Fairy and Mortlake Customer Service centres and the Port Fairy Library and a letter mailed out to all landowners in Port Fairy containing information about the project, details of consultation and an invitation to be involved.

In total 50 written submissions were received and around 130 people attended the drop-in sessions.

A summary of feedback received during this Stage can be found at Appendix One.

During Stage 4 (Draft Structure Plan) the community had an opportunity to provide feedback on a 'consultation draft' of the Plan. Consultation commenced on 25 October 2017 and ended on 21 November 2017, and included:

- A letter mailed out to all land owners in Port Fairy containing information about the project, details of consultation and an invitation to be involved;
- A webpage uploaded to Council's website containing information about the project, details of consultation and links to the draft Plan and background documents;
- Copies of the documents were available at the Port Fairy and Mortlake Customer Service centres and the Port Fairy Library.
- Media Notices placed in the Moyne Gazette and the Saturday edition of The Warrnambool Standard.

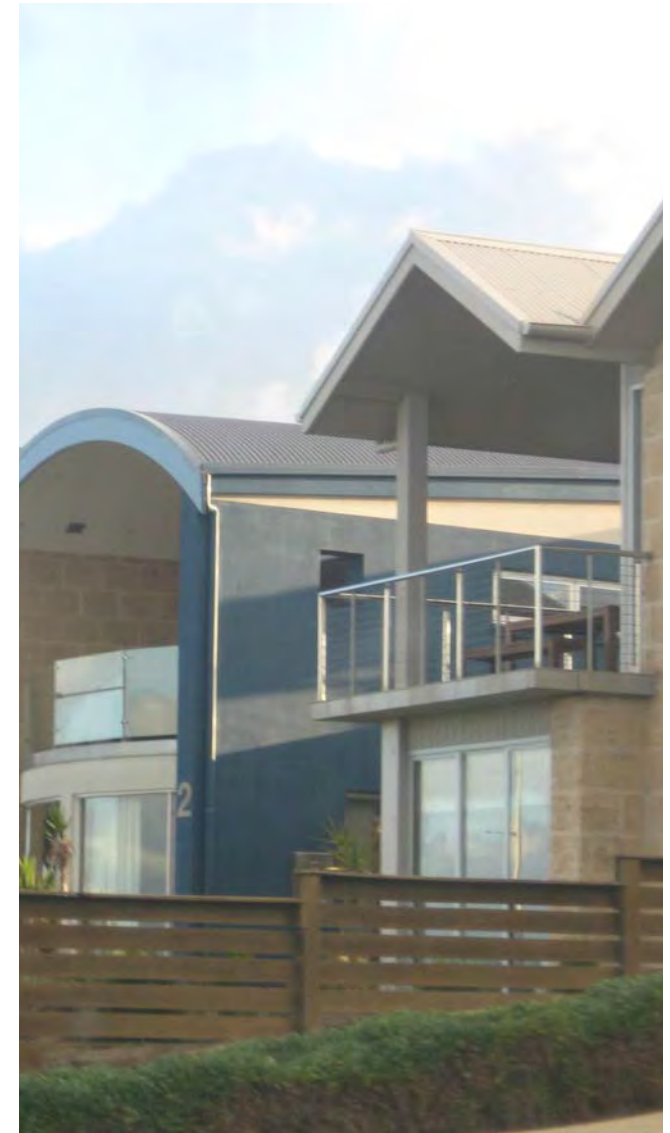
- Two drop-in-days held on Wednesday 1 November 2017 and Friday 3 November 2017 between 11am and 7pm. The sessions were held at the Port Fairy Community Services Centre and eight separate presentations were given over the two days. Council officers and members of the consultant team were available all day to discuss the project.

In total Council received the following feedback:

- Fifteen (15) written submissions;
- 26 on-line surveys completed;
- Approximately 75 attendees at Drop-In Sessions including providing Feedback Form responses. Five Council officers were present at each of the eight formal presentations given during the two days, listening to the community's ideas, issues and vision for the future of Port Fairy; and
- Twelve (5) one-on-one meetings were held with individuals and Agencies.

A summary of feedback from this consultation can also be found at Appendix One.

It is also noted that Council subsequently scheduled a Special Meeting to allow submitters to present to the Council on their submissions. A number of submitters took advantage of this opportunity.



2.0 CONTEXT

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2.1 THE PLACE

Port Fairy is located in southwest Victoria, approximately 290km from Melbourne and 30km west of Warrnambool. Port Fairy is the main settlement within the Moyne Shire and is identified as a 'district town' in the *Great South Coast Regional Growth Plan*. Its proximity to Warrnambool is an advantage in providing additional services and employment opportunities to residents, particularly in the form of secondary schools. Planning for Warrnambool is undertaken by a separate Council (Warrnambool City Council). The closest local (Moyne) settlement is Koroit, about a 15 minute drive to the north, next to the prominent landscape feature of Tower Hill. To the immediate north of Port Fairy is the rural locality of Rosebrook.

The Port Fairy area played a key role in local indigenous history and was one of the earliest European settlements in the state. The settlement was established at the mouth of the Moyne River between the Belfast Lough and the sea. As such, Port Fairy's coastal reserves and wetlands are a defining feature of the settlement.

A long north-south beach (East Beach) defines the eastern extent of the town, with a narrow strip of developed land sitting between the river and the beach. This area is connected to the Town Centre by a road bridge (which connects Gipps and Griffiths Streets) and a smaller pedestrian bridge. Griffiths Island sits at the mouth of the Moyne River which extends north to a broad area of open landscape and wetland known as the Belfast Lough. This area forms part of a broader regional landscape which stretches towards Warrnambool.

Port Fairy has a relatively compact town centre with very strong heritage values, including a substantially intact commercial core which accommodates Port Fairy's shops, restaurants and other services. Higher order shopping is usually undertaken in the larger settlement of Warrnambool. Between the town centre and coast to the south lie extensive areas of open space and wetlands.

The Princes Highway connects Port Fairy to both Portland and Warrnambool and currently bisects the settlement east / west to the north and north / south to the west. While some residential development has occurred between the Princes Highway and Hamilton-Port Fairy Road to the immediate west of the town centre, much residential development has occurred in narrow strips along the Princes Highway to the north, with more recent development occurring in the South Beach area.

Low Density estates are present at both the northern and western extents of the settlement, with large areas of 'rural living' defining the rural hinterland to the north-west. Industrial development is largely confined to western edges along the Hamilton-Port Fairy Road, with the exception of Sun Pharmaceuticals which occupies a prominent position to the north of the settlement. A series of creeklines and associated floodprone land run parallel to the Princes Highway, creating a prominent ridgeline (Albert Road) which is proposed to accommodate a future bypass of the settlement.

Port Fairy is a key tourist destination for both state, national and international visitors. This is driven in part by its festival calendar but also the town's seaside character, intact heritage and picturesque riverine waterfront. Port Fairy is also well known for its hospitality offer and tourism makes a strong contribution to the regional economy. The settlement's Norfolk Pines are an iconic feature and the unmade streetscape verges contribute to an informality which is both consistent with the coastal nature of the town and highly valued by Port Fairy's community. The active working port is another key feature of the settlement.



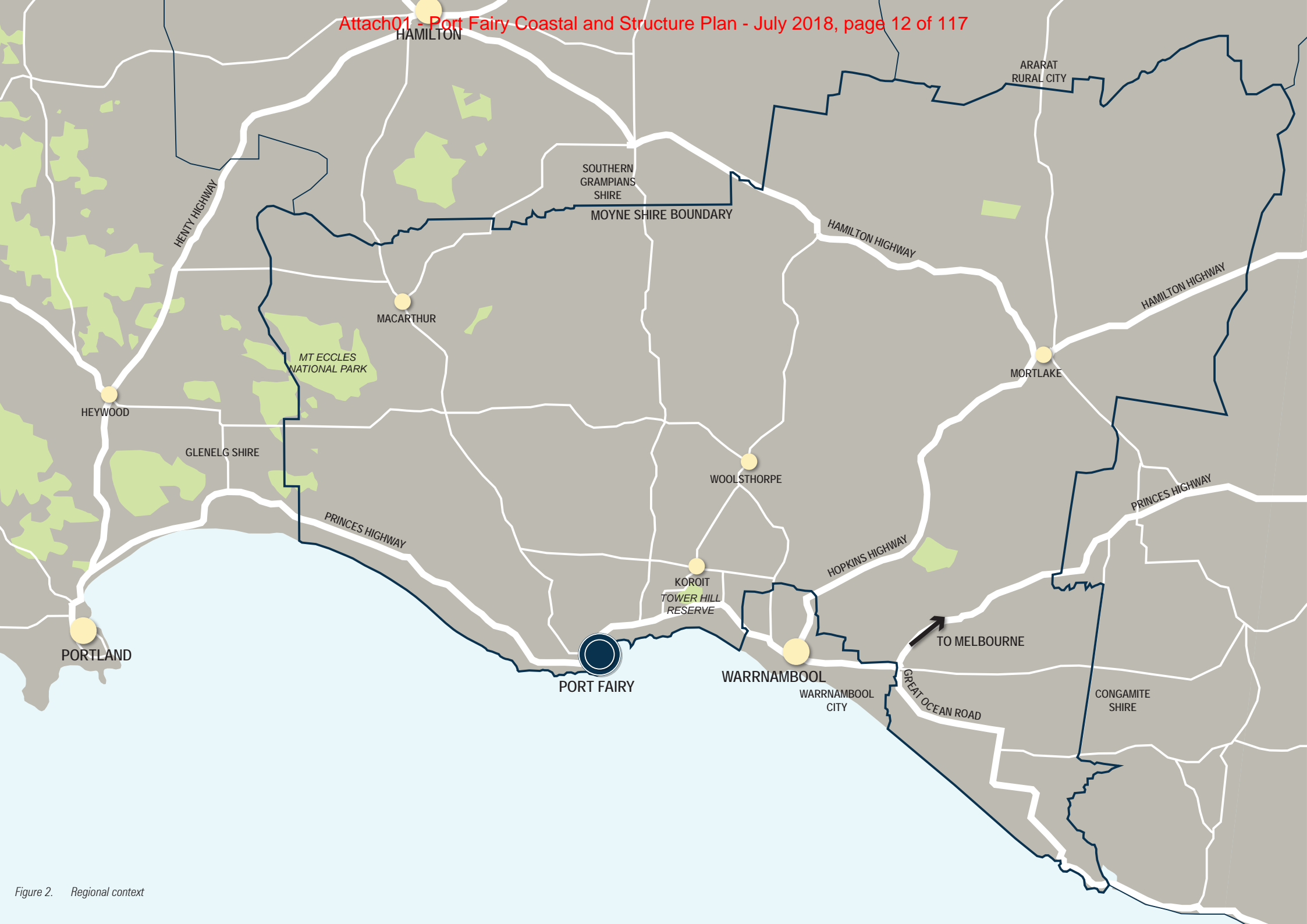


Figure 2. Regional context

2.2 THE PEOPLE

The population of Port Fairy (Urban Centre Locality) was 3,028 in 2016, with annual growth of 1.22% between 2001 and 2016. The population increased at a higher rate between 2011 and 2016 at 1.33% per annum. The most common origin of residents who have recently moved to Port Fairy is Warrnambool, followed by other municipalities in the south-west of Victoria including Southern Grampians, Glenelg and Corangamite. This reflects the popularity of Port Fairy as a retirement destination for regional and rural residents (including farmers), and also that others are moving from major centres such as Warrnambool and Geelong, most likely for lifestyle reasons.

PORT FAIRY POPULATION GROWTH



Port Fairy has an old and ageing resident population with a median age of 50 years and projections for a significant increase in the proportion of the population aged over 65 years in line with broader increases across Moyne (increasing from 18% of the Moyne population to 27% by 2031). Lone person households and couples without children make up 65% of the households in Port Fairy - this is 10% higher than the Regional Victoria average. While real numbers of younger residents are increasing due to overall population growth, and contributing to increased pressure on early years services, the overall ageing of the population remains the dominant demographic trend within Port Fairy.

MEDIAN AGE (2016)

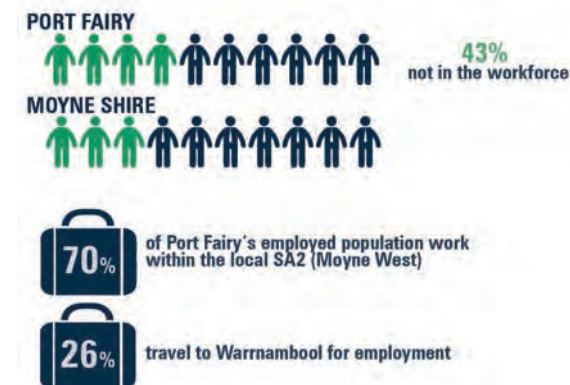


HOUSEHOLD STRUCTURE



The resident employment profile is weighted towards the retail, tourism and health sectors, reflecting the strong tourism role of the town and the presence of the hospital and supporting health services. Employment in other sectors such as Manufacturing, Education and Public Administration are likely to be strongly influenced by the presence of major employers in the town including Sun Pharmaceuticals, BAM Stone, schools and Council respectively. 70% of Port Fairy's employed population work within the local Statistical Area 2 (Moyne-West), while 26% travel to Warrnambool, demonstrating the strong economic relationship between Port Fairy and Warrnambool. This data confirms that Port Fairy is utilised as a residential 'dormitory' for a segment of the local population. 43% of the Port Fairy population are not in the workforce. This is 10% higher than the rate for Moyne Shire, reflecting the popularity of Port Fairy as a retirement destination, which is reinforced by the age profile.

EMPLOYMENT



2.3 THE POLICY

The Port Fairy Coastal and Structure Planning Project is guided by a State Planning Policy Framework (SPPF) and a Local Planning Policy Framework (LPPF). The vision established as a part of this project will be built into the LPPF to ensure that planning policy for Port Fairy reflects the most recent strategic work. The LPPF must be used to implement, and not contradict the SPPF.

The SPPF is structured around a series of overarching themes which include Settlement, Environmental & Landscape Values, Environmental Risks, Natural Resource Management, Built Environment & Heritage, Housing, Economic Development, Transport & Infrastructure. A full description of all the relevant policy is included in the *Issues & Opportunities Paper*.

State Planning Policy emphasises the need to plan for sustainable regional communities that consider environmental risks, economic growth and settlement patterns. Of particular importance to Port Fairy is the need to plan for possible sea level rise and risks associated with coastal and riverine erosion. Under directions relating to Settlement, the SPPF includes the *Great South Coast Regional Plan*. This plan identifies Port Fairy as a 'district town' which provides local and some sub-regional services and is seen as a location that can provide a medium level of growth. The designation of 'medium growth' acknowledges that there are constraints to growth within the town, especially from an environmental perspective. The Plan also highlights the importance of tourism in surrounding areas, as well as regional linkages which traverse the settlement.

The key overarching directions relevant to Port Fairy within that Regional Plan include:

- Maintain features and elements of the town that are integral to the social and community functioning of Port Fairy as a place to live;
- Avoid development in Port Fairy in flood prone areas or areas at risk from coastal hazards;
- Control Port Fairy's development to protect the quality and presentation of Port Fairy's setting, including the Moyne River; and
- Retain the existing Port Fairy bypass route designated in the planning scheme.

Local Planning Policy emphasises the township's location within an important coastal region, and highlights the importance of protecting this for environmental, social and economic reasons. The heritage significance and character of Port Fairy is also strongly emphasised within local policy and the protection of both heritage assets and broader neighbourhood character are controlled through the application of Overlay controls. Other key directions relating to Port Fairy are identified at Clause 21.09 and include the importance of definition between rural and urban areas and the avoidance of development which contributes to 'sprawl' particularly along main roads and coastal edges, the delivery of diverse housing and of infill development close to the commercial area. Local policy direction is also provided around preferred commercial and industrial development outcomes, as well as accessibility. Clause 21.09 of the Planning Scheme also includes a Framework Plan for the settlement.

The Moyne Planning Scheme also includes Local Policies (at Clause 22) which are intended to inform decisions the Council needs to make around gaming venues, the Port Fairy hospital, the Sewerage Treatment Plant, industrial development, heritage and coastal areas.



2.4 KEY ISSUES

The following is a summary of the key issues identified at Stage 3 of the Project in the following reports:

- *Port Fairy Coastal & Structure Plan, Issues & Opportunities Paper* (Moyné Shire 2017)
- *Translation of the Port Fairy Coastal Hazard Assessment* (Cardno 2017)
- *Economic & Tourism Land Use Analysis* (Urban Enterprise 2017)

For a full breakdown of relevant issues, please refer directly to these documents. These issues have been arranged to reflect the themes around which the Structure Plan has been prepared.

SETTLEMENT & HOUSING

- The availability of land for residential development is highly constrained and the coastal location means that there are environmental considerations which must guide the location of development.
- The sensitivity of Port Fairy as a coastal location means a Coastal Settlement Boundary should be implemented, and this should be in keeping with directions established by the State Government through Victoria's *Coastal Strategy*.
- Demand for dwellings is reasonably high, particularly given the size of the township – Port Fairy is one of the fastest growing small regional settlements in Victoria.
- Estimates on available residential land within Port Fairy contained in the *Economic & Tourism Land Use Analysis* includes areas compromised by coastal inundation, which reduces the amount of identified land supply.
- Demand within Port Fairy for residential land may be artificially constrained by a lack of supply.
- There is need for a range of housing options, primarily smaller housing options, but this type of dwelling is often directed to the tourism market.
- Port Fairy has an ageing population and an associated need to ensure that suitable housing stock and other accommodation such as aged care is available to local residents.
- There is a significant shortage of rental accommodation which may impact on the ability for key workers to live in Port Fairy.
- Proximity to Warrnambool and the current oversupply of greenfield land (in excess of 25 years supply) in that settlement means cheaper housing is readily available within that settlement.
- Existing industries and associated buffer distances will need to be considered when identifying areas for growth and appropriate housing densities.
- An anomalous Mixed Use zoning is applied to residential land along the Albert Road ridgeline.
- Settlement to date has sprawled extensively along the highway frontage, particularly to the north, most likely due to physical constraints.
- Port Fairy has a wide range of services and facilities within the reasonably compact centre of the settlement.
- New residential zones recently introduced by the State Government may affect anticipated development outcomes across the township.

- Localised planning has already been undertaken in Port Fairy West through the Structure Plan for the area (see Appendix Three), which needs to be integrated with this Structure Plan.



ECONOMIC DEVELOPMENT

- The aging population of Port Fairy has implications for the local workforce in terms of the availability of workers for the tourism industry, who are typically younger.
- Proximity to Warrnambool provides attractive employment options for Port Fairy residents but may impact on the delivery of more localised jobs.
- There is significant economic growth potential in the areas of health and aging, construction and tourism.
- The overall forecast for growth in commercial floorspace in Port Fairy is 10,400sqm over the period to 2036. This includes 5,000sqm of additional retail floorspace, 1,323sqm of office floorspace and 4056sqm of hotel and accommodation floorspace.
- Accommodating an approximately 35% increase in overall floorspace in the commercial core without compromising the existing unique character may be a challenge.
- Vacancy rates of under 1% may indicate that demand for commercial floorspace is outstripping supply.
- Potential for the commercial core to be compromised if new large anchor tenants located outside this area, and potential issues with the delivery of the identified doubling of supermarket floorspace within existing commercially zoned land.
- A supermarket could be developed as part of a mixed-use development on surplus Council land at 6 Bank Street (supermarket on the ground floor and other commercial uses such as accommodation or offices above).
- Opportunities for potential expansion of commercial core on Princes Street between Cox and Bank Street have been identified which could assist in accommodating the short term demand for identified commercial floorspace.
- Significant opportunities for a further diversification of the tourism offer particularly around higher end boutique style accommodation.
- Tourism accommodation has the potential to compromise the delivery of general residential housing, particularly smaller units.
- The maintenance of key event and festival spaces for festivals, and the relationship of these to more permanent use of Port Fairy's open spaces, must be balanced.
- Flood risks associated with key existing festival sites must be considered in long term planning.
- The take up of larger industrial lots has been slow but retention of these larger lots for longer term opportunities is important, however the subdivision of these lots may assist in their attractiveness to new businesses.
- Port Fairy has sufficient supply of industrial land but could benefit from more 'light industrial' land to facilitate tourism associated industrial uses such as artisan makers, microbreweries, distilleries and to respond to the increased need for 'service' industry associated with broader population growth.
- Buffer zones around the industrial precincts may impact on appropriate densities of residential land use, or compromise future expansion of existing industrial uses.



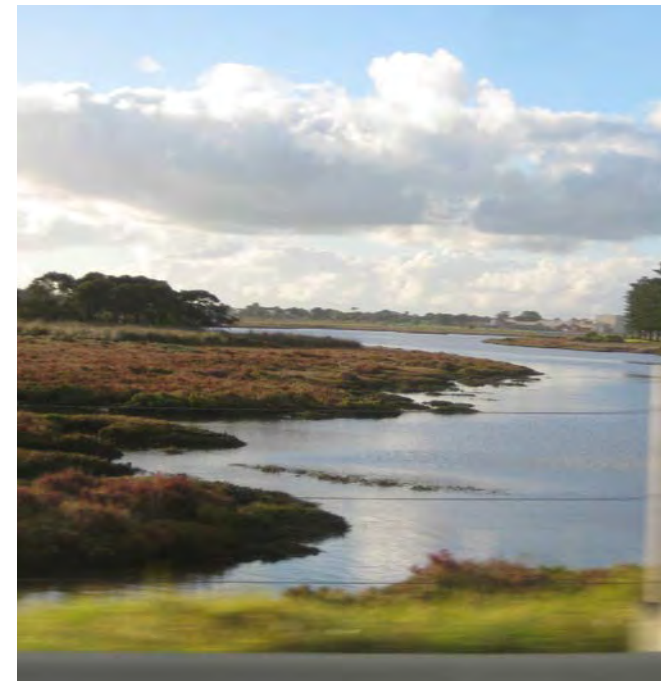
BUILT ENVIRONMENT & HERITAGE

- The need to protect the character of Port Fairy from development pressure is critical. On-going vigilance in protecting the built heritage of Port Fairy will be needed as growth pressures increase.
- Robust design controls and associated guidelines produce generally good outcomes.
- Opportunities exist to both simplify and strengthen controls relating to built form to increase usability and to reflect contemporary practice while retaining the intentions of existing controls.
- Existing Design and Development Overlays are quite complex and the differences between some precincts can be difficult to determine.
- Changes to State Government directions regarding the use of planning zones and overlays may impact on design controls within the settlement.
- The current application of heritage controls allows for high levels of protection and conservation, and ensures Council and local developers are aware of appropriate design outcomes.
- Implementation of infrastructure upgrades within streetscapes has the potential to compromise the heritage and character values of the settlement.
- There is a lack of awareness of local indigenous cultural heritage which could be improved. On-going engagement with the Traditional Owners will be necessary to achieve appropriate levels of protection and conservation of cultural heritage sites.

CONNECTIVITY

- There is poor connectivity between newer residential areas and the town centre.
- There is a heavy reliance on the Princes Highway to connect many parts of the settlement to the town centre.
- Safety concerns around the conflict between road users along and across the Princes Highway, and associated opportunities for improved safety through road treatments.
- Where footpaths are provided, these are often disconnected, forcing pedestrians to swap from one side of the street and back again.
- The intersection of Regent Street, and heavy vehicular movement associated with the petrol station and long bay parking is problematic.
- Opportunities exist for supporting infrastructure to encourage walking and cycling, such as bike racks, water fountains or a bicycle hire scheme.
- Good pedestrian and cycle linkages need to be incorporated into new growth areas to encourage use of sustainable active transport.
- Need to balance the delivery of infrastructure (such as footpaths) with the valued informal character of the settlement. Opportunities to identify key routes and retain informality in other streetscapes.
- Council's Cycling Strategy makes recommendations for on and off road cycling and shared pathways but has not been adopted or implemented.
- The rail trail could be better connected with other shared paths and key destinations in and around Port Fairy.

- The future of the proposed bypass and its associated Public Acquisition Overlay and final alignment needs to be confirmed.
- The Moyne River bridge and Griffiths Street are susceptible to flooding which may potentially limit access to the East Beach area.
- Port Fairy's ability to meet parking demand during the peak holiday periods needs to be balanced with retaining the village character and informality of the street network.
- Funding for the dredging of the Moyne River is necessary if the current port operations are to continue.



COASTAL HAZARDS

- There has been extensive research undertaken that has determined the extent of risk associated with sea level rise and coastal erosion in Port Fairy. It is a strategic requirement to respond to the threat and plan for a resilient future.
- The level of community understanding of the problem due to the extent of information and work undertaken by Council over many years is good.
- There is limited guidance as to how to appropriately implement the new controls into the Planning framework given the 'pilot' nature of the work which has been undertaken in Port Fairy.
- The relationship between coastal and riverine flooding needs to be carefully managed. Extensive work was undertaken between 2008 and 2010 in the development of the *Port Fairy Local Floodplain Development Plan*.
- Updated modelling provides the opportunity to clarify extent of risk associated with sea level rise, plan for it and update the planning provisions to reflect development constraints.
- The understanding of the risk provides the opportunity to, where appropriate, ensure that allowable development responds to the risk.
- Port infrastructure is at risk because of riverine and coastal flood inundation and any new infrastructure developed in coastal areas will need to consider how it will be impacted in the future.
- Potential changes to legislation around coastal erosion and inundation as part of the current review of the *Marine & Coastal Act* should be considered.

LANDSCAPE & ENVIRONMENT

- Pressure on significant biodiversity, coastal, estuarine and riverine environment and the landscape character as a result of population growth, sustained urban development and tourism activities.
- Flooding and sea level rise risk in Port Fairy is significant (refer to Coastal Hazards section) and the resilience of habitat needs to be considered.
- There is strong policy and community support to protect the unique environmental and landscape character elements of Port Fairy, particularly those associated with the coast, Moyne River and Belfast Lough.
- Notable presence of endangered flora and fauna within the settlement, particularly Shearwaters, Latham's Snipe and Hooded Plovers and the encroachment of residential development and the impact of the design of infrastructure such as paths, lighting etc on habitat.
- The design of interfaces between development areas and important habitat sites could be more appropriately managed.
- Some areas of low density and rural living land which rely on septic tanks are subject to inundation which has the potential to create environmental impacts.
- Municipal landfill site and State Nightsoil site pose significant environmental risks due to erosion.

LIVEABILITY

- Additional open space and recreation facilities may be needed to support an increased population (to be determined through the upcoming Open Space Strategy).
- Availability of walking and cycling within the township has a strong association with overarching health & wellbeing outcomes.
- Port Fairy's ability to adapt and be resilient is supported and enhanced by its high level of social capital amongst the resident population.
- A strong local commitment to volunteerism and community development could drive future resilience.
- Overall growth patterns have resulted in an increase in overall numbers of residents in younger age brackets and associated pressure on early years services and primary schools.
- Reduced vehicular speeds and safe crossing points are lacking in some key areas where children's parks and playgrounds, school zones and early childhood programs are located.
- Limited drainage infrastructure creates significant issues for flooding and disposal of stormwater at times of flooding and inundation.
- Water sensitive urban design and other options that can manage drainage and not detract from character could be considered to balance infrastructure and character.
- Mobile telephone coverage is inconsistent across Port Fairy and dependent on carrier for quality of service.

3.0 THE PLAN

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As overarching strategic documents, Structure Plans contain a range of objectives and strategies, along with the identification of actions required to implement these. Objectives and strategies are arranged thematically within this section of the document. These themes generally correspond to the broad land use planning themes identified through the State Planning Policy Framework, adjusted to respond to the issues of most importance to Port Fairy. Each theme is accompanied by a corresponding plan, with key elements synthesised in the Overall Structure Plan (see Figure 4).

These themes, (and the planning policy clauses they relate to) are as follows:

- Settlement & Housing (Clause 11 'Settlement', Clause 16 'Housing', Clause 19 'Infrastructure')
- Economic Development (Clause 17 'Economic Development')
- Built Environment & Heritage (Clause 15 'Built Environment and Heritage')
- Connectivity (Clause 18 'Transport')
- Coastal Hazards (Clause 13 'Environmental Risk', Clause 19 'Infrastructure')
- Landscape & Environment (Clause 12 'Environmental and Landscape Values', Clause 14 'Natural Resource Management')
- Liveability (Clause 19 'Infrastructure')

3.1 KEY DIRECTIONS

In recognition of the overlap between many of the issues facing Port Fairy, a series of Key Directions have been identified which represent the overarching aspirations for the settlement. Keeping the focus on these is intended to ensure that the key messages of the project are not lost within the detail. These key directions should be considered in all decision making within the township. The Key Directions which underpin the *Port Fairy Coastal & Structure Plan* are as follows:

1. *Respond to the housing needs of existing and future residents*
2. *Recognise the critical importance of Port Fairy's character and heritage*
3. *Protect the settlement's sensitive coastal surrounds*
4. *Recognise the regional importance of Port Fairy's tourism industry*
5. *Plan for future local employment opportunities*
6. *Prioritise the creation of a walkable and cycle-able town*
7. *Develop a network of diverse open spaces*
8. *Support equitable access to services and facilities for all*
9. *Plan for a resilient and engaged community*
10. *Be pragmatic but use the precautionary principle in responding to flooding impacts*
11. *Adopt best practice in response to climate challenges*
12. *Protect the rural surrounds and improve town centre approaches*
13. *Connect and embrace the wharf environs*

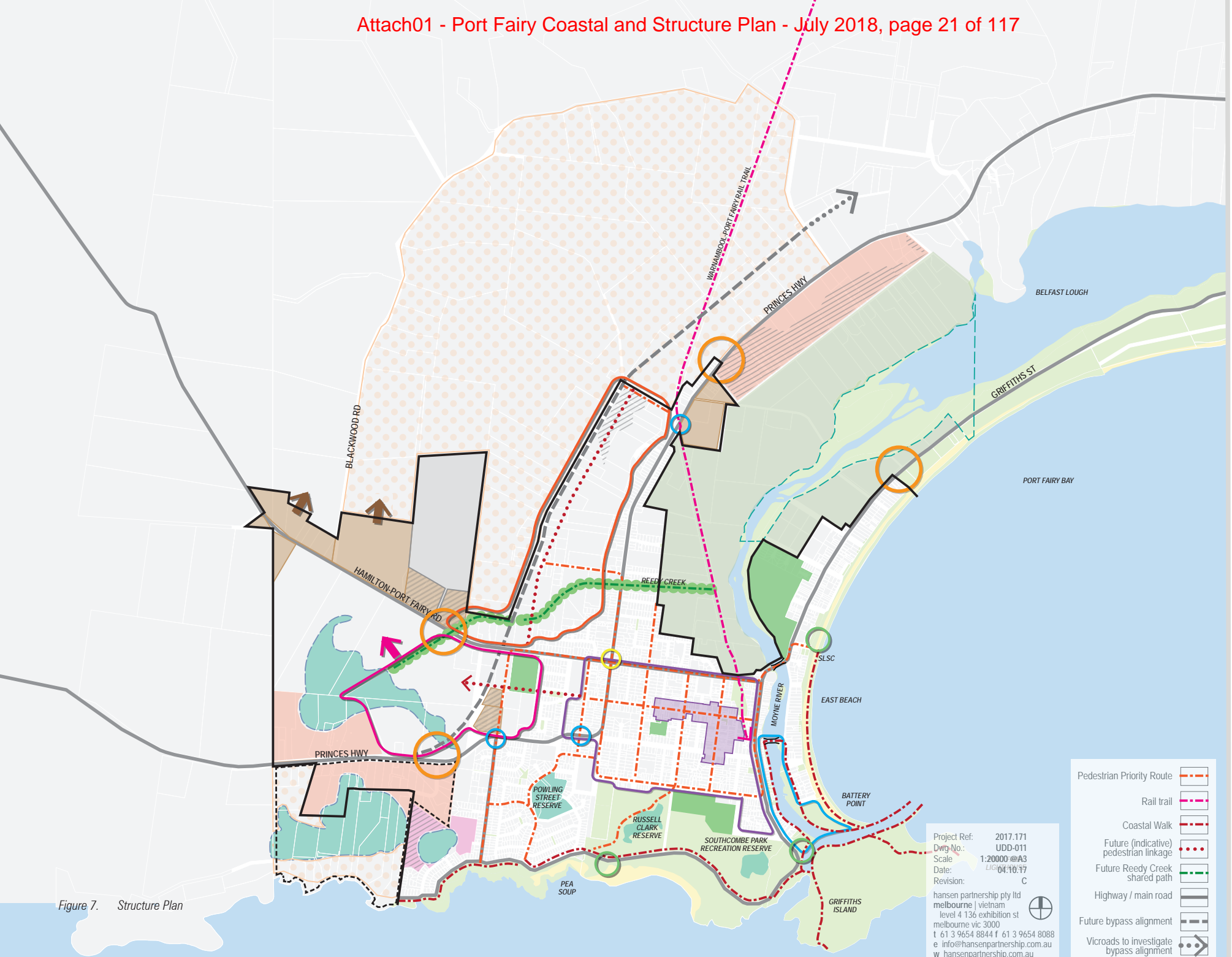


Port Fairy Coastal & Structure Plan

Overall Structure Plan

Legend

- Coastal Settlement Boundary
- Port Fairy West Structure Plan Area
- Growth Area A
- Growth Area B
- Town Centre Precinct: Sensitive Infill
- Commercial Core Precinct: Mixed use
- Wharf Precinct
- Existing residential infill
- Low density residential
- Rural living
- Ensure residential density reflect constraints
- Future long term residential growth
- Industrial land
- Light industry
- Water Reclamation Plant
- Future long term industrial growth
- Open space
- Active open space
- Belfast Lough environs (private): Rezone to Rural Conservation Zone
- Belfast Lough environs (public): Rezone to Public Park & Recreation Zone
- Existing wetland
- Proposed future wetland
- Coastal recreation node
- Future linear open space
- Township Gateway
- Future signalised intersection
- Intersection / crossing improvement



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 Date: 04.10.17
 Revision: C
 hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au

Figure 7. Structure Plan



3.2 SETTLEMENT & HOUSING

In planning for the next 20 or more years of development in Port Fairy, housing represents the core land use which any spatial plan for the township must address. Housing utilises the greatest amount of land and in a town as constrained as Port Fairy by environmental factors, this becomes a challenge. A lack of available land for residential development can distort the market and drive up housing prices.

As the largest town within Moyne Shire, Port Fairy has a key role to play in accommodating residential growth. State planning policy recognises this role and seeks to ensure that Port Fairy maintains its role as a 'district town' by accommodating a medium level of growth. Because of the availability of existing services such as the local primary schools, shops and commercial businesses and associated infrastructure, Port Fairy does have some capacity to service a growing population. However, the role of Warrnambool (which has a significant supply of greenfield housing) and Koroit as more affordable housing options must also be acknowledged. Projections prepared by Urban Enterprise identify a population which is among the fastest for small towns in Victoria. Port Fairy's population at the time of the 2016 census was 3,028, with annual growth of 1.22% for the last 15 years. Over the last 5 years (between 2011 and 2016) the population increased at a higher rate at 1.33% per annum.

With increasing population growth, there is likely to be significant pressure for new development. This pressure will need to be carefully managed to avoid both the development of housing in areas which are constrained, and negative impacts on the highly valued character of the township. For the purposes of

long term planning, the High Growth Scenario outlined in demand projections undertaken by Urban Enterprise has been adopted given the likely backlog of demand. This projection of around 39 dwellings per year means over the period of this Structure Plan (to 2041) around 897 dwellings will need to be provided (see Table 1). The highlight box on Page 25 provides further detail as to the role that different areas of Port Fairy are anticipated to play in accommodating future growth requirements.

Coastal Settlement Boundary

Key to the sustainable management of population growth is need for a 'Coastal Settlement Boundary'. Having a Structure Plan which sets clear directions for *where* growth should occur, and *how* it should be delivered in different parts of the township will provide certainty both for residents and developers / landowners. The settlement boundary for Port Fairy has been carefully considered against the criteria outlined on Page 24.

The extent of the boundary in Port Fairy West was determined through the structure planning process for that area (see Appendix Three). The remaining extent of the proposed boundary includes Growth Area A as well as identified longer term growth opportunities and existing industrial estates to the west.

To the north, it follows the alignment of the proposed bypass (and Growth Area B) to Goldies Lane, encompasses existing General Residential and follows the rear lot boundaries of existing residential and industrial land to the Gipps Street bridge.

The boundary does not contemplate any expansion of existing urban development to the north of the township due to a combination of environmental considerations and clear policy

direction which seeks to avoid 'sprawl' along highways and coastal edges. The immediate abuttal to the Belfast Lough is the source of many of these sensitivities, although the presence of SunPharma, the town's major employer, also influences any future expansion of residential uses within this area. Existing Low Density Residential land to the north has been excluded due to a number of constraints which will reduce the development capacity and subsequent disconnection from the town centre. No rezoning of land in this area or inclusion of land currently zoned for rural uses is contemplated for similar reasons.

To the east the boundary follows the extent of existing zoned residential land and public parkland but again, seeks to restrict further expansion in this highly constrained and sensitive area.

The Settlement Boundary accommodates not only a 10 year land supply but enough land to also accommodate longer term housing requirement, even under high growth scenarios. This allows for greater certainty in the long term planning and delivery of infrastructure and community services.

Housing Diversity

2016 census information reveals that Port Fairy still has a significant proportion of the population that are at retirement age and not in the workforce. Port Fairy does not have a very diverse housing stock – the majority of homes are detached dwellings. It is important to provide a diverse range of housing to cater for different budgets and life stages. Future planning of Port Fairy needs to consider how different types of homes can be built and where they might be most appropriate. The delivery of smaller dwellings such as units or townhouses is important not just in delivering a more diverse housing stock to reflect the needs of the population, but also plays an important role in supporting the tourism industry. The notable overlap between the delivery of housing for the resident rental and short stay accommodation is a key issue in townships with strong tourism industries. Ensuring that there is adequate support for the delivery of generous amounts of smaller dwellings (in the right places, and with the right design) is crucial to ensuring that housing remains accessible. As the population ages, the delivery of housing which is 'adaptable' also becomes increasingly important. Adaptable housing considers the ability of the layout of any dwelling to transition to accommodate a resident as their mobility decreases over time. This needs to be considered early in the design process, as the width of hallways, floor levels and the location and dimensions of key facilities such as bathrooms are important features which can be difficult to retrofit.

COASTAL SETTLEMENT BOUNDARIES

The Victorian State Government provides key guidance for the planning of Victoria's coastal settlements through a number of key documents including the Victorian Coastal Strategy, most recently updated in 2014. A key aspect of this strategic framework is the identification of a Coastal Settlement Boundary. *Planning Practice Note No. 36: Implementing a Coastal Settlement Boundary* provides guidance to Councils in how to apply such a boundary, which is defined as "a boundary which defines the allowable extend of urban land development for a settlement". As part of the preparation of this Structure Plan, a coastal settlement boundary has been identified in accordance with that Practice Note which suggests that the process for defining the extent of a settlement boundary should identify:

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

PREFERRED HOUSING OUTCOMES

- East Beach Precinct / Griffiths Street & Wharf Precinct - Restricted infill:** *Given the constraints caused by coastal hazards such as erosion and inundation affecting this area and the significant long term access issues associated with these, this area will not play a meaningful role in accommodating future residential growth in Port Fairy. Outside of areas affected by potential coastal hazards, the development of housing in keeping with the existing character established through the current design controls should be maintained. This is one of the more 'sensitive' residential areas and the quality of the design response in this area should reflect this.*
- Commercial Core:** *While the primary purpose of this area is to accommodate commercial floorspace it is considered 'shop top' housing can assist with diversifying Port Fairy's housing stock. Some good examples of this model of development can be seen on the east side of Sackville Street. Demand projections indicate that around 5 new units will be required per annum based on a modest growth scenario. These will need to be in addition to short stay units provided for tourism uses.*
- Town Centre Precinct:** *The impetus for the delivery of new dwellings in this area is clear, but must be very carefully managed. While there are significant hurdles to the delivery of infill development within the Town Centre area (primarily around heritage and drainage) the land values in Port Fairy mean that there are exciting opportunities to seek the integration of a range of smaller dwellings within this key area. 'Conventional' residential development should be discouraged in this area in favour of a focus on townhouses or smaller units that demonstrate a quality of contemporary design which ensures they fit comfortably within the heritage context. See Page 36-37 for potential development models within this Precinct.*
- Remaining residential areas:** *General support should be provided for incremental infill of remaining areas of the township (subject to consideration of constraints), provided this is in keeping with existing neighbourhood character. While it is likely there will continue to be scattered subdivisions across residential areas (for the most part 2 lot subdivisions) there are few remaining larger infill areas, and as such, the existing residential areas will make only a modest contribution to housing supply.*
- Residential Growth Areas:** *The majority of 'conventional' residential development will be accommodated in the two identified Growth Areas. These areas have the capacity to accommodate residential development beyond the projections identified in background reports. It is noted that Growth Area B is in fractured ownership and the timing of housing delivery in this area is therefore difficult to predict. In contrast, Growth Area A has a clearly defined boundary within which the entirety of growth projections can be accommodated, reducing the likelihood for further distortions of the market. Long term areas beyond this have been identified to ensure that planning decisions in the interim do not compromise future development. However, it is not anticipated this further area will be required before at least 2050 unless there are significant shifts in growth rates.*
- Low Density and Rural Living Areas:** *In addition to the areas identified above, Port Fairy also has an existing generous supply of lower density land, with minimum lot sizes ranges of 0.4ha, 1ha and 4ha around the periphery of the settlement. These areas will continue to provide an alternate housing offer to that within the broader Port Fairy township. The delivery of housing in some of these areas is likely to see reductions in density or housing models based on the identification of constraints or the broader objectives of this Structure Plan to improve the presentation of approaches to the township.*

Growth Areas

Despite the critical importance of matching housing to Port Fairy's older demographic, it nonetheless remains important to identify areas for future 'greenfield' development to ensure that Port Fairy remains accessible to younger families. Given constraints affecting much of the township, the key area for delivery of this housing is to the west, between the Princes Highway and the Hamilton-Port Fairy Road (Growth Area A).

There is also potential for the area along the Albert Road ridgeline to contribute to the future housing mix of the township (Growth Area B). A number of larger parcels in this area have been acquired by VicRoads to facilitate the delivery for the proposed bypass. VicRoads is investigating opportunities to excise and release for residential development, portions of parcels which

are not required for the bypass. This can be supported by Council and will increase the supply of available land not just in Growth Area B, but also Growth Area A. Further detail around these two growth areas can be found on Pages 32-35.

There is also a clear role to play for low density residential housing stock as many residents enjoy the lifestyle of a larger property. However, the delivery of this type of housing needs to be managed to ensure that it is sensitive to its surroundings and is located in areas which are not subject to identified constraints. It is also important that the delivery of larger lot development does not constrain future opportunities for the growth of the township.

There is also an area of residentially zoned land in South Beach which has not yet been development which will also provide

additional capacity. However, it is noted that the extent of zoned land does not reflect the amount of land that will be available for residential development as a result of flooding constraints. Existing Council policy which actively discourages fill is strongly supported by this Structure Plan which recognises the important role these wetland area have in mitigating the impacts of coastal inundation in adjoining areas as they increase over time. The development of this area does, however, have the capacity to improve access to Port Fairy West and indicative road connections are shown in Figure 15. These connection will be important in determining the density of development in the western portion of this land to ensure long term safe access can be provided. Wannon Water has identified that a new sewerage pump station will be needed in this area (although the costs associated with this will be relatively low).

DEMAND							
METHOD	PER ANNUM FIGURE			REQUIREMENT: 15 YEARS			REQUIREMENT: TO 2040 (COMBINED)
	TOTAL	houses	units	TOTAL	houses	units	
High Growth	39	33	6	585	495	90	897
Medium Growth	30	26	4	450	390	60	690
Low Growth	18	15	3	270	225	45	414
Building Approvals	30	26	4	450	390	60	690
SUPPLY							
Growth Area A	378 (500sqm)						
Growth Area B	211 (800sqm)						
Infill @ 32% of total development	158 (High Growth)		124 (Medium Growth)		72 (Low Growth)		124 (Building Approvals)
TOTAL	747		713		661		713

Note: these calculations do not include identified longer term residential growth areas adjoining Growth Area A which will provide additional supply beyond that identified in this table

Table 1: housing demand and supply

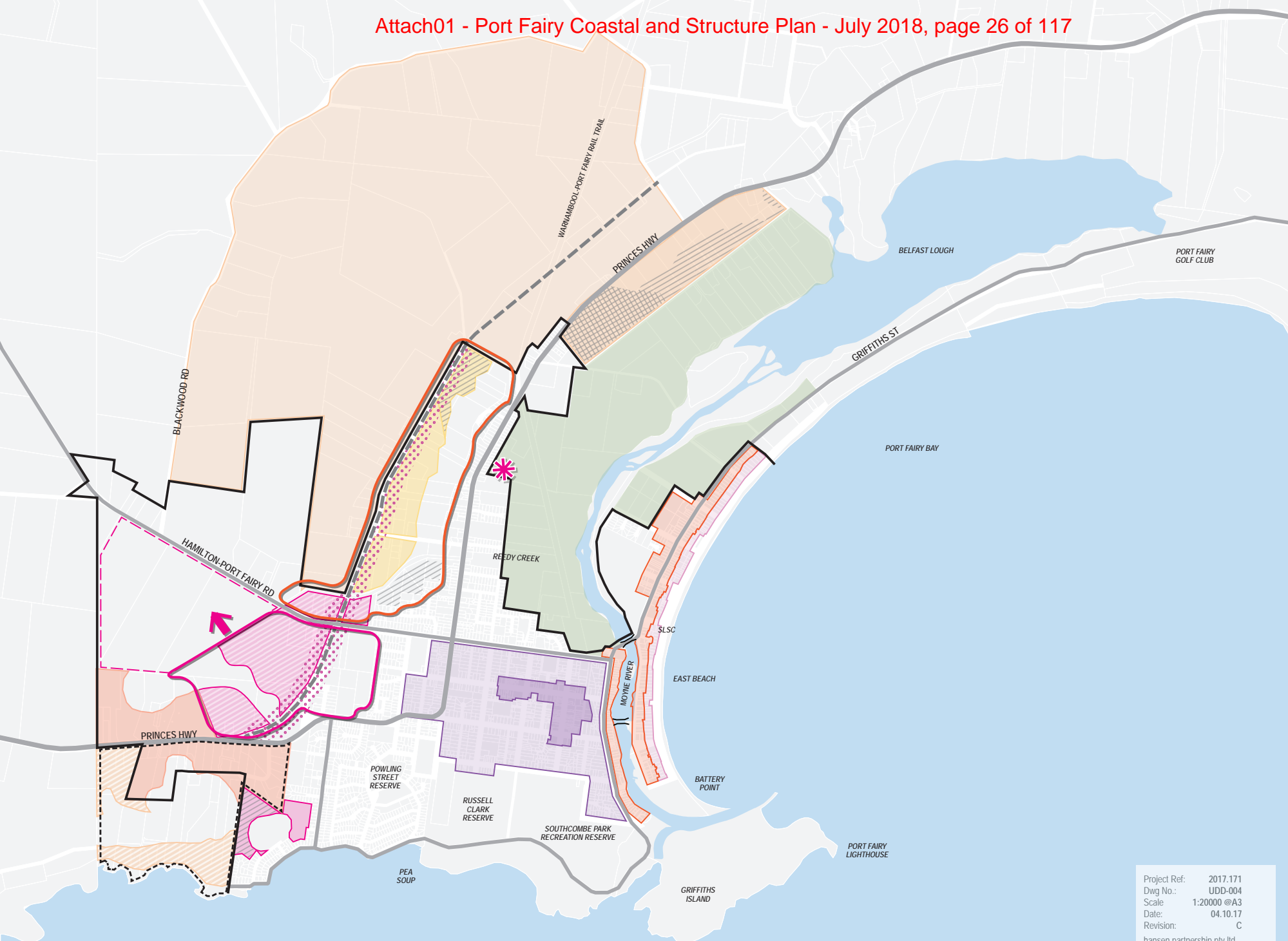


Port Fairy Coastal & Structure Plan

Settlement & Housing

Legend

- Coastal Settlement Boundary
- Port Fairy West Structure Plan Area
- Growth Area A
- Growth Area B
- Future long term residential growth
- Discourage subdivision to protect long term growth
- New residential area: Rezone from RL
- New residential area: Rezone from mixed use to residential
- Work with VicRoads to facilitate release of surplus land for residential development
- Existing residential infill area
- Town Centre Precinct: Encourage sympathetic infill
- Commercial Core Precinct: Encourage shop top housing & mixed use
- Griffiths Street & Wharf Precinct: Restricted infill
- East Beach Precinct: Restricted infill
- Low density area (0.4 ha)
- Rural living area (1 ha)
- Rural living area (4 ha)
- Assess appropriate residential density
- Belfast Lough environs (private): Rezone to Rural Conservation Zone
- Highway / main road
- Future bypass alignment
- Potential residential expansion area (if development can demonstrate accordance with relevant flood controls under a 1.2m SLR scenario, and that the land is outside any buffer agreed by SunPharma & the EPA)



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hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au

Figure 8. Settlement & Housing

OBJECTIVES

- To support Port Fairy as being the primary 'district town' for Moyne Shire and its role in accommodating a medium level of growth, as reflected in the State Planning Policy Framework.
- To ensure an appropriate supply of residential land within Port Fairy in recognition of its role.
- To direct housing growth to areas not subject to identified inundation.
- To promote a compact urban form which avoids sprawl and provides a clear delineation between urban and rural areas.
- To deliver opportunities for residential growth across a range of growth fronts and formats to reflect the diversity of demand.
- To encourage the delivery of housing which is responsive to demographic changes.
- To encourage sensitive residential infill development close to the commercial core.
- To ensure infill development is delivered in a way which is sensitive to the environmental, heritage and character context.

STRATEGIES

- Integrate a Coastal Settlement Boundary into the Municipal Strategic Statement to provide certainty and clarity for the current and future extent of growth for Port Fairy.
- Allow for a 'layered' system of growth where applicable planning controls reflect the types of development that may occur in each area (see highlight box on Page 25).
- Discourage the 'sprawl' of housing along the Princes Highway to the north.
- Do not support the intensification of housing in locations where there is associated coastal erosion and flooding constraints that cannot be properly managed.
- Recognise Growth Area A as the key growth front.
- Ensure development in Growth Area A responds to identified future inundation impacts and locates housing outside areas identified as subject to significant flooding.
- Ensure that land identified for longer term residential development is included within the proposed Settlement Boundary and is not further subdivided until such time as required to facilitate conventional residential growth.
- Recognise the potential of Growth Area B along the Albert Road ridgeline on the 'town-side' of the bypass to accommodate future 'conventional' residential development.
- Recognise the reduced development capacity of remaining residentially zoned land in South Beach as a result of flooding.

- Increase the provision of residential land by working with VicRoads to facilitate the excision and release surplus land not required for the bypass for sale.
- Ensure that new residential development along the Public Acquisition Overlay / bypass have adequate separation and frontage away from the bypass route.
- Consider opportunities for works along Reedy Creek to reduce the extent of flooding in existing residentially zoned land to allow for future infill.
- Encourage alternate models such as townhouses fronting the proposed linear open space and 'shop top' housing within the Commercial Core to diversify housing stock.
- Consider the waiving of car parking for suitable developments within the Town Centre Precinct. For example, where a small footprint dwelling is provided that is fully designed to universal access principles.
- For residential land within identified industrial buffer zones, require further investigations by qualified professionals based on localised conditions and agreed with the EPA and relevant industrial operators before determining appropriate residential densities.
- Consider the appropriate density of residential development for peripheral residentially zoned land in the South Beach area.
- Encourage dwellings that can cater to an aging population, through the integration of adaptable design principles.
- Encourage the development of residential aged care and independent living accommodation within walking distance of the Commercial Core and Hospital.

- Reduce the extent of existing Low Density land to the north of the township within the Belfast Lough Environs to reflect the constraints of the land (flooding and industrial buffers) and visual sensitivity as a result of their location adjoining the Lough..
- In Low Density and Rural Living zoned land encourage dwellings to be compatible with their rural surrounds having regard to their setback from main roads, height, materiality and design.
- Discourage new dwellings within the Belfast Lough Environs.
- Require servicing of unsewered dwellings within areas identified as being subject to inundation to utilise systems that reduce the risk of negative impacts on the environment.

ACTIONS

- Undertake a Planning Scheme Amendment to implement identified objectives and preferred housing outcomes identified on Page 26 including:
 - Rezoning from the Rural Living Zone to the General Residential Zone to facilitate the proposed Growth Area A.
 - Rezoning from the Mixed Use Zone and the Rural Living Zone to the Neighbourhood Residential Zone to facilitate the proposed Growth Area B.
 - Rezoning of other residential land within the settlement to the Neighbourhood Residential Zone.
- Apply Development Plan Overlays and associated Development Contribution Plan Overlays to Growth Areas A and B to ensure appropriate consideration of drainage / wetland areas, interfaces with the bypass, the delivery of open space and connectivity, and to coordinate development across different landowners. See Pages 30 - 33 for indicative Precinct Plans.
- Undertake further investigations to determine the appropriate densities of residential areas identified on Figure 8 having regard to the constraints affecting those parcels and rezone land to reflect land capacity.
- Support the VicRoads review of land along the Port Fairy Bypass Corridor, beyond the Public Acquisition Overlay, to facilitate excision and release surplus parcels for residential development.



GROWTH AREA A INDICATIVE PRECINCT PLAN



Growth Area A is located to the west of the existing urban area of Port Fairy. This area is proximate the town centre and will remain relatively free from inundation. Wannon Water has advised that two sewerage pump stations will be required to service Growth Area A, and that care will need to be taken to ensure that the costs associated with these systems is equitable. This area provides adequate land to meet projected housing requirements for the planning horizon (see table below), and longer term growth opportunities are then available beyond the identified precinct, allowing for further consolidation and connections to future greenfield areas. These areas are intended to be used for farming in the short to medium term and Reedy Creek will form an important buffer between these areas. The proposed Port Fairy bypass forms a major consideration of planning for this area but is a long term proposition. Interim access arrangements may be possible, or alternatively, convenient vehicular, cycle and pedestrian access can be provided along the key corridors of the Princes Highway and Hamilton-Port Fairy Road. Opportunities also exist to try to facilitate a direct pedestrian linkage into the town centre, along the alignment of Bank Street which would greatly enhance the precinct's connectivity. Adjoining areas to the east of the proposed bypass are shown in the indicative Precinct Plan to ensure consideration of their future development with both the bypass and Growth Area A.

Total area	NDA (70%)	Av lot size#	Theoretical lots
270,000sqm	189,000sqm	500	378

Table 2: Growth Area A theoretical housing supply



It is acknowledged that 500sqm is a small lot size compared to recent development in Port Fairy which has seen lots of between 650 and 800sqm developed, but the figure identified in the background paper has been adopted to ensure consistency.

NDA = Nominated Development Area, which is 70% of the Gross Development Area.



Figure 9. Growth Area A Indicative Precinct Plan

GROWTH AREA B INDICATIVE PRECINCT PLAN



The existing Mixed Use Zone along the Albert Road ridgeline also offers opportunities to accommodate future residential growth, along with portions of existing Rural Living land not affected by flooding. This area is also able to be serviced efficiently (sewer and water) and areas identified for growth are free from inundation. A sewer pump station may be needed for the south western area, or this could be provided in conjunction with Growth Area A. An additional one or two sewer pump stations will be required for the northern extent of the area. Unlike the proposed Growth Area A, large portions of land within the Albert Road precinct are in individual smaller parcels with existing dwellings. As such, the realistic development potential of this area is unlikely to be known until a Development Plan is prepared. The co-ordination of servicing costs will also need to be carefully considered to ensure equity. The integration of open space outcomes around existing creek corridors and the need for careful planning in relation to interfaces with any future bypass are other considerations which exist across both proposed growth areas.

Total area	NDA (70%)	Av lot size#	Theoretical lots
177,000sqm in the Mixed use Zone	123,900sqm (MUZ)	800	211*
65,000sqm in the Rural Living Zone	45,500sqm (RLZ)		

500sqm is a small lot size compared to recent development in Port Fairy which has seen lots of between 650 and 800sqm developed. Given the existing character of this area and existing dwellings, an 800sqm figure has been adopted as a more realistic outcome.

NDA = Nominated Development Area, which is 70% of the Gross Development Area.

Table 3: Growth Area A theoretical housing supply

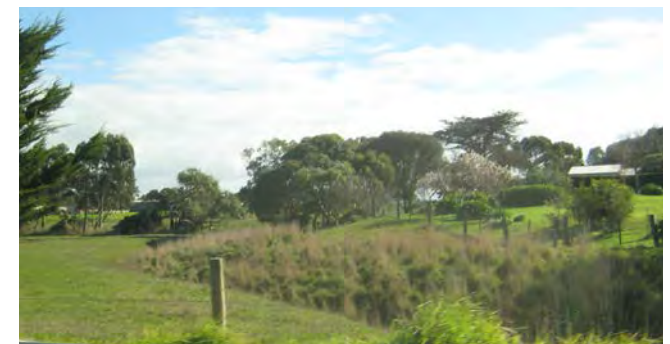




Figure 10. Growth Area B indicative Precinct Plan

TOWN CENTRE PRECINCT SMALL FOOTPRINT INFILL

The delivery of sensitive infill residential development within the Town Centre Precinct of Port Fairy will be important in delivering the overarching objectives relating to housing. This is particularly the case in delivering smaller footprint dwellings attractive to an aging population, and which promote reduced car ownership through their ease of access to services and facilities. Drainage issues within this area also suggest a building typology that includes significant areas of permeable space. This is supported by existing design guidelines relating to site coverage. The retention of the consistent streetscape presentation is also important. A tailored response will be required within this area to respond to the level of heritage significance of not only identified sites, but also the immediate context. High quality contemporary design responses which reflect the scale and massing of existing forms should be preferred over mimicry. Potential development outcomes which could achieve these outcomes are identified on the following page.

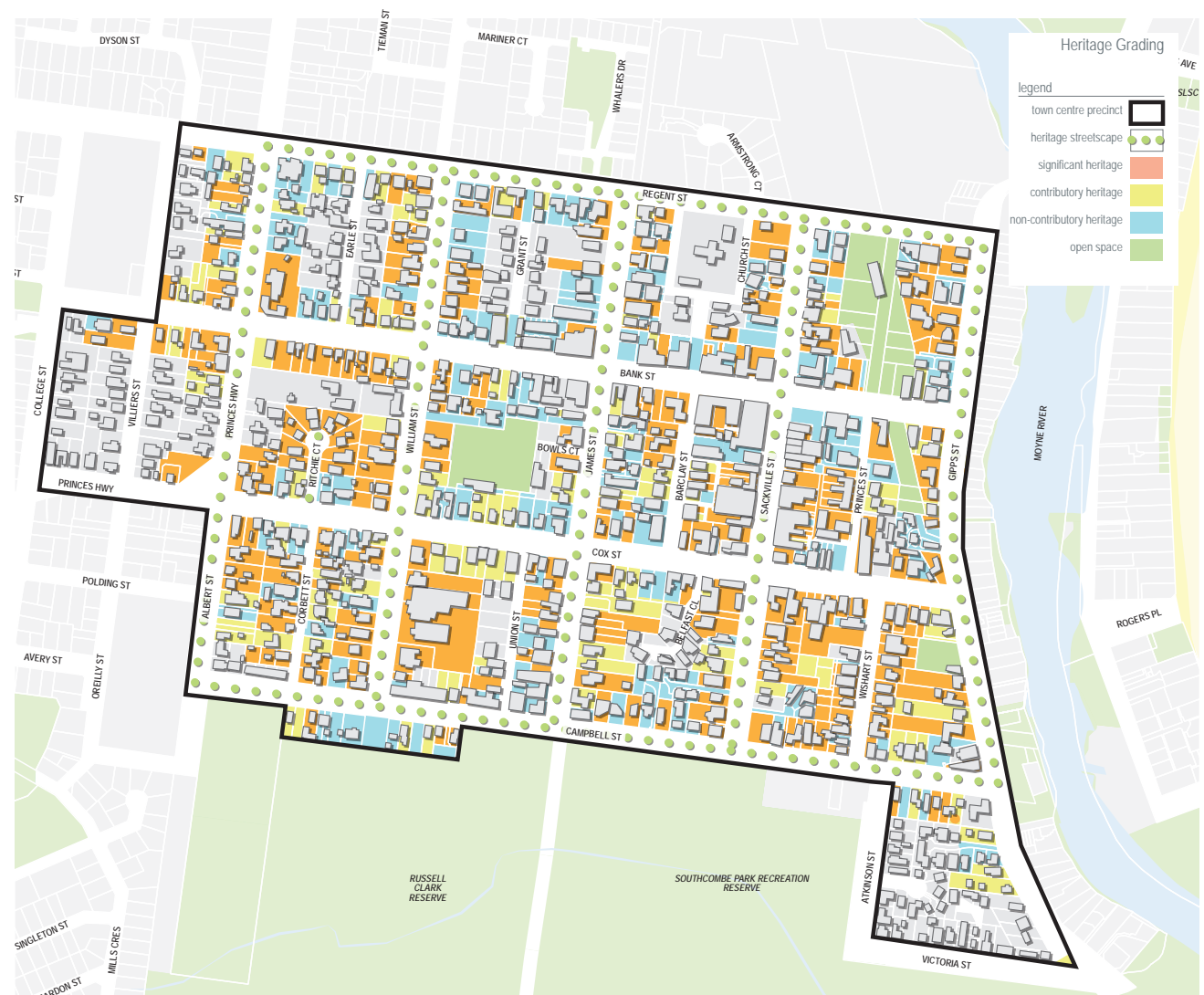
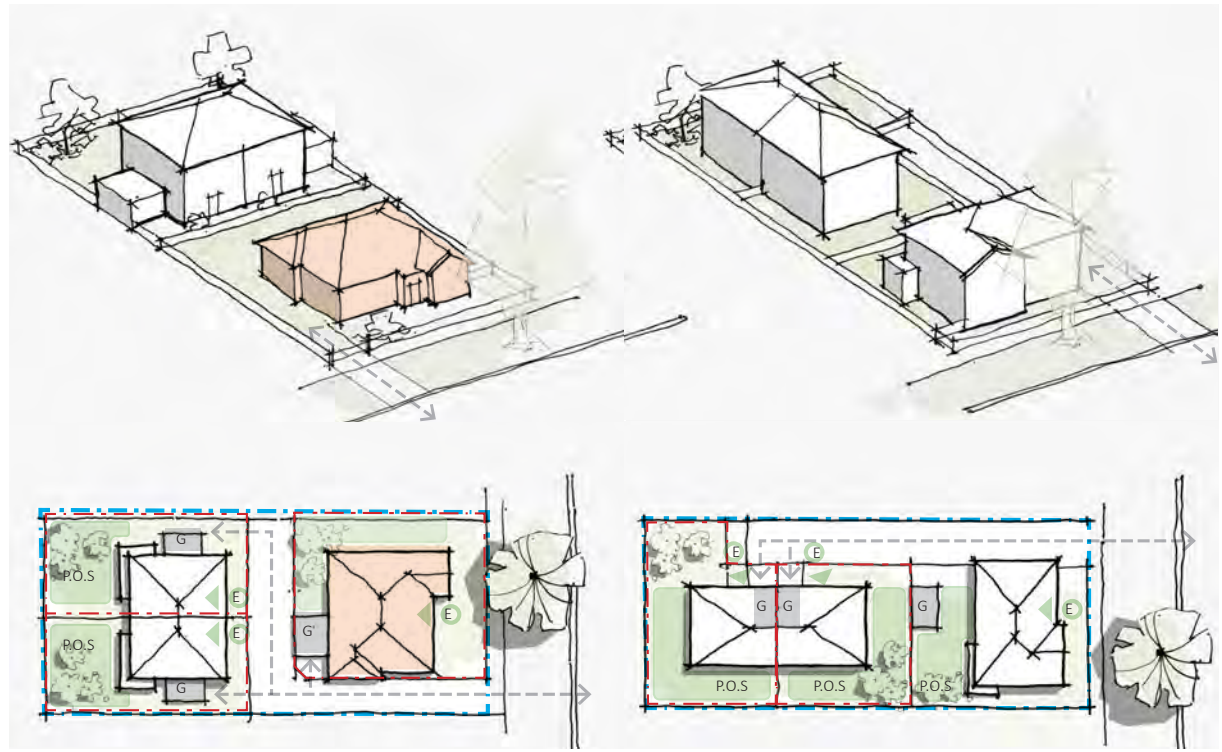


Figure 11. Heritage grading within the Town Centre Precinct

Design Objectives

- To ensure that new development respects the character established by heritage development and does not compromise or threaten that character.
- To acknowledge the importance of variety to Port Fairy's character, in terms of size, design, setbacks and materials.
- To ensure that development retains the landscape qualities of the area.
- To encourage smaller building footprints to respond to heritage and infrastructure constraints and provide for housing diversity.
- To reinforce the traditional streetscape and generally discourage 'side-by-side' development which alters streetscape presentation.
- To encourage high quality but contemporary design responses.
- To minimise the detrimental visual impact of car parking and outbuildings.



Key Built Form Controls

Height

- Building height should not be detrimental to the character of the area.
- In Wishart Street a discretionary height limit of 5 metres, with a maximum façade height of 3m applies

Built bulk and Mass

- Buildings should be articulated so that the overall bulk and mass of the building does not compromise the characteristic scale and pattern of the area.

Setbacks

- The setback of new buildings should retain the established development pattern and respect characteristic setbacks.
- Combined side setback of at least 6m within 10m of the building frontage on at least one side.
- Minimum side setback of 2m

Outbuildings (parking, garages & other outhouses)

- Garages, outbuildings and areas allocated for the parking of vehicles should be sited to minimise visibility from the street and be designed to be consistent with the character of the area.
- Driveways should be development with a permeable surface wherever possible.
- Maximum garage width of 6.5m.
- Garages must be sited at least 1m behind the main building façade (excluding porticos and projecting windows)
- If garage is set back more than 10m from the front boundary, siting on boundary is acceptable provided other standards are met
- Where double garages are provided these should be accessed by a single crossover.

Building Materials & Colours

- Building materials and colours should respect the character of the area.
- The use of natural, less processed materials such as timber or stone is preferred.
- Shiny reflective materials are to be avoided. Non reflective materials such as corrugated iron or appropriate colourbond should be utilised for roofs.

Landscaping & Fencing

- Front fencing and landscaping should reflect the 'buildings in landscape character' of the area.
- Landscaping should provide for the replacement of environmental weeds with indigenous planting.
- Landscaping should be provided to ensure a green 'soft' foreground is the dominant element when viewed from the street.
- Fences forward of the front façade or parallel to the street frontage should be at least 50% visually permeable

Site Coverage

- The combined site coverage of buildings and impermeable surfaces should respect the pattern of building and open space characteristic of the area.
- Total site coverage of buildings, garages and decks should be 40% or less
- Total permeability should be more than 50%

Subdivision

- The frontage width of lots abutting the street should be consistent with the typical widths of existing lot frontages in the street.
- Subdivision should avoid the creation of new crossovers wherever possible.
- Side-by-side subdivisions should be avoided unless they can demonstrate an ability to meet side setback requirements.



3.3 ECONOMIC DEVELOPMENT

Port Fairy has a wide variety of employment opportunities. Employment is provided by the industrial businesses including SunPharma and Bamstone, the fishing industry, retail and hospitality / tourism industry and health related jobs. The town's proximity to Warrnambool also provides additional job opportunities. The Structure Plan recognises the importance of providing for and encouraging additional employment opportunities, as well as driving broader economic growth.

Commercial Development

The Commercial Core of Port Fairy currently contains the majority of all commercial and retail offerings and is a key tourist destination due to its variety of shops and restaurants. In 2016, the non-retail commercial floorspace in the town centre comprised retail (15,359 sqm), office (4,062sqm) and hotel and accommodation (12,455sqm). This highlights the demand for tourism related uses in Port Fairy.

The overall forecast is for growth in commercial floorspace in Port Fairy of 10,400 square metres over the period to 2036. This includes 5,000 square metres of additional retail floorspace over 20 years (which includes food and services). Most of this space is likely to be accommodated in small and medium sized stores similar to existing development. Projections identified that there may be sufficient demand for a new supermarket broadly equivalent to the existing supermarket, or alternatively, the existing supermarket could double in size, which would require a significant site or substantial redevelopment.

It is considered appropriate for the Commercial Core to remain the main retail hub of town and any larger 'anchor' stores should be discouraged from locating outside this area. Areas where an expansion of the commercial footprint will be supported are therefore identified through the Structure Plan. Locating this expansion along Bank and Princes Street not only consolidates the centre further but allows for the integration of commercial areas with open space and enhances connections to the Wharf Precinct (see discussion below). The rezoning of surplus land at 6 Bank Street provides one of the limited opportunities for larger footprint retail such as a new supermarket to establish, but this would need to be carefully managed, particularly in relation to car parking, to minimise any impact on Railway Place.

Industrial Development

Industrial zoned land plays a critical role in delivering local jobs. There is an estimated demand for around 2.4ha of industrial land to 2041, presuming some relocation of existing light industrial uses (such as the hardware store) from the Commercial Core. Looking to the future, there is a clear need for additional land to be identified for light industrial uses - this is critical not just for local service industry, but also in providing opportunities for other land uses which may not be suitable or able to afford land within the Commercial areas. This includes small manufacturing businesses, craft breweries etc which could also support the broader tourism sector.

Ensuring the protection of existing industries is also important. This should occur through both the recognition of buffers contained within the Moyne Planning Scheme (which are designed to avoid conflict with sensitive uses and are shown on Figure 9) and the identification of longer term expansion opportunities. Of particular importance to Port Fairy's economic development is protection

of the SunPharma site to the north of the town, which employs approximately 140 people and produces internationally significant quantities of pharmaceuticals. An indicative buffer of 500m should be identified within the Moyne Planning Scheme until such time as SunPharma and the EPA have agreed any alternate buffer in order to protect this significant industry from residential encroachment, particularly given the identified potential for increased operations on this site. Existing industrially zoned land to the south of the site is proposed for rezoning to the Rural Conservation Zone (reflecting the sites constraints), but clear policy direction should be put in place to support any use of this land for appropriate ancillary infrastructure (i.e. renewable energy generation).

Tourism

Strategies to advance economic development imperatives also need to acknowledge the importance of tourism uses. While the continued development of tourism is generally driven by strategies which sit outside a 'planning' framework, policy decisions, around land use and built form in particular, can exert a strong influence.

The importance of integrating short stay accommodation within the Town Centre Precinct has been identified and, while important, needs to be balanced with the delivery of local housing. While the adaptive reuse of heritage buildings for tourism uses and the integration of environmentally sensitive tourism development in the surrounding area is strongly supported at a policy level, the appropriateness of these will depend on individual sites and associated proposals. Similarly, while background investigations identified the potential for a large scale hotel and conference facility to drive tourism growth, the suitability of such a proposal will need to be assessed on the merits of any specific proposal. Recognition of the importance of caravan parks and camping areas is also noted.

Areas where the Structure Plan can support tourism are fourfold. Firstly, though ensuring appropriately zoned land is available (see discussion above) and secondly, though ensuring the development does not compromise the natural and built environment which are the key tourism attractors for the identified market. The last two areas where the Structure Plan can support tourism relate to the public spaces of the township. Ensuring that the planning for open spaces is not undertaken in isolation and considers the retention, protection and appropriate expansion of event spaces is very important in Port Fairy given the critical importance of events such as the Folk Festival to the townships economy. Also noted is the delivery of a new Coastal Walk building on existing infrastructure through upgrades and 'branding' though consistent treatments, wayfinding and other informational signage. Public realm improvements at identified Coastal Nodes also provide 'destinations' for tourists. In addition, broader upgrades to the pedestrian and cycle environment to encourage walking and cycling in the township are intended to reduce congestion at peak times.

The Structure Plan also highlights the importance of the Wharf Precinct and connections to the area from the Commercial Core. It is proposed to advance this in a number of ways. Firstly, the connectivity to the wharf from the Commercial Core needs to be improved as current legibility is problematic and the wharf area feels 'cut off' from the Commercial Core and the associated Visitor Information Centre. Key to any upgrades in this area would be to improve the relationship between the eastern and western side of the wharf, and an East Bank Promenade as proposed. Opportunities for further activation of this area and the ability to deliver increased levels of commercial accommodation (with a focus on boutique

luxury) should also form part of planning for this critical area. Further detail around how this connection might be delivered is included on Page 42.

Fishing Industry

It will also be important that any planning for the Wharf Precinct recognises the importance of protecting the commercial use of the wharf, acknowledging the important economic contribution to the town. It will also be important that Council works pro-actively with stakeholders in the fishing industry in responding to potential longer term impacts of climate change on accessibility to the Port and its associated services.

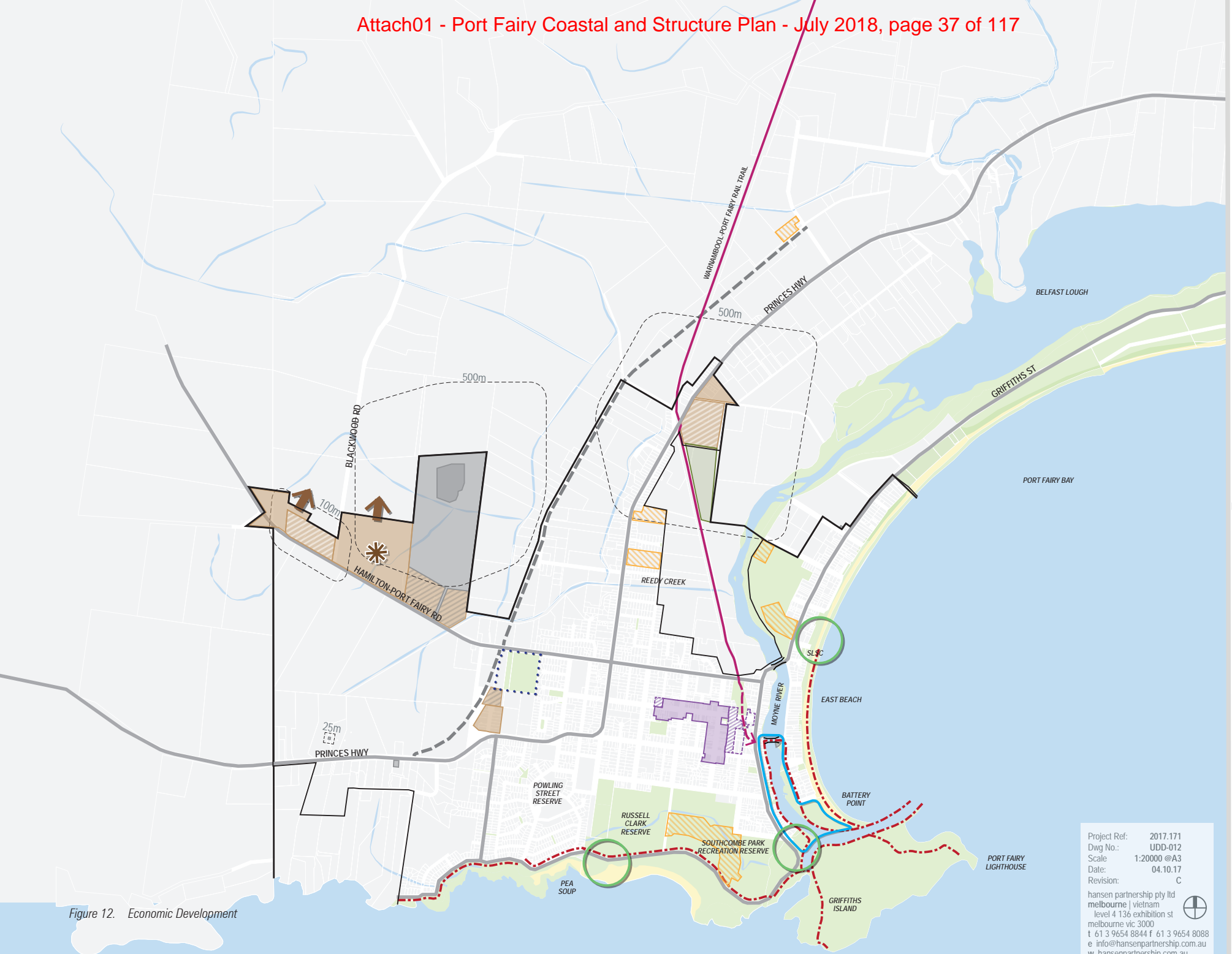


Port Fairy Coastal & Structure Plan

Economic Development

Legend

- Coastal Settlement Boundary
- Commercial Core Precinct
- Commercial Core Expansion Stage 1
- Commercial Core Expansion Stage 2
- Existing industrial land
- Industrial activity area
- Rezone land to facilitate light industry
- Ensure only appropriate land uses
- Industry buffer
- Retain vacant industrial land for long term growth
- Future long term industrial growth
- Public utility
- Caravan park / camping sites
- Consider potential as long term event site
- Wharf Precinct
- Coastal recreation node
- Rail trail
- Extend rail trail
- Coastal Walk
- Highway / main road
- Future bypass alignment
- Open space



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hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au

Figure 12. Economic Development

OBJECTIVES

- To grow and diversify the range of local employment opportunities.
- To ensure an appropriate supply of commercial land.
- To support the primacy of the existing Commercial Core.
- To improve connections between the Commercial Core and key destinations such as the Wharf Precinct and Battery Hill.
- To protect significant existing industries and infrastructure.
- To retain the long term potential for appropriate large scale industrial use to establish in Port Fairy.
- To diversify industrial land offer to support light industry and associated tourism opportunities.
- To recognise the role of tourism and events within Port Fairy as a driver of the regional economy.

STRATEGIES

- Do not support any proposal for commercial development which undermines the role of the Commercial Core as the primary destination for retail and commercial activity within Port Fairy.
- Continue to undertake on-going improvements to the public realm within the Commercial Core to improve the amenity, function and attractiveness of this area.
- Ensure that growth in the Commercial Core occurs in manner that does not negatively impact on the amenity of the centre for visitors and the local community.
- Accommodate additional commercial floorspace by expanding the existing commercially zoned land to include identified areas of Princes Street and 56 Bank Street, Port Fairy (see Figure 10).
- Identify land along Bank Street towards Gipps Street for longer term commercial expansion.
- Encourage the delivery of consolidated car parking solutions in keeping with the adopted *Port Fairy Town Centre Car Parking Strategy* to maximise the available of commercial floorspace within the Commercial Core.
- Support the development of a local convenience shop as part of any growth area development if a need is identified and justified (this can be achieved in both the General Residential and Neighbourhood Residential Zones).
- Retain large vacant parcels of industrial land along the Hamilton-Port Fairy Road for future industrial use.
- In the long term, encourage any required expansion of industrial land to the north of existing land, adjacent to Blackwood Road.
- Rezone existing Industrial 1 zoned land between the Hamilton-Port Fairy Road and the Sewerage Treatment Plant site to the Industrial 3 Zone to support light industry.
- Rezone land to the north of the existing industrial estate (Arabi Court) to facilitate further small scale industrial development in this area. If possible, extend the existing access road and connect the proposed new area to the existing estate.
- Encourage alternative or boutique uses within Industrial zoned land that will generate additional employment and support tourism uses such as micro-breweries, distilleries or art related industries.
- Recognise buffers associated with the Sewerage Treatment Plant, Water Treatment Plant, Bamstone and SunPharma within local policy.
- Support further intensification of SunPharma in its current location but do not support any further expansion in recognition of adjacent residential development.
- Rezone industrial land within the Belfast Lough environs but ensure policy support for appropriate ancillary uses.
- Continue to support the delivery of appropriate tourism related development and the protection of existing caravan and camping areas though the planning scheme.
- Ensure that new commercial built form is respectful of the landscape and heritage character of the existing township in recognition of the importance of the settlement's character to the tourism industry.
- Enhance Coastal Nodes as visitor 'destinations' and enhance visitor experience though improvements to the rail trail and a new dedicated Coastal Walk.

- Undertake a Masterplan for the Wharf Precinct to identify opportunities to support and expand existing employment in this area, particularly opportunities associated with tourism and hospitality development.
- Ensure that the retention and enhancement of a diverse range of spaces for events and festivals within the township is supported by open space planning.
- Ensure consideration of the ability of public open space to accommodate events and festivals on unconstrained land in forward planning.
- Improve pedestrian and cycle connectivity between the Wharf Precinct and the Commercial Core.
- Encourage walking and cycling by visitors during peak times to reduce congestion and increase interactions with local businesses.
- Carefully manage the delivery of 'pop-ups' to ensure that the benefits they provide in terms of activation and diversification is appropriately balanced with the impact on permanent traders.
- Acknowledge and continue support of the commercial use of the wharf for the fishing and tourism industry.
- Provide for an additional mobile tower in a location which does not unduly impact on the scenic landscapes of the township to increase coverage to residents and businesses (for example, immediately north of the existing industrial estate).

ACTIONS

- Rezone land to reflect preferred outcomes:
 - Industrial 1 to Rural Conservation Zone in the Belfast Lough.
 - Industrial 1 to Industrial 3 proximate to proposed growth areas.
- Undertake updates to local policy as identified through a Planning Scheme Amendment, including identification of relevant industrial buffers and support for ancillary uses.
- Apply an Environmental Significance Overlay to the buffer around the Water Reclamation Plant and work with the EPA and SunPharma to define an appropriate buffer for that site to inform a future planning overlay.
- Investigate mechanisms for the delivery of an expansion of the existing light industrial estate in Arabi Court.
- Confirm the Railway Place Masterplan.
- Undertake planning for the Fisherman's Walk area in conjunction with confirmation of the Railway Place Masterplan.
- Identify appropriate streetscape works on Banks Street and Gipps Street to create a seamless pedestrian / cycle experience between the Visitor Information Centre and the Wharf Precinct.
- Identify appropriate planning controls to ensure activation of lots adjoining Fisherman's Walk and Railway Place.

- Undertake and implement a Wharf Precinct Masterplan that seeks to provide for the following:
 - Improved connections to the Town Centre and upgrades to the pedestrian bridge to improve amenity and attractiveness.
 - A new wharfside promenade on the eastern edge which allows for views back across to the Commercial Core.
 - Integration of King George Park, Rotary Park, Battery Hill and East Beach connections.
 - Increased availability of public furniture that creates activity nodes and encourages people to linger and utilise the space.
 - Increased public lighting that contributes to the riverine character, including feature lighting.
 - Continued activation of wharf environs with markets and festivals making use of available space.
 - Consideration of opportunities for the integration of public art.
- Develop policy to guide the delivery of 'pop ups'.

TOWN CENTRE EAST PRECINCT PLAN (page 1)



The Town Centre East Precinct has been highlighted as it is the area anticipated to see the highest level of change in both the public and private realms. There is a need for development to be undertaken in a coordinated manner to maximise the benefits such development can bring. The aspiration to provide better linkages between the Commercial Core of Port Fairy and the Wharf Precinct is a long held ideal which is fleshed out in this precinct plan. This area also serves as a 'gateway' to the settlement given both the location of the rail trail, and regional bus stops.

Locations for commercial floorspace expansion are also identified in this plan, with the aim of using a change in activity to drive further activation of this area. However, it will be investment in the public realm, not only the public open spaces of Railway Place, Fisherman's Walk and the Wharf Precinct, but also the intervening streetscapes that will provide the main catalyst for change.

The redevelopment of 6 Bank Street is likely to be the first major change following its rezoning, and will hopefully be followed by the further development of commercial floorspace through a combination of adaptive reuse and high quality contemporary infill. Adaptive reuse is likely to play a key role in accommodating the identified requirements for office, hospitality and accommodation projections (outlined on Page 36).



TOWN CENTRE EAST PRECINCT PLAN (page 2)

Minimise the visual impact of car parking

Encourage the development of mixed use development that responds to the heritage context

Promote opportunities for adaptive reuse of heritage forms and the development of exciting but responsive contemporary infill

Encourage additional pedestrian linkages between Princes Street and Fisherman's Walk as part of any development

Provide for additional commercial floorspace

Require built form along the western edge of Railway Place and Fisherman's Walk to have an active frontage that engages with the adjoining public space to assist in the activation of this connection.



Retain and enhance open spaces for events and festivals

Extended Rail Trail, connecting to the Wharf Precinct

Provide for a seamless pedestrian and cycle experience between Regent Street and the proposed East Bank Promenade

Accommodate a high quality nature based playspace and associated landscaping

Consider opportunities to improve the amenity and attractiveness of the existing pedestrian bridge

Establish an East Bank Promenade. Use of public lighting and key view points across the river from Battery Hill back to the King George Park to improve the relationship to the river and encourage people to use and enjoy the space.

Figure 13. Town Centre East Precinct



3.4 BUILT ENVIRONMENT & HERITAGE

Port Fairy is widely recognised as one of the most beautiful townships in Victoria. The combination of the informal nature of the existing streetscapes, street trees, the heritage cottages, bluestone buildings and coastal vegetation provides a high level of amenity for local residents and draws tourists, both local and international. As such, the protection of Port Fairy's character and heritage is of critical importance to the local community and is strongly emphasised under existing planning policy.

Character

The character of Port Fairy is influenced by two key factors - the landscape and public spaces of the settlement (including its streetscapes) and buildings on private land. In general, Council manages public land and so decisions the Council makes on matters such as streetscape upgrades or the design of new public spaces can exert a strong influence. For example, if the existing informal streetscapes were 'urbanised' through the introduction of formal kerbs and drainage, this may have a significant impact on how the settlement 'feels'.

The second factor (private development) influences character through the density of development that occurs in particular areas. For example, if there were significant amounts of new dwellings built in the Belfast Lough area this would impact on the open views across the Lough which are important to how the town is perceived. But also, at a finer grain, the height, form and material that each dwelling adopts all 'add up' to influence the character.

The township currently has 19 different Design and Development Overlays which control built form. While these Overlays are working well in terms of delivering responsive buildings, they are somewhat outdated and contain considerable overlaps across different areas.

Heritage

In a planning context, 'heritage' sits alongside 'character' but is managed through a separate process whereby a Heritage Overlay is applied to identified historic assets which require an appropriate response to this identified importance. Within Port Fairy, there are different levels of heritage protection which are associated with varying opportunities. For example, a 'non-contributory' building could be demolished and replaced, but a 'significant' building should not be. See Figure 11 for this grading. In accommodating new residential growth, understanding how new buildings can complement the existing character while also making a positive contribution to Port Fairy is necessary. The significance of Port Fairy's built heritage is emphasised by the fact that over 50 buildings within the township are listed on the Victorian Heritage Register, requiring approval from Heritage Victoria for works.

In addition to the 'traditional' built heritage of Port Fairy, there is evidence of ongoing indigenous occupation of the area and associated cultural heritage which forms a critical part of the Township's story. Opportunities for greater recognition and protection of this heritage needs to be facilitated.

Township approaches

The Structure Plan also identifies four town entries on the Princes Highway to the north and west, along Griffiths Street and the Hamilton-Port Fairy Road. Confirming key gateways for Port Fairy creates a sense of place and arrival. The clear definition of these gateways can serve to prevent residential encroachment into the rural environs of Port Fairy which contribute strongly to a broader understanding of the settlement's character. Key gateways do not necessarily correspond to the identified Settlement Boundary, but align more closely where there will be a clear distinction between an existing or future 'urban' area and the rural surrounds. Beyond these gateways development should generally reflect this more 'rural' character. In addition to the physical demarcation of these gateways, it is important to recognise that inappropriately designed or sited buildings in these areas can impact on key views and settlement character. Where development is identified to occur on the edge of town, it is important to provide mechanisms that can be put in place to ensure that new dwellings are set back far enough from the highway, are not located on ridgelines and are compatible to the surrounding environment. Importantly, key views of the Lough or coast should be protected.

TOWNSHIP GATEWAYS

The northern entry point to Port Fairy on the Princes Highway is located where it intersects with the Rail Trail, adjacent to the SunPharma site. This is a key gateway for both vehicles and cyclists. As you drive into town from the north, at the intersection with the Rail Trail, views of the Norfolk Pines to the east are clearly visible across the Lough. The sense of arrival from the north is reinforced by the commencement of residential development on both sides of the road and avenue tree plantings. A similar experience is available to cyclists arriving along the Rail Trail.

The western entry point for Port Fairy is around the intersection of Lagoon Road and Princes Highway. Driving around the bend in the road, a sense of arrival is created by the continuous framing of Norfolk Pines on the northern side of the road and the more traditional pattern of residential development which begins to occur on the southern side of the road, following Caralina Caravan Park. The location of this western gateway may require some reconsideration as Growth Area A develops or the bypass is implemented.

The north-western entry point is at the intersection of Hamilton-Port Fairy Road and Reedy Creek. This is currently generally rural land but will transition to urban land on the eastern side of the road under the Structure Plan, with light industry to establish on the north side. As with the northern gateway, consistent planting of Norfolk Pines begins at the corner. Having regard to the nearby industrial land use, there is potential to investigate an additional Design and Development Overlay schedule to ensure that any further industrial development provides an appropriate interface to this gateway, and its associated approach.

The fourth gateway is located on Griffiths Street, the 'scenic' entry to Port Fairy. The broad open landscapes of the Belfast Lough offer views across to the Princes Highway to the west, with the Port Fairy golf course and East Beach's dune systems to the east. This entry relies strongly on the protection of this open rural / coastal landscape setting and views across the Lough.

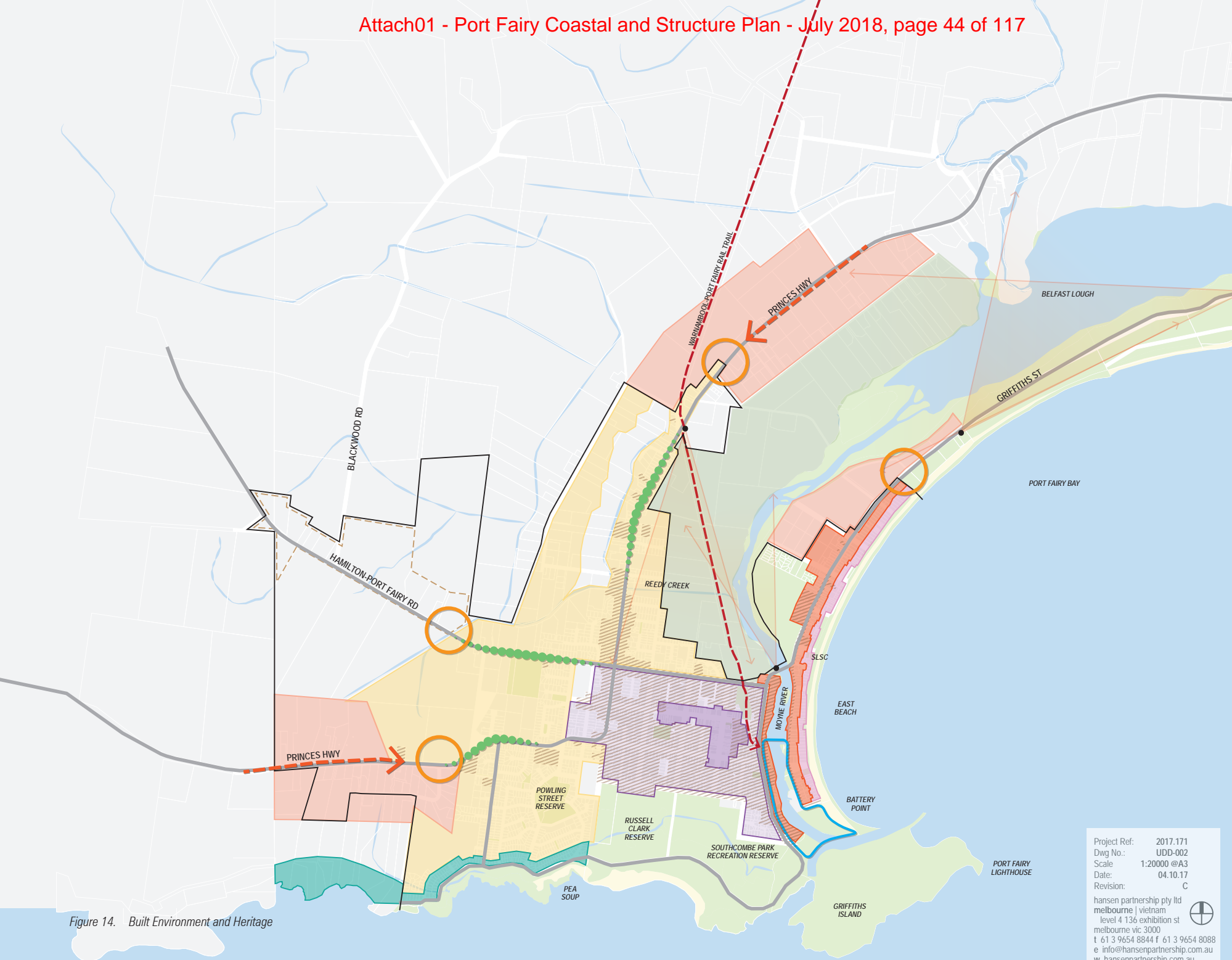




Port Fairy Coastal & Structure Plan

Built Environment & Heritage

- Legend
- Coastal Settlement Boundary
 - Commercial Core Precinct
 - Town Centre Precinct
 - Residential Approaches Precinct
 - Residential Precinct
 - Griffiths Street & Wharf Precinct
 - East Beach Precinct
 - South Beach Character Precinct
 - Heritage Overlay (HO)
 - Belfast Lough environs (private): Rezone to RCZ
 - Open space
 - Wharf Precinct
 - Develop industrial design guidelines
 - Township Gateway
 - Key open landscape view
 - Key approach view corridor
 - Gateway boulevard plantings (Norfolk Pines)
 - Rail trail
 - Highway / main road



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hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au

Figure 14. Built Environment and Heritage

OBJECTIVES

- To retain the overall low scale and simple forms of residential development across Port Fairy.
- To recognise the importance of views in coastal areas and areas adjoining the Belfast Lough.
- To protect and enhance Port Fairy's valuable heritage character.
- To recognise the importance of Port Fairy's built form character for its ongoing tourism potential and associated economic development.
- To ensure built form responds appropriately to sensitive interfaces such as coastal areas or public open space.
- To protect the existing character of key areas such as the Town Centre Precinct, Wharf Precinct and coastal areas.
- To encourage high quality, contemporary infill development which complements existing heritage forms.
- To encourage the integration of landscaping with built form, particularly in coastal areas.
- To ensure new subdivisions in the settlement can accommodate built form which is compatible with the existing character.
- To promote the use of ecologically sustainable design in new buildings within Port Fairy.
- To recognise and demarcate key Township Gateways.
- To reduce the visual intrusion of built form on approaches to Port Fairy and across key landscapes such as the Belfast Lough.

STRATEGIES

- Recognise the varied characteristics of the different areas of Port Fairy through the identification of Character Precincts (see Pages 48-49).
- Ensure appropriate zoning of land within Port Fairy to retain the current scale of development.
- Retain but rationalise existing design controls to reduce complexity and recognise the parallel controls and guidance provided by the Heritage Overlay.
- Ensure that design controls correspond to and reflect the broader strategic intentions in terms of anticipated development typologies and visual prominence.
- Particularly in the Town Centre Precinct, recognise current best practice which seeks to encourage complementary contemporary design of an appropriate scale in response to heritage, rather than mimicry.
- Where smaller lots are created as a result of a subdivision, ensure that new development responds with an associated smaller building footprint.
- Where new development occurs, promote the use of landscaping to frame buildings and to provide a positive contribution to the streetscape.
- Require the integration of materials, finishes and colours which are reflective of Port Fairy's designation as a 'coastal' settlement.
- Discourage more than one crossover associated with a lot.
- Improve the understanding and protection of indigenous heritage within Port Fairy.
- Continue to review and update controls relating to built and indigenous heritage as required to ensure appropriate

protection.

- Ensure the protection of key views within the township (see Figure 11). These include:
 - Views across the open landscape of the Belfast Lough;
 - Corridor views on approach; and
 - Views to the coast from adjoining residential areas.
- Ensure improvements to drainage infrastructure recognises that the informal streetscape conditions contribute to the character of the settlement.
- Encourage the maintenance and delivery of the streetscape plantings proposed through the *Port Fairy Street Tree Management Plan* to enhance the landscape character of the settlement's streetscapes.
- Identify key Township Gateways, ensure these are recognisable and match town entry signage to identified gateways.
- Implement a Residential Approaches design control as a part of the review of design controls for Port Fairy.
- Protect the rail trail from inappropriate development encroachment in consideration of views from the trail as cyclists enter the town.
- Advocate for the undergrounding or bundling of powerlines along the Princes Highway between Goldies Lane and the Port Fairy Holiday Park and along the Hamilton-Port Fairy Road to Reedy Creek to allow the extension of the Norfolk Pine plantings to these gateways.
- Liaise with relevant authorities to remove the need for, or reduce the extent of, pruning of key avenues of trees where they align with powerlines.

- Ensure appropriate siting and landscaping outcomes for industrially zoned land on the Hamilton-Port Fairy Road to protect this key entrance from inappropriate visual impact.
- Ensure any development adjoining Fisherman's Walk or Railway Place provides an appropriate, active interface and increase passive surveillance.

ACTIONS

- Apply amended zoning and overlay controls to implement preferred built form outcomes (outlined in full at Appendix Two).
- Develop new built form / landscape guidelines for industrial areas located on key approaches.
- Update existing Design Guidelines with a series of highly graphic brochures for identified character precincts to provide additional guidance through diagrammatic material and precedent images.
- Develop infrastructure guidelines for the heritage streetscapes to incorporate into the a new Local Policy to provide for the ongoing protection of heritage protected street trees.
- Develop a landscaping scheme for entry points that frame and distinguish these gateways, and relocate signage as appropriate.
- Liaise with service providers to establish parameters for the undergrounding or bundling of powerlines to facilitate the extension and better protection of avenue plantings along key gateways.
- Undertake mapping of existing known and potential indigenous heritage within the township, and in conjunction with the local Registered Aboriginal Parties (the Gunditjmara and Eastern Marr Traditional Owners), and seek to provide information about the area's indigenous history where appropriate.
- Prepare easy to understand guidance for developers to facilitate the Cultural Heritage Management process.



CHARACTER PRECINCT DESIGN CONTROLS

Overarching changes are proposed to how design controls are applied in Port Fairy. Key changes include consolidation of existing Design and Development Overlay schedules where there is overlap or duplication. Adjustments to the extent of land affected by different schedules to more accurately reflect built form outcomes as also proposed, along with changes to content to remove content which is not contributing to preferred built form outcomes, and providing additional guidance around matters where controls are currently insufficient (such as subdivision). Where existing elements of controls were considered to still be relevant, these have been retained in their entirety and not altered. Comments on proposed areas to be addressed by the schedules and relevant objectives are outlined below. Existing controls / guidelines proposed to be retained for each area are included at Appendix Two, along with the current controls which have been incorporated into the proposed character precincts.

** see Figure 10 for extent of areas covered by each proposed schedule. Please note DDO25 which relates to the hospital remains unchanged*

EAST BEACH PRECINCT

The East Beach area is currently covered by four different DDO schedules. The main distinction between these schedules is heights, which in many areas are mandatory rather than discretionary. These heights have been rationalised having regard for the Heritage Overlay which plays a role in determining heights in some areas. Built form objectives for the East Beach Precinct are as follows:

- To encourage a high standard of coastal architecture.
- To ensure the siting and design of new development respects the existing built character and scale of the area.
- To ensure that new development does not dominate the dune backdrop and coast.
- To protect existing native coastal vegetation, identified landscape character and to encourage planting of indigenous vegetation.
- To minimise the detrimental visual impact of car parking and outbuildings.

GRIFFITHS STREET & WHARF PRECINCT

The Griffiths Street and Wharf areas are currently covered by three different DDO schedules. The main distinction between these schedules is heights, which in many areas are mandatory rather than discretionary. There was strong strategic justification and Panel support for the mandatory nature of these controls. Built form objectives for the Griffiths Street & Wharf Precinct are as follows:

- To encourage a high standard of coastal architecture.
- To ensure the siting and design of new development respects the existing built character and scale of the area.
- To ensure that new development provides for shared views of the Moyne River estuary and does not dominate the dune backdrop.
- To protect existing native coastal vegetation, identified landscape character (including the dominance of Norfolk Pines) and to encourage planting of indigenous vegetation.
- To minimise the detrimental visual impact of car parking and outbuildings.

RESIDENTIAL APPROACHES

These areas comprise lower density and rural land located along key approaches to Port Fairy. They contribute significantly to perceptions of the township leading up to key gateways and development in these areas has the potential to impact negatively on open vistas and key views within the settlement if built form is not carefully managed. Objectives for the Residential Approaches are as follows:

- To retain and enhance these areas as attractive edges to the settlement.
- To ensure a notable distinction between lower density and rural areas and other parts of the settlement.
- To provide an attractive entry into the settlement through the integration of generous landscaping.
- To reduce the visual prominence of built form on approach to Port Fairy.

SOUTH COAST PRECINCT

Currently land in the Port Fairy West area adjoin the coast is included within a broader 'peripheral area' DDO controls. However, it is considered that the integration of this area into a coastal design control along with the coastal edges of the South Beach area would assist in achieving preferred built form outcomes, despite the difference in densities contemplated for these two areas. Built form objectives for the South Coast Precinct are as follows:

- To encourage a high standard of coastal architecture.
- To reduce visual intrusion of buildings when viewed from the foreshore.
- To encourage development recognises high levels of visual exposure and that respects natural environment through the use of materials, finishes and landscaping which reflect the coastal setting.

COMMERCIAL CORE

The Commercial Core area remains relatively unchanged, with only minor adjustments to the extent to reflect proposed changes to the extent of commercial zoning. Objectives for the Commercial Core are as follows:

- To ensure that development respects the area's heritage qualities.
- To retain a commercial centre that reflects the scale and massing of the traditional commercial development of Port Fairy.
- To encourage the sensitive integration of residential development where appropriate.

TOWN CENTRE PRECINCT

The Town Centre Precinct incorporates a number of existing precincts. Many of these were based around heritage outcomes, which are more appropriately controlled by the existing Heritage Overlays which apply to these areas. In terms of character outcomes, the area identified as the Town Centre Precinct is where sensitive infill development in the form of smaller footprint insertions complementary to the existing scale and character of the area will be actively encouraged. The thoughtful arrangement of access and presentation to the street are nonetheless important in this area given its higher profile and greater prevalence of heritage forms. Objectives for the Town Centre Character Precinct are as follows:

- To ensure that new development respects the character established by heritage development and does not compromise or threaten that character.
- To acknowledge the importance of variety to Port Fairy's character, in terms of size, design, setbacks and materials.
- To ensure that development retains the landscape qualities of the area.
- To encourage smaller building footprints to respond to heritage and infrastructure constraints and provide for housing diversity.
- To reinforce the traditional streetscape and generally discourage 'side-by-side' development which alters streetscape presentation.
- To encourage high quality but contemporary design responses.

RESIDENTIAL AREAS

This precinct encompass the remainder of the 'conventional' residential areas of Port Fairy. These areas comprise pockets of heritage forms interspersed with more recent development. While the scale and general coverage / siting of buildings in these areas remain relatively consistent there is a greater diversity of building form present. The scale and coverage of buildings in these areas does however, contribute to the identity of Port Fairy as a 'coastal' settlement rather than an 'urban' or 'suburban' place and is important to protect. Objectives for the Residential Areas Character Precinct are as follows:

- To ensure development respects the historic scale and pattern of residential areas of Port Fairy.
- To encourage new residential development that responds to the traditional character of buildings set within a garden.
- To ensure high quality presentation to street frontages.
- To minimise the detrimental visual impact of car parking and outbuildings.



3.5 CONNECTIVITY

The future connectivity of Port Fairy requires an integrated approach to transport planning to ensure that barriers to connectivity are removed. In Port Fairy, these barriers include major roads and geographical features such as waterways. Walking and cycling must be provided for as viable options for local access and coastal connections should be incorporated into the network. It will also be important that the impact of future infrastructure investment, such as the Port Fairy Bypass or residential growth areas, is considered early in planning processes. Given the tourism role of the township, the broader role of key movement corridors such as the rail trail, proposed Coastal Walk and East Bank Promenade, and even the Reedy Creek Shared Trail play in attracting tourism is noted.

Growth area connectivity

When planning for the growth of the township and considering potential new residential areas within an expanded Port Fairy, it is important to consider how these future communities will be connected and incorporated into the existing town form. The potential impact of any new road infrastructure, such as the Bypass, on the safety of pedestrians and cyclists and local access must be carefully addressed. To date residential estates on the outskirts of town have been poorly integrated. Refer to Indicative Precinct plan prepared for the growth areas for more details (Pages 30-33).

Active transport

There are many elements that make up a 'liveable' place and one is the ease of walking to and from different locations. The creation of walkable places is fundamental to the ongoing sustainability of a settlement, influencing not only environmental factors but also the social health and economic characteristics of a place. A

walkable town should make pedestrians feel safe and encourage residents to consider walking as the travel mode of choice for local destinations and short trips. Pedestrian connections need to be in the right place (i.e. linking key destinations), well maintained, fit for purpose, have safe crossing points and be well lit and / or surveilled. Cycle connections are equally important but current best practice seeks to separate these from pedestrian linkages, an approach which is particularly important in Port Fairy given the age profile of residents.

A recurrent theme from consultation with the community is the need for additional walking paths that provide a continuous connection to a destination (rather than being disjointed) and are well maintained. This was emphasised by parents who wanted to feel comfortable allowing their children to walk or ride to school. The physical characteristics of Port Fairy mean it can be an excellent example of a 'walkable' town. Due to the swell of population during peak holiday times, the promotion of walking and cycling rather than driving would also help address car parking and local congestion issues during these periods.

Heavy Vehicle Bypass

In addition, the Structure Plan has considered the implications of the future bypass, identified by VicRoads. The delivery of the major piece of road infrastructure, which is likely to be a long term proposition, has implications for the connectivity of proposed growth areas but also offers significant opportunities for the 're-imagining' of the existing Princes Highway corridor. Given the long timeframes associated with the bypass however, it is pertinent to consider interim improvements which could deliver safer and more amenable connections for all road users. Council will continue to work with VicRoads on achieving both these long term and short term objectives.



Port Fairy Coastal & Structure Plan

Connectivity

Legend

- Pedestrian priority route
- Key destination
- Future key pedestrian linkage
- Coastal Walk
- Coastal Walk Extension Stage 1
- Coastal Walk Extension Stage 2
- New wharf promenade
- Upgrade pedestrian bridge
- Rail trail
- Extend rail trail
- Existing walking / shared path
- Future shared path
- Promote regional cycle linkages
- Public Acquisition Overlay (future bypass)
- Future bypass alignment (20m width)
- Vicroads to investigate bypass extension
- Important bypass intersection
- Key connectivity bypass points
- Seek speed reduction to 50km/h
- Princes Highway safety improvements
- Signalised intersection
- Existing pedestrian crossing to be removed once intersection is signalised
- Vline bus stop / route
- Scenic access route
- Township Gateway
- Boat access
- Vehicular beach access
- Pedestrian beach access



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 Revision: C
 hansen partnership Pty Ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au

Figure 15. Connectivity

- Port Fairy airstrip
- Bridge
- Highway
- Main road
- Local road
- Car park

OBJECTIVES

- To increase the 'walkability' of the settlement through improvements to existing infrastructure.
- To ensure that new growth areas are well connected to the Commercial Core and other key destinations.
- To recognise the tourism benefits of high quality, well connected pedestrian paths within the settlement.
- To encourage cycling and walking to become a mode of choice for local access, particular in peak visitor periods.
- To recognise and plan for the proposed Port Fairy Bypass and mitigate any adverse impacts on the local access network.
- To improve pedestrian safety and amenity along the Princes Highway and other key movement corridors within the town.
- To increase the safety and amenity of cycling within the settlement and provide the necessary facilities and infrastructure to promote an increase in local and regional cycling activity.

STRATEGIES

Existing Network Improvements

- Identify Pedestrian Priority Routes (shown on Figure 15) which connect key destinations within the settlement. Along these priority routes ensure footpaths:
 - Are a minimum of 1.5m wide;
 - Are DDA compliant;
 - Are continuous on at least one side of each identified street;
 - Incorporate effective wayfinding;
 - Incorporate kerb build-outs complemented by central refuge islands to promote safe crossing at busy intersections;
 - Are appropriately lit having regard to the context; and
 - Provide regular opportunities for 'pausing' through the introduction of seating to encourage use by older and younger residents.
- Along identified Pedestrian Priority Routes, ensure separated cycle facilities are provided.
- Promote regional on-road cycle linkages.
- Ensure the long-term protection of the Rail Trail, including extension of this route through to the Wharf Precinct via Railway Place and Fisherman's Walk, improvements to the safety of the highway crossing point and the protection of the amenity and character of rural areas it traverses.
- Establish a new shared path as part of the development of the Reedy Creek Linear Open Space.

- Identify priority walking and riding to school routes and opportunities for safety improvements, which could be assisted with signage, pavement decals / stencils or similar.
- Improve wayfinding signage throughout the township by identifying directions and walking / cycling time to key destinations.
- Provide associated cycle infrastructure and facilities such as cycle parking, maps and maintenance stations at key interest points.
- Support the development of a bypass to reduce heavy vehicular traffic along the Princes Highway within the township.
- Improve the safety of the Prince Highway corridor for pedestrians and vehicles by:
 - Advocating for the reduction of speed limits along the Princes Freeway to 50km/h between McGill Street and Thistle Place.
 - Investigating options, including signalisation to improve the safety of the intersection of Regent Street and Princes Freeway.
 - Working with VicRoads to identify improvements to allow for the safe crossing of the Princes Highway near Villiers Street (and the school crossing point) and at the alignment of the Rail Trail.
- Implement an uninterrupted and accessible Coastal Walk linking East Beach to South Beach. As a priority, provide a footpath between Mills Crescent and Powling Street. In the longer term, consider extending this to the unnamed western beach south of Port Fairy West.

- Plan improved pedestrian paths on Griffith Island, designed to be adaptable to periodic inundation.
- Improve physical and visual linkages between the Commercial Core / Railway Place and the Wharf Precinct.

Future network connections

- Ensure planning for proposed growth areas considers the alignment of the bypass through the integration of appropriate interface treatments.
- Establish 'interim' connectivity solutions from growth areas in advance of any development of the Bypass in recognition of the long term timeframe of this infrastructure.
- Advocate for VicRoads confirmation of the northern sector alignment of the future Bypass to include in a Public Acquisition Overlay.
- Provide a direct pedestrian linkage from Growth Area A to the Commercial Core via Bank Street. Ensure this direct connection is not compromised by the future Bypass.
- Advocate for reduced speed limits (i.e. 60km/h) as part of the future Bypass through Growth Area A.
- Ensure new and direct north / south pedestrian connections are provided through the development of Growth Area B.
- Ensure a direct east / west pedestrian connection from the Port Fairy West low density area to Phillip Street as part of any development of the intervening land.
- Transform the existing Princes Highway alignment to a pedestrian and cycle focussed 'boulevard' once the Bypass is implemented.
- Ensure any new residential development areas provide a pedestrian network that meets the minimum standards for the Pedestrian Priority network.

- Ensure that pedestrian connections are considered in the planning of new subdivisions. Do not approve any new subdivision which does not include direct pedestrian access to key destinations.
- Ensure consideration of flood related isolation in the planning for pedestrian connections.

Other sustainable transport initiatives

- Advocate for increased bus V/Line services to Warrnambool to match up with proposed increased new train services to the Warrnambool to Melbourne train route.
- Investigate options for improving usage of and links to Warrnambool Airport, for example consideration of the integration of car share pods at the airport and within the Town Centre Precinct of Port Fairy to facilitate access.
- Investigate potential for a bike hire or bike share scheme during peak holiday and activity periods. Such a scheme could be operated in partnership with local business providers.

ACTIONS

- Confirm and implement the Pedestrian Priority Routes.
- Liaise with VicRoads to co-ordinate funding opportunities for improvements to the Princes Highway.
- Support VicRoads in advocacy for the delivery of the Port Fairy Bypass.
- Work with VicRoads to identify a preferred alignment for the northern section of the Bypass and support statutory implementation of appropriate planning controls.
- Work with VicRoads to adopt an integrated approach to the planning of the Bypass to ensure that it will not result in a negative impact on future or current pedestrian connections. Provision of strong pedestrian and cycle linkages may include incorporating grade separated crossings at appropriate locations, including the rail trail.
- Confirm appropriate mechanisms for the provision of cycle facilities along identified routes (i.e. on-street line markings).
- Ensure on-going routine maintenance of Pedestrian Priority Routes and associated cycle facilities.
- Develop a consistent material palette and suite of street furniture and signage for the Coastal Walk. Implement this as any upgrades are undertaken.
- Work with relevant tourism organisations to prepare and distribute maps and brochures highlighting the Coastal Walk.
- Work with relevant landowners to deliver Stage 2 of the Coastal Walk.
- Establish appropriate mechanisms to implement the Reedy Creek Open Space and Shared Path. Ensure any design of the new Reedy Creek Shared Path is in accordance with VicWalk shared path standards.
- Implement a Masterplan for Railway Place, Fisherman's Walk and associated streetscapes to extend rail trail to the Wharf Precinct.
- Ensure that all future subdivisions provide direct pedestrian connections to the Town Centre, and do not preclude the provision of such links from adjoining properties.
- Develop a Masterplan for the Wharf Precinct including:
 - The creation of a wharf promenade along the eastern edge, connecting the pedestrian bridge with Battery Hill and the existing paths.
 - Improved and legible connection to the proposed extension of the Rail Trail along Fisherman's Walk and across Gipps Street.
 - Improvements to the pedestrian bridge to increase amenity and attractiveness.
 - The integration of a consistent suite of street furniture, signage and wayfinding,



3.6 COASTAL HAZARDS

The State Planning Policy Framework requires Moyne Council to plan for and manage the impacts of climate change. As part of the background work for this Structure Plan, additional mapping and analysis of the likely impact of coastal inundation on the township has been undertaken (see *Translation of the Port Fairy Local Coastal Hazard Assessment*, Cardno 2017 and *Port Fairy Local Coastal Hazard Assessment*, Water Research Laboratories 2015). This detailed mapping and analysis is intended to underpin the delivery of a consistent approach to the consideration of applications for land use and development in areas of Port Fairy that are not only currently impacted by flooding, but also areas which will be subject to increasing impacts in the future. Port Fairy's position on the coast and the Belfast Lough is a valuable asset to the township, but also an increasing risk as sea levels rise.

Port Fairy faces two separate, but related, impacts as a result of rising sea levels associated with climate change. The first of these is coastal erosion and the second is coastal inundation. Some areas of Port Fairy, specifically areas around the Belfast Lough are more significantly affected than other given a combination of riverine and coastal flooding impacts

It is of fundamental importance to acknowledge the evolving nature of climate science. There have been very significant changes to our understanding of the likely impacts of coastal hazards over time, and the science and technology available to model related scenarios. This is likely to continue, As such, this policy represents the 'best fit' based on current information and modelling, and the current suite of the Victoria Planning Provisions available to Moyne Shire Council in responding to this

information and modelling. It is anticipated that this will change over time, and the evolution of this policy in relation to coastal hazards must also occur.

It is also acknowledged that there has been increasing pressure for the development of new Victorian Planning Provisions which are perhaps more tailored to deal with the specific issues associated with coastal hazards. If such controls are introduced to the VPPs then an associated review of this policy would need to occur.

COASTAL EROSION

Coastal erosion is a particular issue in the East Beach area, and will also affect South Beach. Dune erosion has clear implications for the extent of coastal inundation, but it also has its own unique impacts such as the undermining of building foundations. Current actions or policy to address coastal erosion in Port Fairy are as follows:

- The application of an Erosion Management Overlay in the Port Fairy West area. This requires new buildings in the dune areas to provide a Geotechnical Report.
- The continuing installation / upgrading of rock walls along parts of East Beach. These are intended to protect public land, but consequentially protect adjoining private land
- There are also a number of other physical works outlined in Council's *Climate Change Adaptation Plan (draft)* which are intended to further mitigate the impacts of coastal erosion (see Figure 16).

COASTAL INUNDATION AND SWASH ZONES

Coastal inundation will impact a number of areas in Port Fairy, as shown on Figure 16. There are parts of the South Beach area and Port Fairy West which will be affected purely by coastal inundation which will result in low lying areas behind the dune system being inundated. Other parts of the township will be impacted by a combination of coastal and riverine inundation as discussed in the following section. There are also some areas which are, or will be, affected by a phenomenon known as 'swash'. 'Swash zones' are different from areas which will be subject to flooding. These areas are on higher ground but are where modelling shows that waves will 'overtop' the dunes or road adjacent and will then 'flow through' these areas to the lower lying land. So while the inundation within the swash zones will be short and the depths of water likely to impact these areas will be modest, there is nonetheless an anticipated impact on these areas. Some of these 'swash zones' will become impacted by inundation as well over time. These areas are almost exclusively in the South Beach area.

COMBINED COASTAL AND RIVERINE INUNDATION

Land around the Belfast Lough is currently significantly impacted by riverine flooding, which is managed through the application of a Land Subject to Inundation Overlay (LSIO) and Floodway Overlay (FO), with development responses guided by the *Port Fairy Local Floodplain Development Plan* incorporated in the Moyne Planning Scheme. These controls are based on modelling that was done between 2008-10. Mapping undertaken as part of the *Port Fairy Local Coastal Hazard Assessment* (PFLCHA). It is important to note that the modelling undertaken as part of this process only considered the combination of a 10 and 20 year riverine flooding event in conjunction with coastal inundation, rather than 50 or 100yr riverine flooding. Review of the *Translation of the Port Fairy*

Local Coastal Hazard Assessment (TPFLCHA) indicate that there are some areas which are affected by 100year riverine flood events that sit outside the areas identified as being impacted by coastal inundation under current modelling. These areas are identified on Figure 16.

The extent of land within this Lough area which is likely to be increasingly at risk of flood impacts is notable, and while the risks may be restricted to key events, in planning for the future, Council must acknowledge the increasing vulnerability of these areas. The on-going management of services also needs to be carefully considered given much of the existing zoned land within this area is unsewered.

THE PRECAUTIONARY PRINCIPLE

The precautionary principle (or precautionary approach) to risk management states that if an action or policy has a suspected risk of causing harm to the public, or to the environment, in the absence of scientific consensus (that the action or policy is not harmful), the burden of proof that it is not harmful falls on those taking that action.

The principle is used by policy makers to justify discretionary decisions in situations where there is the possibility of harm from making a certain decision (e.g. taking a particular course of action) when extensive scientific knowledge on the matter is lacking. The principle implies that there is a social responsibility to protect the public from exposure to harm, when scientific investigation has found a plausible risk. These protections can be relaxed only if further scientific findings emerge that provide sound evidence that no harm will result.



APPROACH AND PRINCIPLES: COASTAL EROSION

The *Local Coastal Hazard Assessment* identified a series of coastal erosion lines to 2100 which represent the extent of land that is likely to be eroded in Port Fairy under climate change scenarios, without any intervention to reduce this erosion. These lines are replicated on Figure 16.

Given the known risk to these areas it is considered that Council should apply a planning controls which reflect this identified risk.

Given this risk, no intensification of residential uses should be supported within these areas (i.e. no subdivision of land - noting there are no vacant zoned lots within these areas). Further investigations will need to be undertaken to determine an appropriate response to the likely on-going erosion of land given existing dwellings. Investigations of this complex matter are likely to require input at a State level and should inform future changes to the proposed planning response.

The temporal nature of coastal erosion and the high level of risk has informed a variety of responses including guidance regarding siting or requirements for temporary buildings. However, given land in areas vulnerable to coastal erosion Port Fairy are fully developed, many of these responses are not considered relevant. However, if a replacement dwelling or significant extension is proposed within these areas, it is appropriate that Council have the opportunity to consider any proposed response to this identified risk. It is also noted that under recent changes to the *Coastal & Marine Act*, the Glenelg Hopkins Catchment Management Authority (CMA) becomes the relevant referral authority for matters pertaining to coastal erosion.

As has been identified through a variety of reviews, including Advisory Committee reports, the current Erosion Management Overlay is notably deficient in its ability to consider a response to coastal erosion. The development of more suitable Planning Provision is highlighted as a potential action in the State Government's *Climate Change Adaptation Plan* (2017) and Council should look to implement any new controls as more appropriate planning tools become available.

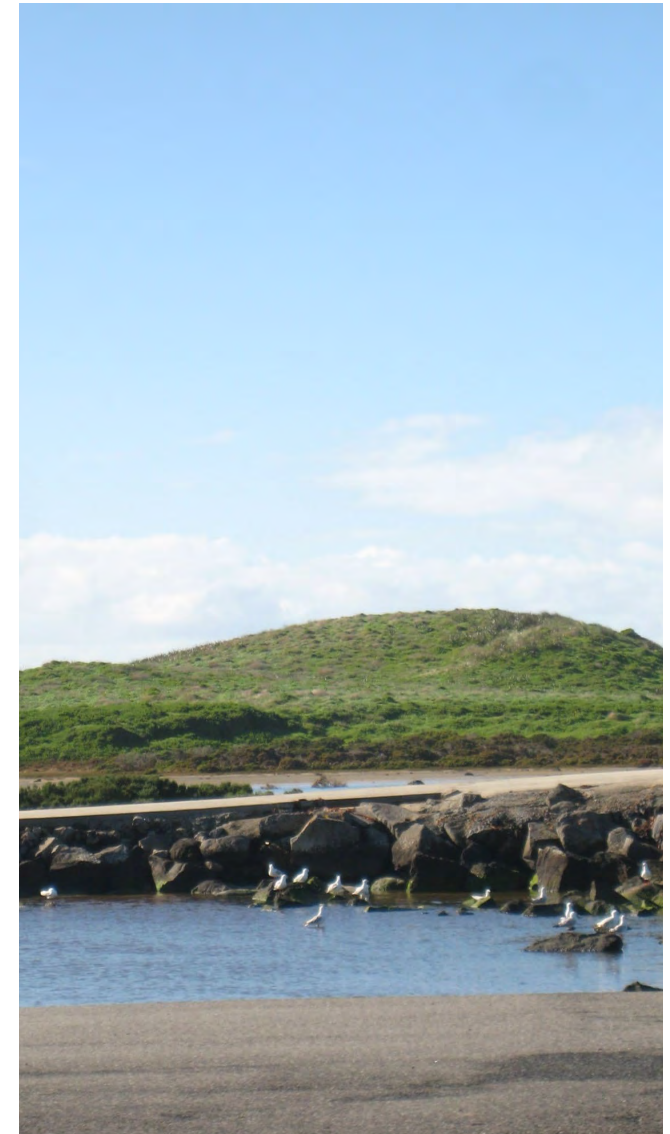
Principles which should guide planning responses to coastal erosion are as follows:

Planning and decision-making should be based on the best available information.

Planning controls should be applied to allow for consideration of erosion risk in identified areas.

No intensification of residential uses should occur in areas subject to coastal erosion risk.

Updates of planning controls should be undertaken as more appropriate planning tools become available.



APPROACH AND PRINCIPLES: COASTAL INUNDATION

The impacts of coastal inundation will emerge over time and will become progressively worse, continuing for centuries even once the causal factors are addressed. It is therefore prudent that in planning for the future Council adopts an approach which recognises the best available information and responds appropriately, avoiding ad-hoc decision-making which may leave Council or community members vulnerable in the future. As new technology and estimates about the likely impacts becomes available, there is likely to be a need to review the approach and spatial aspects of the planning policy outlined in this document. Planning permit decisions should be made using the best available knowledge and information at the time.

The PFLCHA and TPFLCHA both adopted an approach that mapped a 1.2m sea level rise by 2100. Current State Planning Policy identifies planning should consider a 0.8m sea level rise. This is a 'rounded down' application of the high Councils also have the opportunity, should they wish, to utilise an interim benchmark of 0.2m in 2040. For greenfield land (i.e. land not current zoned for urban purposes) **not less than** 0.8m sea level rise by 2100 should be considered (Clause 13.01-1). This policy approach was based on the fourth IPCC report (2007), and sets a baseline only. The State Government's *Climate Change Adaptation Plan* (2017) identifies that these benchmarks will be reviewed in 2018 / 2019. More recent estimates have identified that sea level rise is tracking towards the upper end of projections (see highlight box) and as such, it is considered prudent to utilise data which most closely correlates with

outcomes consistent with global scientific consensus. Utilising a 0.8m SLR would mean any overlay controls may be outdated soon after their application.

As such, planning recommendations within the Structure Plan are based on the identified Scenario 6 of the *Translation of the Port Fairy Coastal Hazard Assessment*.

It is also important to note that Council is not the only decision maker in terms of managing flood impacts. The Glenelg Hopkins Catchment Management Authority (the CMA) is a referral authority where flooding impacts have been identified. While Council can make decisions about where to apply controls and how to address impacts in a strategic manner, decisions regarding individual applications must also be referred to the CMA unless an agreed position has been outlined through a document such as the *Port Fairy Local Floodplain Development Plan*.

Whether Council and / or the CMA supports or refuses development applications on individual parcels of land is a fundamentally important tool in responding to climate change and associated coastal hazards. The International Panel on Climate Change (IPCC) has identified that, in relation to the risk for coastal human systems impacted by sea level rise, adaptation to reduce this risk will be needed. Ensuring that planning decisions reflect this 'adaptation' will be a key challenge over the coming decades. However, it is acknowledged that adaptation by definition requires some change, which can be challenging given its very real impacts on landowners.

WHY ARE WE PLANNING FOR A SEA LEVEL RISE MORE THAN 0.8M?

There is a considerable body of evidence that points toward a sea level rise of at least 0.5 to 1.0m by 2100 compared to 1990 values. The main lines of argument include:

- *Recent observations have confirmed the conclusion that sea level has been rising near the upper bound of the IPCC projections since 1990 (Rahmstorf et al. 2007; Domingues et al. 2008; Church et al. 2008);*
- *The mid range of the statistical projection of Rahmstorf (2007), which used observational data to compare the statistical correlation of sea level rise and temperature, is 0.9 to 1.0 m;*
- *Recent observations show increasing net mass loss from the Greenland ice sheet (Rignot and Kanagaratnam 2006) and the West Antarctic Ice Sheet (Cazenave 2006);*

Sea-level rise larger than the 0.5–1.0 m range – perhaps towards 1.5 m (i.e. at the upper range of the statistical projection of Rahmstorf 2007) – cannot be ruled out. There is still considerable uncertainty surrounding estimates of future sea level rise. Nearly all of these uncertainties, however, operate in one direction, towards higher rather than lower estimates. (source: CSIRO, OzCoasts).

Recent scientific evidence, primarily related to Arctic and Antarctic regions have suggested greater rises and are anticipated to influence the next IPCC report.

The State Government (through DEWLP) have also indicated their support for the application of a 1.2m SLR scenario as a permit trigger for development in Port Fairy.

There has been significant discussion about the gradual introduction of planning controls. For example, once sea level rise reaches an identified point then controls are introduced to affected land or the relocation of dwellings required at particular trigger points. This approach has not been adopted in Port Fairy on the basis of the following:

- In planning for the rezoning of land, there is sufficient justification for taking a 'long term' approach regardless of *when* impacts are likely to arise.
- Beginning the process of adaptation (and mitigation) prior to the eventuality of impacts is sound practice and is likely to significantly reduce the net costs to both the community and Council.
- Planning policy should aim to be simple and understandable to the lay person. Where there is an identified risk, this should be clear within the controls which apply to any piece of land.
- From a practical perspective, landowners change over time and enforcing (legally or politically) removal of approved dwellings within areas known to be impacted in the longer term could be problematic.

It is also important to acknowledge the potential for mitigation works to reduce the level of impact. However, mitigation works can be extremely costly and need to be modelled carefully to ensure they do not give rise to unintended consequences. Support for mitigation works from the State Government are likely to decrease over time as more areas become affected and local resources may not be sufficient. State policy also directs that works be undertaken only to protect public rather than private assets (although private land may be protected as a consequence). As such, the potential for protection works

to be implemented should not influence planning decisions until they have been implemented and relevant flood impact modelling updated.

Principles which should guide planning responses to coastal inundation are as follows:

Planning and decision-making should be based on the best available information

Knowledge of sea level rises and available technology will change over time and planning controls should be updated to reflect any new modelling undertaken

Protection works should not influence planning response until such time as they are implemented and tested

Planning represents a fundamental tool in adapting to the impacts of climate change, including coastal hazards

Planning should provide certainty and not defer responses where this can be avoided

Modelling for a 1.2m Sea Level Rise should be used

Planning for coastal inundation should be undertaken in partnership with the Catchment Management Authority

PLANNING DECISIONS: COASTAL INUNDATION

There are a number of planning decisions that Council may have to make in relation to planning applications in areas affected by coastal hazards. These can be categorised in two key groups as follows:

- **Category A - Rezoning:** Decisions on where to allow new opportunities for the use and / or development of land.
- **Category B - Use & Development:** Decisions on support for a use, development or works currently contemplated under existing zoning.

Category A - Rezoning

State policy is very clear that in planning for areas to accommodate new growth areas which are impacted by flooding or other environmental constraints should be avoided. There is significant policy to avoid development on low lying coastal land and as such, any rezoning of land impacted by flooding to facilitate residential other sensitive uses should not be supported. This is particularly important in relation to coastal inundation, when the extent and depth of impacted areas will continue to increase over time.

Where individual landowners propose measures to 'mitigate' impacts of flooding on a site-by-site basis (for example, through creating levees or introducing fill) to facilitate any rezoning of land, this should not be supported by Council, as there can be limited confidence that the impacts which are being mitigated will not change or increase over time and these measures may lead to negative impacts on adjoining areas. Any mitigation measures should be undertaken in the context of the broader settlement rather than individual sites.

Category B - Use & Development

There are a number of planning decisions that Council will need to make on existing zoned land which is identified as being subject to flood risk. These can be categorised as follows:

- Land uses changes: where someone proposes to introduce a new land use (for example, to convert a house to a child care centre).
- Subdivision: where a parcel of land is divided in order to accommodate more than one dwelling.
- Medium Density infill: where additional dwellings are proposed on a single lot.
- New single dwellings: where there is a vacant lot with no existing dwelling and a new dwelling is proposed.
- Replacement dwellings: an existing dwelling demolished, with a new dwelling built on the same site.
- Alterations and additions: where an existing dwelling is proposed to be extended / enlarged.

The appropriateness of each of approval for each of these decisions is likely to vary depending on the context of the land subject to the application and level of risk. Details of the recommended Planning Response are discussed further in Appendix Two.

The *Translation of the Port Fairy Coastal Hazard Assessment* (TPFCHA) used the dynamic modelling undertaken which included both the depth and velocity of flows to map a series of Flood Hazard Classes (see highlight box for further explanation).

To ensure that the risks associated with coastal inundation can, at the very least, be considered, there is a need to apply controls to affected land to trigger a planning permit. The application of such controls does not dictate the planning response but identifies an area in which certain matters should be considered before any development occurs. This is particularly important to note given the proposed extent to which the overlays will be applied is based on a 1.2m SLR, rather than 0.8m.

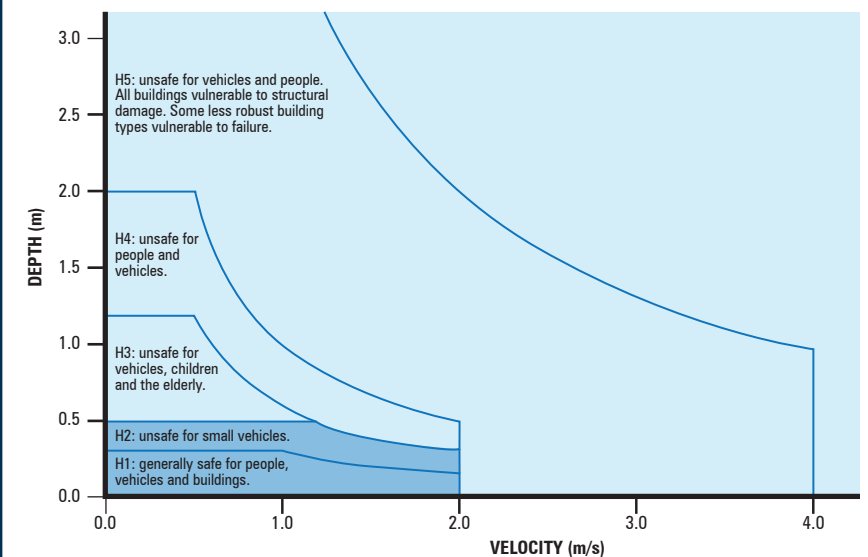
The most appropriate tools available through the Victorian Planning Provisions are the Land Subject to Inundation Overlay and the Floodway Overlay. The 'Hazard Classes' provide a consistent basis for decision as to which overlay is appropriate in which areas.

A Floodway Overlay (FO) should be applied to areas which are identified as Hazard Class 3 or more as mapped under current scenarios for a 1.2m sea level rise. The magnitude of additional height that would be required to achieve appropriate floor levels (which would be at least a 1.1m increase) mean a 'design' response is unlikely to be appropriate in these areas. The depth of potential inundation these areas, which will increase further over time mean that supporting further development within these areas is

Other areas identified as being affected by flooding or within a 'swash zone' should have a Land Subject to Inundation Overlay (LSIO) applied. In these areas, a design response may be appropriate in considering any new dwelling application.

WHAT ARE FLOOD HAZARD CLASSES?

Understanding the risks associated with floods can be difficult to gauge - its not just depths of water that can indicate danger, but also the flow of water (or velocity). To assist decision makers in planning for flood impacts, the Federal Government has developed a graph which allows a clear understanding of the inherent risks. This is shown below and indicates that while Class 1 and 2 are generally safe (although you should obviously be cautious driving a small vehicle), above Class 2, impacts can include areas being unsafe for children and the elderly, which indicates a need to proceed carefully. While these were developed primarily for riverine flooding they do have some application for coastal inundation. While there are key differences relating to the duration of inundation (and, more relevant to building, the salinity impacts of coastal inundation) and the increasing risk over time, the impact of flood depths and velocity remain relevant considerations



source: *General Flood Hazard Vulnerability Curves, Technical Flood Risk Management Guideline: Flood Hazard, Australia Government Attorney Generals Department.*

OTHER CONSIDERATIONS

Building design

While it is considered appropriate to trigger a permit to ensure development of land which is likely to be impacted by coastal inundation, it is recommended that areas affected by a LSIO, Council adopt a 'facilitative' approach to supporting new dwellings, replacement dwellings or alteration and additions. Many of these areas will be impacted for a short period of time and there is a role for Council to play in encouraging building design that considers alternate responses to raised floor levels. While 600mm above the flood level may be acceptable in some areas, encouraging consideration of more holistic approaches should also form part of the policy approach. For example, decisions about uses located on the ground floor, finishes which are designed to accommodate / withstand flood events and the appropriate consideration of how services might be affected could go a long way to ensuring the long-term resilience of Port Fairy's building stock. This approach is also consistent with recent practice in response to sea level rise as it can assist in avoiding many of the urban design, character or access issue associated with increased floor levels

Rising water tables, sea level rise and drainage systems

Potential impacts on the township from the 'backing up' of existing stormwater drains is also highlighted as an emerging issue which will need to be addressed. It is recommended that Council undertake further investigations as to where this is likely to occur and evaluate options for reducing this impact where possible. The introduction of Water Sensitive Urban Design measures as a priority throughout the township should also assist by reducing the amount of input into the system.

Physical works

There are a number of areas identified on Figure 18 where further investigations are recommended with the intention of the potential for physical works to mitigate or 'soften' the impacts identified by current modelling. These recommendations are not underpinned by a detailed understanding of the need or potential scope of works required but are intended to highlight where denser areas of existing residential development are impacted and it is considered some mitigation works may have the potential to reduce the severity of these impacts.

Unlike riverine flooding, much coastal flooding has a relatively short timeframe, affecting properties for 2-3 hours at the highest tides. However, some parts of the township are identified as 'remaining inundated' following flood events (see Appendix Four), meaning that without changes through physical works, these areas will remain affected by flooding indefinitely.

The development of a network of wetlands which serve to absorb some of the impacts of coastal inundation is an important early step in adapting to climate change. It is considered that there may be significant scope to consider some of the areas where water naturally pools to absorb or store water from the other areas. There may be some relatively minor works which could enhance the capacity of these areas to hold water, or to draw it away from affected urban areas. These works should not be undertaken in an ad-hoc manner but should be carefully considered and modelled prior to any works commencing.

In particular, the following are noted:

- Reedy Creek between the Belfast Lough and the proposed Growth Area A is identified as a linear open space which could be designed with 'natural' retention basins along it, reducing

the impact on some adjoining residentially zoned areas, ensuring a considered use of the existing low lying land within proposed growth areas for flood mitigation.

- Connections between Southcombe Park wetlands and the Prowling Street wetlands and works to those areas, and the surrounding streets could mitigate some of the identified impacts and, in particular, ensure that the water which is identified as remaining indefinitely in that area is directed to natural spaces, rather than residential properties.
- New wetland areas and connections to them from affected residential land in the southern parts of Port Fairy West could also assist in mitigating impacts.
- Works to the north of the Town Centre Precinct and East Beach adjoining the Lough are also likely to be required to avoid significant impacts on existing residential areas.

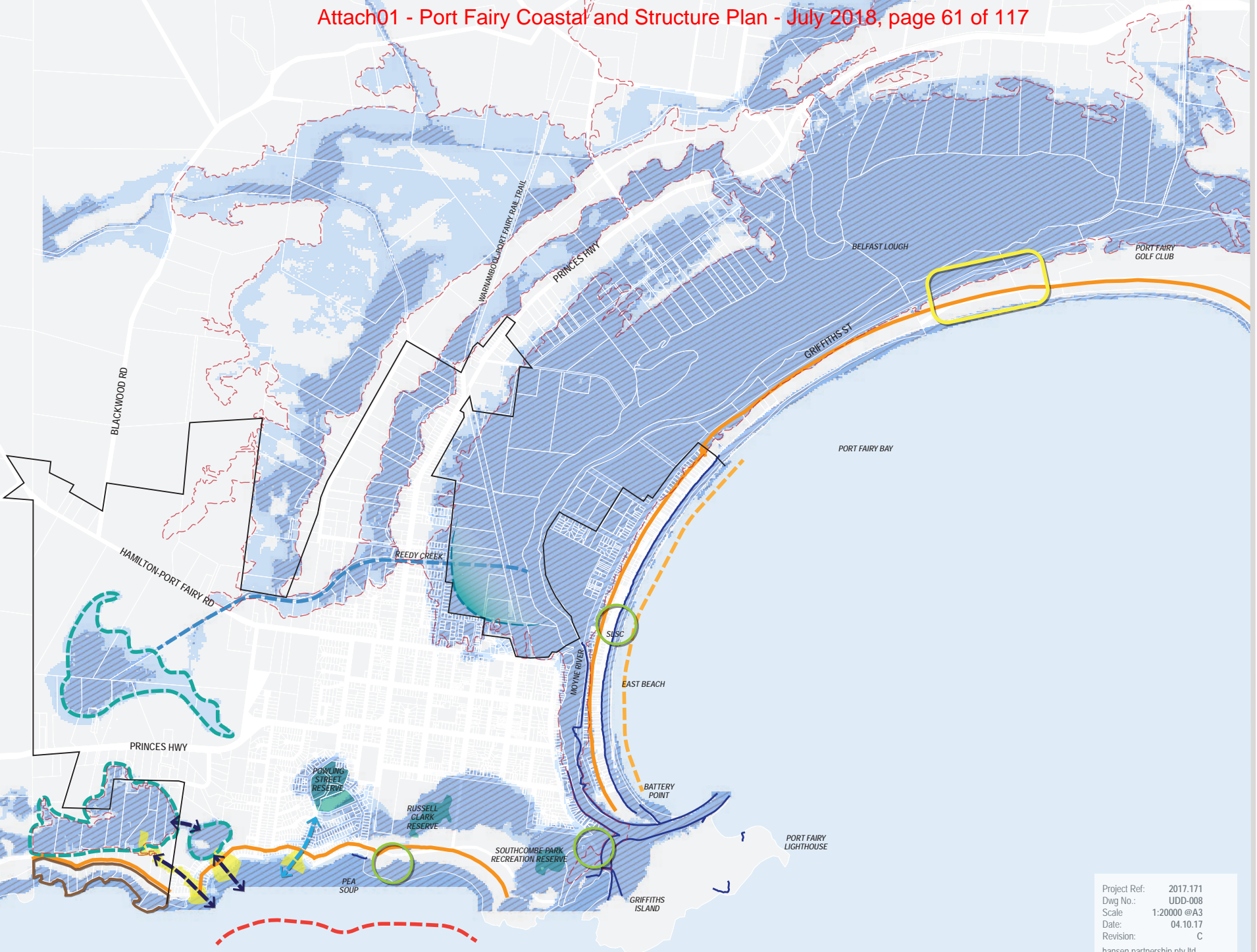
Unsewered development

It is acknowledged that there are large areas of land within Port Fairy which are contemplated for lower density, unsewered development, both under the current zoning, and through this Plan. Given the increasing risks associated with inundation, and the continued identification of low density development in areas likely to be affected in the longer term (to both the north and the west), a preferred approach for the management of effluent will need to be established and implemented through the permit process. Recent structure planning undertaken for Port Fairy West identified the need for flood affected areas to utilise aerated systems in favour of septic tanks and the wider application of this principle should be considered as a Domestic Wastewater Management Plan is developed.



Port Fairy Coastal & Structure Plan

Coastal Hazards



Legend

- Coastal Settlement Boundary
 - Flood depth less than 0.5m*
 - Flood depth greater than 0.5m*
 - Main impact area (above Hazard Class 2)
 - 'Swash' zone
 - Existing LSIO extent (100yr riverine flooding)
 - Existing Erosion Management Overlay (EMO)
 - Wetland
 - Indicative extent of potential wetland
 - Coastal recreation node
 - Coastal erosion hazard line (refer to PFLCHA)
 - Existing seawalls
- Potential physical adaptation works
- Existing pipe duplication
 - Future improvements to mitigate future inundation
 - Future improvements to mitigate future inundation (as above)
 - Reedy Creek: Opportunity for flood mitigation
- Port Fairy Coastal Climate Change Adaptation Plan (DRAFT)
- Extension and upgrade of rock seawall along East Beach, prioritising those areas at extreme or high risk & implement a beach renourishment program along the southern end of East Beach, with sand sourced locally
 - Investigate wave run-up mitigation along South Beach followed by restructuring the shoreline to lessen wave energy
 - Investigate appropriate long-term management options for the Old and Nightsoil Landfills at East Beach

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hansen partnership Pty Ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au



Figure 16. Coastal Hazards

*Note: Flood depth comprises 100 yr coastal & 20 yr riverine inundation with a projected sea level rise of 1.2m

OBJECTIVES

- To acknowledge areas at risk of coastal erosion and ensure this risk is considered in planning decisions.
- To ensure that planning in Port Fairy reflect the best currently available information in relation to flood impacts.
- To ensure that development controls are based on current understanding of climate science and associated risks.
- To consider anticipated the long term impacts of coastal hazards in considering development approvals.
- To apply the precautionary principle in relation to any proposed rezoning of land affected by flooding.
- To provide a planning response that recognises the different characteristics of parts of Port Fairy.

STRATEGIES

- Develop policy approaches which appropriately reflect future impacts and do not defer decision making.
- Do not support any rezoning that would facilitate an intensification of sensitive uses of land impacted by coastal inundation.
- Use Flood Hazard Classes, which consider a combination of depth and velocity, to guide decision-making on the appropriateness of development approvals.
- Recognise the differences in impacts affecting areas of Port Fairy to ensure contextual responses.
- Apply planning controls which represent the 'best fit' in managing coastal erosion.
- Recognise the need for new planning controls to manage the incremental nature of coastal erosion and advocate for their delivery by the State Government.
- Coordinate the delivery of advice to landowners with the CMA to ensure consistency.
- Do not support any increase in residential density or the introduction of sensitive uses (such as schools or aged care) in areas affected by coastal inundation.
- Do not support development of temporary or removable housing in areas subject to Hazard Class 3 or more.
- Support the development of housing in areas subject to Hazard Class 1 & 2 provided the design response reflects identified risks.
- Do not support any mitigation measures undertaken by individual landowners or undertaken site-by-site as a basis for any development approval.

- Support innovative design solutions in appropriate areas, in preference to floor level increases.
- Retain separate flood controls related to riverine flooding to ensure appropriate consideration of 100year riverine flood levels but ensure these do not conflict with or compromise the delivery of controls associated with coastal inundation.

ACTIONS

- Implement a Planning Scheme Amendment to introduce Floodway Overlay and Land Subject to Inundation Overlays and an extension of the area affected by the existing Erosion Management Overlay (Schedule 1).
- Development of a process for the review and updating of flood modelling to inform future changes to planning controls.
- Once resolved and adopted by Council, relevant physical works identified in the CAP should be implemented.
- Undertake investigations to determine foreseeable impacts on the current drainage system as a result of sea level rise.
- Undertake further investigations of the following should be undertaken to determine:
 - The extent of future wetland areas within Growth Areas A and Port Fairy West / South Beach, and associated drainage and management of inundation.
 - Potential physical works to reduce impacts on existing dwellings and / or Council assets to the immediate north of the Town Centre Precinct and in the Griffiths Street & Wharf Precinct adjoining the Belfast Lough and Moyne River.



3.7 LANDSCAPE & ENVIRONMENT

Planning for Port Fairy must incorporate the protection of its unique coastal environment and broader landscape setting.

Coastal environment

Both State and Local Planning Policies encourage the protection of the coast and seek for the ongoing management of land use and development near coastal areas to reduce any associated negative impacts on coastal environments. Port Fairy has two quite distinct coastal environments, in addition to Griffiths Island. East Beach is relatively more sheltered than South Beach, with a long sweeping beach framed by dunes, terminating at Battery Hill and the training walls / breakwater. The dunes of East Beach are particularly vulnerable to erosion and various interventions have sought to reduce this. Griffiths Island, with the Port Fairy Lighthouse, links the town coastal environment and is understood to be of critical importance in the local indigenous story. The island will also be significantly impacted by any sea level rise and this needs to be considered in planning for the future. South Beach represents a more diverse coastal environment with rocky flats, interspersed with sandy beaches (most notably Pea Soup Beach, transitioning to dunes within the Port Fairy West area. Approximately half of the South Beach frontage is occupied by public land and reserves. Residential land to the west of these reserves is likely to be significantly impacted by coastal inundation in the future without appropriate steps to prevent this. While East Beach lends itself to a walk along the beach, South Beach is a more problematic landscape and various informal paths have been established in the absence of formal footpaths along this frontage.

Biodiversity

Coastal reserves in Port Fairy also play a role in protecting invaluable biodiversity, and are home to a number of endangered species, such as the Hooded Plover and Latham's Snipe. Balancing the needs of these species with human activities is another challenge but may be managed through appropriate design solutions. For example, where a Pedestrian Priority Route, which should be lit, is identified as traversing a wetland reserve, light design could be more muted to avoid spill. Similarly, ensuring very vulnerable areas such as Griffith Island have sensitively designed boardwalks can minimise the impact of erosion and nest disturbances caused by informal pathways. Protecting the coastal surrounds must be a whole of community and Council commitment. Identifying low lying areas which serve as wetlands, where these are not currently recognised in the Moyne Planning Scheme provides clarity as to the need to protect these areas from development and allow for the planning in areas where future development is envisaged to consider appropriate interfaces and buffers with these areas up-front. Recent confirmation of Latham's Snipe populations in the Port Fairy West / South Beach area have informed the identification of wetland areas for protection, while rezoning of land in the Belfast Lough area will further protect known populations of vulnerable fauna in that location. Within Growth Area A low lying land where Latham's Snipe have been observed is clearly identified for protection as a wetland area with appropriate buffers. It is noted also that the proposed Bypass will also require consideration of these environmental factors.

Landscape setting

Port Fairy’s broader coastal and rural landscape setting is recognised in the Victorian Government’s Coastal Spaces Landscape Assessment Study which led to a number of Overlays applied to peripheral areas of the settlement. However, within the settlement there is little recognition through the planning scheme of the sensitivity of these areas. Estuaries such as Belfast Lough represent unique ecosystems comprising coastal saltmarshes, rushes, sedges and seagrasses which link catchments to the coastal marine environment. Adjoining land management practices and development (such as for housing) has the potential to significantly impact the Belfast Lough. These areas are also sites which exhibit hazards related to sea level rise and potential acid sulphate soils and the need to consider these matters when considering development activity on the coast. The Structure Plan seeks to carefully consider the appropriateness of development within this sensitive and valued landscape.

Streetscapes

The landscape setting within the urban areas of the settlement (the ‘streetscape’) also play a critical role in delivering both broader environmental outcomes, for example, through the integration of Water Sensitive Urban Design (see highlight box) and the landscape character and broader ‘sense of place’ which underpins Port Fairy’s famed ‘liveability’. The provision of canopy trees, and in particular, the iconic Norfolk Pines, must also inform planning policy for the settlement.

Climate change responses

With a changing climate there are a number of actions and strategies that can be implemented to ensure that Port Fairy is resilient and responsive to a changing environment. In order to retain the ‘liveability’ for which Port Fairy has been so widely recognised, consideration and early planning in responding to anticipated changes in the climate is critical. Ensuring appropriate strategies and initiatives are in place for Council to support best practice responses to climate challenges. These

include reduction in the town’s carbon footprint, alongside strategies to bolster the resilience of the local environment and ensure the on-going amenity of the town’s built environment in the coming years. Continued support for the protection of biodiversity, increases in tree canopy coverage and permeability, reduction car dependency and promotion of sustainable energy production will help to ensure Port Fairy can make a positive contribution to the environment and support planning for challenging climate events.

WHAT IS WATER SENSITIVE URBAN DESIGN?

Water Sensitive Urban Design (WSUD) is an approach to planning and designing urban areas to make use of this valuable resource and reduce harm it causes to our rivers, creeks and coastal environments. It can be used by landowners, developers and by Council in planning works in the public spaces of the township.

In natural environments, rainwater mostly evaporates, gets absorbed by plants or soaks into the ground. Urban development dramatically changes these processes, clearing land of vegetation and covering it with ‘hard’ or impervious surfaces that cannot let water through. As a result, rainwater runs off these surfaces, through stormwater drains and straight into our waterways – as polluted stormwater – in a very short time. This changes the timing, speed and volume of water flows, which can affect our waterways and bays. In Port Fairy WSUD is particularly important due to the lack of existing infrastructure that deals with stormwater run-off and because of existing and future flooding issues. WSUD works at all levels – lot, street and precinct – as well as regional scales. It includes a range of treatment options, such as:

Source: <https://www.melbournwater.com.au/Planning-and-building/Stormwater-management/WSUD-intro/Pages/default.aspx>

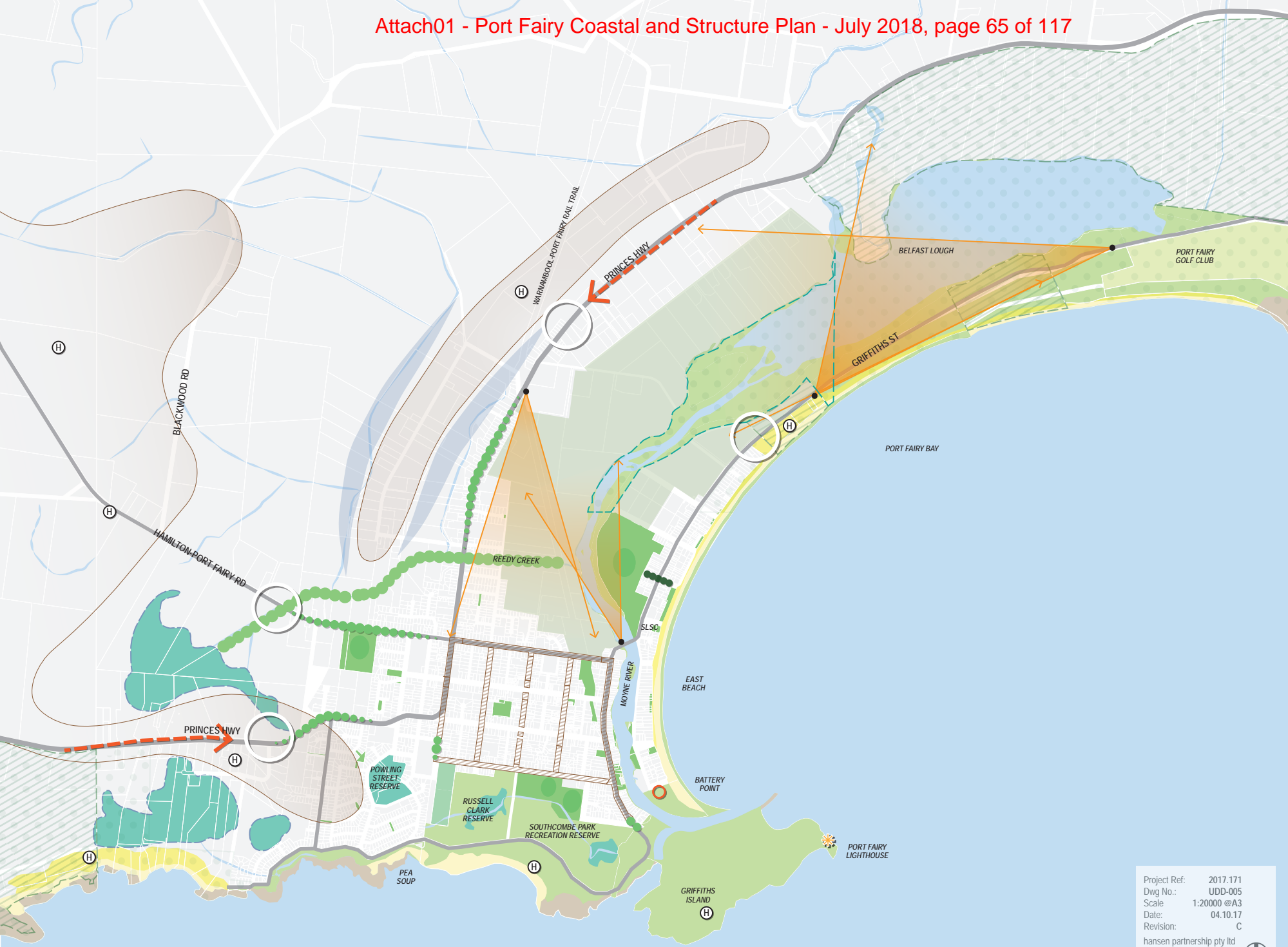


Port Fairy Coastal & Structure Plan

Landscape and Environment

Legend

- Open space (parks)
- Open space (school ownership)
- Coastal reserve
- Golf course
- Belfast Lough environs (private): Rezone to RCZ
- Belfast Lough environs (public): Rezone to PCRZ
- Wetland
- Potential future wetland / open space
- Waterbody
- Rocky coast
- Sand dune
- Beach
- Heritage listed streetscape
- Environmental Significance Overlay (ESO)
- Significant Landscape Overlay (SLO)
- Battery Hill
- Gateway
- Key open landscape view
- Port Fairy lighthouse
- High point
- Ridgeline
- Key approach view corridor
- Existing avenue of Norfolk Pines
- Avenue of Honour
- Future linear open space connection
- Wet area
- Seawall
- Highway / main road



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hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au

Figure 17. Landscape and Environment

OBJECTIVES

- To promote a compact settlement to avoid perceptions of urban sprawl, protect rural surrounds and retain spatial separation between localities.
- To prioritise the protection of Port Fairy's important coastal areas to support their ongoing ecological health.
- To recognise the important contribution the Belfast Lough environs make to the landscape character and ecological function of the settlement.
- To pro-actively respond to the known impacts of climate change on Port Fairy.
- To retain and enhance indigenous vegetation.
- To appropriately manage stormwater run-off and unsewered development to minimise environmental impacts.
- To promote the use of ecological sustainable design in new development.
- To increase the use of water sensitive urban design within Port Fairy.
- To improve connections between existing areas of open space to facilitate habitat corridors.
- To recognise the importance of wetland areas within Port Fairy for their important habitat values.
- To recognise key landscape vistas on approach to Port Fairy.
- To recognise and protect the important landscape contribution made by Norfolk Pines.

STRATEGIES

- Acknowledge and continue the work in the *Port Fairy Local Coastal Hazard Assessment* and the associated draft Coastal Climate Change Adaptation Plan. Proposed first stages of work identified in that Plan include:
 - Extension and upgrade of the East Beach sea wall
 - East Beach sand re-nourishment
 - Investigations of wave run-up mitigation at South Beach
 - Investigation of long term management of landfill and nightsoil sites
- Restrict and manage development in areas identified as being subject to future coastal inundation by incorporating the most up-to-date modelling into the Moyne Planning Scheme to ensure that known risks are considered.
- Apply dedicated Overlay Controls to coastal areas to ensure built form issues associated with the coastal interface are appropriately addressed.
- Prioritise the protection and continued revegetation of dunes, including fencing and formal paths where this can assist to reduce erosion associated with informal paths.
- Do not support any rezoning of land which allows for development of dunes in Port Fairy and do not support any further increases in density of existing zoned areas which form part of a primary dune system.
- Continue to support local groups such as the Port Fairy Coastal Action Group in maintaining and enhancing public land.
- Support the delivery of the Belfast Coastal Management Plan.
- Provide for the ongoing protection of the environmental values of the Belfast Lough through the implementation of planning controls including the rezoning of land where required.
- Ensure development within the Belfast Lough environs is responsive to the environmental characteristics and risks of the land and does not impact on the natural functions of the floodplain.
- Explore opportunities for appropriate fencing around the Moyne River to reduce impact of cattle.
- Recognise the need for appropriate management and use of septic tanks in unsewered areas subject to flooding to ensure that they do not impact on water quality as part of the development of a Domestic Wastewater Management Plan.
- Invest in new footpaths and / or boardwalks that extend across the South Beach coastline and around Griffiths Island to prevent incremental erosion around informal pathways.
- Consider options for the development of a series of information stations which incorporate an understanding of the land from an indigenous perspective around the coast to improve relationship to the history of the land.
- Identify existing low lying areas (which function as wetlands) within growth areas with the intention of protecting these areas as open space reserves.

- Provide appropriate buffers to sensitive environs such as wetlands to protect valuable biodiversity and ensure guidelines are developed in advance of the development of new growth areas.
- Ensure private subdivisions and development of lots greater than 5 incorporate WSUD principles, solar powered lighting and a passive transport network.
- Ensure that appropriate landscaping requirements are included within any design controls which apply to private land.
- Continue to support renewable energy generation and consider how public infrastructure can make use of new and innovative technology to power public lighting.
- Transition Reedy Creek into a multi-function linear open space providing natural spaces and allowing for habitat linkages between wetland areas and the Belfast Lough.
- Implement street tree plantings outlined in the *Port Fairy Street Tree Management Plan* to increase canopy cover within the township, improving environmental outcomes through greening of the streets.
- Explore opportunities for the integration of low level planting in conjunction with new canopy tree plantings.
- Continue to protect existing avenues of Norfolk Pines as ensure their on-going replacement as per the Street Tree Management Plan
- Explore opportunities to extend existing avenues of Norfolk Pines to extend to identified gateways.
- Ensure local awareness and use of indigenous plant species is improved, particularly in coastal areas.
- Recognise potential difficulties local landowners may face in obtaining local indigenous species and consider opportunities for local distribution of species or 'bulk buying' opportunities for suitable species for purchase by the community.
- Recognise the critical role Port Fairy's streetscapes play in the 'sense of place' and their dual roles are both movement corridors and public open space
- Protect and enhance the presence of landscaping and the existing informality of Port Fairy's streets.
- Undertake precinct based planning for key area of the settlement to establish consistent treatments within the public realm (for example, the Wharf Precinct) to aid legibility of public spaces.
- Provide for a strong way-finding and branding strategy for the settlement, to better unify disparate precincts and encourage walking and cycling.
- Ensure clear settlement boundaries are reflected by built form outcomes and landscape treatments at gateways to support Port Fairy's identity as a coastal settlement.



ACTIONS

- Implementation of the *Coastal Climate Change Adaptation Plan* measures supported by the Council and community.
- Identify and prioritise works to address erosion of coastal areas.
- Support relevant implementation measures following the preparation of the Belfast Coastal Reserve Management Plan (being prepared by Parks Victoria).
- Rezone land within the Belfast Lough to reflect its environmental significance. Private land should be rezoned to the Rural Conservation Zone and public land to the Public Conservation and Resource Zone.
- Investigate barriers to acquisition of indigenous species and consider opportunities to address these barriers.
- Consider extracting relevant information from the 'Indigenous Plants of Moyne' to produce an attractive brochure with suggested planting regimes for distribution to all households in South Beach, East Beach and Griffith Street and Wharf Precincts to assist local residents in bolstering indigenous vegetation.
- Implement relevant findings of the forthcoming Domestic Wastewater Management Plan.
- Preparation of a Water Sensitive Urban Design Strategy for Port Fairy to guide works within the public realm, open spaces and to guide advice regarding private developments.
- Further investigate the extent of un-developable low lying land within growth areas and establish appropriate mechanisms for the delivery of new wetlands.
- Investigate opportunities and funding sources that may provide incentives to landowners to provide additional above-ground or below-ground stormwater detention systems on-site.
- Establish the Coastal Walk as identified. Ensure that the delivery of any path considers the impacts of coastal inundation and utilises appropriate design techniques and materials to reduce impacts and maintenance.
- Liaise with local renewable energy generators to explore options for the integration of renewable energy throughout the township, beginning with key areas, such as the Wharf Precinct.
- Investigate appropriate mechanisms to implement the Reedy Creek open space corridor.
- Continue to implement the Street Tree Management Plan.
- Undertake detailed analysis of existing street profiles to establish potential for extensions to Norfolk Pine avenues to gateways. If streetscapes are unable to accommodate pines, identify alternate species to establish avenue plantings.
- Continue to implement the *Port Fairy Street Tree Management Plan*.



3.8 LIVEABILITY

Port Fairy's liveability has long been recognised as a defining feature of the township. While the natural and built environment of the settlement (addressed in Sections 3.4 and 3.7) contributes strongly to this, existing infrastructure is also critical. 'Infrastructure' includes both hard infrastructure (such as the availability of sewerage or water) and 'soft' infrastructure, such as areas of open space or cultural facilities. Port Fairy's open space, health, community and cultural facilities are all notable, as its the calendar of events and festivals which activate the township.

Community Infrastructure

Future planning needs to ensure that Port Fairy residents are provided with community services and facilities which 'fit' with the townships demographics. Identifying and planning for these needs is generally undertaken through a *Municipal Health & Wellbeing Plan*. Port Fairy has an older and ageing resident population with a median age of 50 years and it is expected that the proportion of residents over the age of 65 will significantly increase. At the same time, due to the overall increase in population there has been an increase in overall numbers within the age groups between the ages of zero and fourteen. These two groups have diverse needs and this Structure Plan seeks to provide opportunity for diversifying the current offering of services and facilities. The ability of residents to access these services without needing to drive is also critical.

Recent best practice in relation to the provision of services for children have centred around principles of co-location in service delivery and "nature based" play in the delivery of play spaces. Council has recently completed a new integrated community hub at the northern edge of Southcombe Park which provides valuable early years services. This area may be impacted by future inundation and the vulnerability of this important facility should be considered in decision making. Any expansion of the local primary schools to accommodate additional pupils will be driven by the education departing and school operators. Younger people also currently lack dedicated spaces outside of active sports and the skate park. While it is acknowledged that, for the most part, young adults prefer unstructured spaces there are a number of areas where Council could consider spaces for younger people with more diverse interests.

Open Space

There is also a need to ensure that Port Fairy has a diverse range of open spaces that provide for activity, recreation and socialising. This Plan does not seek to resolve the details of how different open space assets within the township will be used - Council is embarking on an *Open Space Strategy* which will assist to that end - but to consider whether then broader distribution of different spaces is likely to be appropriate in the longer term and how those open spaces relate to the broader directions of this Plan. Ensuring key open spaces are linked to residential areas vis the identified Pedestrian Priority Routes is also important.

During consultation the community identified a few perceived 'gaps' in the delivery of open spaces, including the need for:

- An additional playspace that is located close to the Commercial Core and sheltered from the elements as existing playspaces within the township tend to be at water-edges and formal in nature;
- A reconsideration of the existing skate park location;
- Alternatives for youth spaces; and
- A fenced dog park.

Identifying a preferred location for a playspace that encourage nature based play in close proximity to the Commercial Core has the potential to create a highly valued social space or meeting node and should be confirmed through in the forthcoming *Open Space Strategy*.

In addition, existing open spaces within the township are used for festivals which provide an important contribution to the character and vibrancy of Port Fairy and the Structure Plan supports continued versatility of public space within the settlement. It is also important consider how areas subject to environmental constraints, in particular flooding, within Port Fairy can be used to provide open space. Implementing Water Sensitive Urban Design that could help to mitigate or redirect flooding issues also offer complementary opportunities to provide linear corridor or wetland based open spaces. This holistic appreciation of the multiplicity of roles that the public spaces managed by the Council play in delivering enhancing existing 'liveability' underpins many of the Strategies within this Structure Plan.

Community Resilience

Achieving the aspirations identified through this Plan will not occur without the input, ownership and support of Port Fairy's residents. The Structure Plan also seeks to build on the existing Council / community partnership in protecting and maintaining Port Fairy's valuable public spaces and to recognise the emerging importance of 'community resilience'. With greater engagement in decision making and ownership, the community can also play a role in lobbying and help to leverage funding for projects that are important to the community and which benefit the future sustainability of the settlement.





Port Fairy Coastal & Structure Plan

Community Infrastructure

Legend

- Active open space
- Passive open space
- Open space (school ownership)
- Coastal reserve
- Belfast Lough environs (private): Rezone to RCZ
- Wetland
- Potential future wetland / open space
- Showgrounds: Consider opportunities for increased usage
- Existing pocket park
- New local park for growth area
- Future linear open space connection
- Investigate option for skate park relocation
- Railway Place Precinct
- Wharf Precinct
- Surf Life Saving Club Precinct
- School
- Hospital
- Cemetery
- Visitor information centre
- Library
- Theatre
- Existing playground
- Potential 'nature based' playspace
- Mens shed
- Public toilet
- Existing picnic area
- Upgrade picnic facilities
- Rail trail
- Extended rail trail



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hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au

Figure 18. Community Infrastructure

OBJECTIVES

- To ensure servicing of residential growth areas can be achieved at a reasonable cost.
- To ensure an appropriate range of community services which reflect the demographic profile of the settlement and identified needs.
- To provide safe and amenable pedestrian and cycle access to key community facilities and services.
- To deliver high quality areas of multi-functional public open space within new growth areas.
- To improve the amenity, use and environmental functions of existing areas of public open space.
- To deliver resilient open spaces which contribute to the overall 'liveability' of Port Fairy.
- To recognise the need to new areas of public open space within Port Fairy West.
- To maintain and enhance the 'sense of place' which is defined by the character of both the public and private realms.
- To ensure new growth areas have a strong relationship and are integrated with the existing settlement.
- To enhance community resilience.

STRATEGIES

- Direct residential growth to areas identified as being capable of being serviced by relevant authorities.
- Support the ongoing operations and appropriate expansion of the hospital.
- Encourage the delivery of additional appropriate complementary health services and aged housing proximate to the Town Centre.
- Support appropriate expansion of local schools, when required.
- Ensure any expansion or new community services or facilities are not developed on land identified as being impacted by flooding (see Figure 12).
- Encourage more informal and flexible seating within existing open spaces to encourage informal social interactions.
- Increase connectivity through improved telecommunications services and access to wi-fi within the settlement.
- Continue to diversify the offer of the Port Fairy Library and investigate the potential development of a digital learning hub or U3A campus to support lifelong learning.
- Recognise the Surf Lifesaving Club as a key community asset and ensure that planning for this area is coordinated and considers future coastal hazard impacts.
- Support the implementation of the preferred option within the Railway Place Masterplan (see Appendix 4), and confirm the use of the 'goods shed'.
- Ensure there is an appropriate distribution of open space across the township, and integrate generous new public open spaces within growth areas.
- Establish a new linear open space along the identified irrigation canal, connecting the Growth Areas to the Rail Trail and Lough.
- Investigate opportunities for a new 'nature based' playspace proximate to the Commercial Core in a sheltered location.
- Consider the multi-functional use of open space, having particular regard to the festival calendar when planning for new or updating existing open space.
- Identify parameters for the integration of Water Sensitive Urban Design in all Council managed open space areas.
- Ensure that planning for open spaces considers likely longer term flood impacts. The ongoing use of these areas is supported but new buildings and infrastructure provided within these areas should consider the most appropriate response in that context.
- Recognise the importance of safe and convenient pedestrian connections to community resilience and wellbeing and prioritise works to implement these.

- Ensure that Pedestrian Priority Routes which connect key destinations within the township are designed with minimum 2m wide footpaths to provide access to all and are wheelchair and pram friendly. Regular opportunities to 'pause' along these key routes should also be provided. Expand and promote opportunities for community members to become involved in the ongoing maintenance of public spaces within the settlement.

ACTIONS

- Identification of the steps / processes required to implement the proposed Linear Open Space and planning for that space, beginning with background engineering investigations as to the potential for flood mitigation.
- Finalise and implement the Masterplan for Railway Place, including the future use of the Goods Shed, and consider the integration of Fisherman's Walk.
- Implement a new 'nature based' playground within the Town Centre. Fisherman's Walk offers a clear opportunity that would not compromise the event functions of Railway Place and could provide thematic cues for playground design (see photo on Page 79).
- As part of the *Open Space Strategy*, the following should be considered:
 - Opportunities to increase the active use of the Showgrounds in recognition of growth area locations, including consideration of the long term use of intervening land between the bypass alignment and the Showgrounds;
- The interim use of parts of the cemetery site not currently in active use for open space or event purposes until such time as land is required for designated purpose;
- Options for the relocation of the existing skate park to a more appropriate site with greater passive surveillance;
- Investigation of the need for an identified off lead 'dog park' and the most appropriate location of such a site if required;
- The role open spaces can play in mitigating impacts of inundation;
- Investigations of future large-scale event sites within or adjacent to the township to ensure interim decision making does not compromise their longer term protection, in light of identified flooding impacts on existing areas of open space; and
- The requirements for new open spaces within Growth Areas, including whether existing Open Space Contributions are set at an appropriate level.
- Provide additional signage and promotion of available free wi-fi within key open spaces in the Town Centre (for example, the Village Green and Railway Place).
- Implement the Gardens Park Masterplan and investigate opportunities to consolidate active uses including multi-purpose courts and to mitigate and adapt to future inundation impacts.
- Prepare a Masterplan for the Surf Lifesaving Club Precinct, considering use of that space by a range of age groups.
- Identify priority works to implement the Pedestrian Priority Routes.
- Consider developing a framework for the maintenance of public land by community groups and opportunities to support this maintenance role.
- Consider the development of a Community Resilience Plan to embed community empowerment within Council and to assist the community in responding to future challenges.
- Consider the development of a Community Reference Group to provide input into Council decision making.

4.0 IMPLEMENTATION

DRAFT-1



4.1 HOW WILL THE PLAN BE IMPLEMENTED?

The implementation of this Structure Plan will occur progressively over an extended period (over 30 years), and will require careful on-going management and continued communication with the local community, business owners and landowners. The co-ordination across a wide range of stakeholders and funding partners is necessary to ensure a sustainable approach to development within Port Fairy and improvements in keeping with the valuable role the settlement plays within the Shire, and indeed, broader region.

The Port Fairy Coastal & Structure Plan outlines a series of objectives and strategies that will serve to enhance the character, image and potential of the township. Key actions, which are directly drawn from stated strategies are outlined within this section. It is these actions, along with change to the Moyne Planning Scheme, which will follow the formulation of this document which will be critical to the implementation of this Plan. While many immediate actions will be the responsibility of departments within Council, initiatives will also need to be pursued by other government agencies and landowners.

While the Council's lead role in review of development proposals is critical, it is also acknowledged that the settlement has a strong history of community engagement and involvement through local community groups and associations. These groups will all have opportunities to influence the implementation of this plan and their support for the document will add weight and urgency to the actions contained within it.

In addition, the role of private and public organisations in facilitating the development of many of these ideas should not be underestimated through the use of public-private partnerships where appropriate. Where these are supported by the plan, Council has a role to play in facilitating the plans outcomes.

As with many regional settlements, the Structure Plan study area has a basic zoning structure that includes an area of commercial zoned land surrounded by residential land, with peripheral areas included in rural zones. Due to the location on the coast, the settlement includes large areas of public land in critical locations. Currently guidance around built form outcomes is provided through a complex regime on overlay controls.

The first and critical step in realising the objectives of the Structure Plan is the establishment of appropriate planning controls to implement the overarching directions of the Structure Plan, involving a range of options, including: local polices and specific design controls which require formal implementation into the Moyne Planning Scheme.

Finally, it must be accepted that changes in the settlement will unfold over a long time period and the needs and aspirations of the community will change over time. Therefore the Structure Plan must be flexible enough to be adapted to changing circumstances, be they relating to economic, social or environmental factors. Continued monitoring and evaluation of the Structure Plan must be undertaken by the Council to ensure that it remains relevant to current practice and community expectation.

4.2 PLANNING SCHEME CHANGES

In order to achieve the Objectives and Strategies detailed in this Structure Plan, the Local Planning Policy Framework needs to be updated, either through amendment of existing policies, or addition of new local policy.

Within the Moyne Planning Scheme, the Municipal Strategic Statement (MSS) at Clause 21 sets the strategic directions for planning across a range of issues and Clause 22 provides specific direction on a range of matters where additional guidance is required for the exercise of discretion.

In addition, the application of amended land use Zones or Overlay controls will be required in order to implement the vision of the Structure Plan.

REZONING OF LAND

It is anticipated that in order to facilitate the delivery of this Structure Plan, a number of parts of the settlement will need to be rezoned from their current zone. These are documented in Table 4.

A number of other areas have also been identified for rezoning as 'anomalies' through a concurrent review being undertaken by the Council. These matters are not addressed within this Plan unless directly relevant but could be addressed through the same Planning Scheme Amendment.

LAND	EXISTING ZONE/S	PROPOSED ZONE	COMMENTS
Land in the Belfast Lough Area	Farming Zone, Low Density Residential Zone & Industrial 1 Zone	Rural Conservation Zone (private land) and Public Conservation & Resource Zone (public land)	Rezoning of land within the Lough area to reflect the impacts of this area from flooding, its role in accommodating the ecological function of the Lough, as well as associated flora and fauna. It also reflects the importance of this landscape when viewed from key entry points to the township such as Griffiths Street and the rail trail.
Existing residential areas of the settlement	General Residential Zone	Neighbourhood Residential Zone	Adjustments to the residential zone schedules may also be needed dependant on advice from DEWLP.
Growth Area A	Rural Living Zone & Low Density Residential Zone	General Residential Zone	There is no existing buildings in this area and this area has a greater capacity for density than other, more sensitive areas
Growth Area B	Mixed Use Zone & Rural Living Zone	Neighbourhood Residential Zone	
Princes Street	General Residential Zone	Commercial 1 Zone	Rezoning of some residential land to a commercial zone to facilitate the short term delivery of required commercial floorspace as identified in the <i>Town Centre Car Parking Strategy – Economic Assessment</i> (5400sqm plus anomalies).

Table 4: Proposed rezoning



OVERLAY CONTROLS

Within the detail of the Structure Plan, a range of recommendations are made regarding built form scale and design, which will result in the variation of the existing built form environment. In addition, opportunities for streamlining existing controls have been identified. Accordingly it is suggested for such built form guidance to be translated into relevant Overlay controls. In addition, a number of other measures are suggested through the document to ensure the appropriate future planning and development of certain areas, and which would require the application of Overlay controls.

Proposed Overlays include:

- The application of Development Plan Overlays to both identified Growth Areas to ensure that a relevant investigations are undertaken and development can be co-ordinated across the range of landowners in these areas. A Development Plan Contributions Overlay may also be required in Growth Area B
- An Erosion Management Overlay should be applied to land affected by Coastal Erosion (see Figure X)
- A Floodway Overlay and Land Subject to Inundation Overlay should be applied to land affected by coastal inundation.
- An Environmental Significance Overlay should be applied to the identified 500m buffer affecting the Water Reclamation Plant
- A revised suite of Design and Development Overlays should be applied across the majority of the settlement.

It is also noted that the *Town Centre Car Parking Strategy* prepared by Calibre Consulting, suggested that application of a Parking Overlay to the Town Centre Area which should also be implemented by the same Planning Scheme Amendment.

POLICY CHANGES

In conjunction with the proposed zoning and overlay changes detailed above, the primary way in which the Structure Plan will be implemented will be through the creation of local policy. Within the Moyne Planning Scheme, the Municipal Strategic Statement (MSS) at Clause 21 sets the strategic directions for planning across a range of issues. Currently Port Fairy is addressed primarily through Clause 21.09 Local Areas, in particular Clause 21.09-3 (Port Fairy) and 21.09-5 (Port Fairy West). It is noted that a new format Planning Policy Framework (PPF) is likely to be gazetted shortly and this may require some reconsideration of the location within the Moyne Planning Scheme of identified changes, but should not influence content.

Recommendations for changes to the Planning Scheme to implement the Port Fairy Coastal & Structure Plan are as follows:

- Much of Clause 21.05 is out of date but it is not proposed to address this, given the statistics referred to in this Clause relates to the whole of the municipality. Minor adjustments to the current Strategies under this Clause may be required.
- Adjust Clause 21.06 will be required in relation to Floodplain Management to reflect the updated position on coastal inundation outlined by the *Port Fairy Coastal & Structure Plan*.

- Amend Clause 21.09 to ensure consistency with the outcomes of the Structure Plan, The relevant Structure Plan diagram should also be included, noting the Coastal Settlement Boundary. Policy regarding Port Fairy West (Clause 21.09-5) should be integrated with policy for the rest of Port Fairy.
- Clause 21.11 should be updated to remove reference to obsolete documents relating to Port Fairy.
- Review and amend / remove Clause 22.01-2 and 22.01-3 to ensure that there is not any duplication of the proposed Design and Development Overlay controls
- Review Clause 22.01-9 to ensure it is consistent with the proposed Residential Approaches DDO which affect Low density and rural land in Port Fairy
- Amend the incorporated *Port Fairy Local Floodplain Management Plan* to ensure this document reflects the approach to development in areas of coastal hazard (see Appendix One for further details).

Council may also want to consider matters currently addressing heritage. There may be benefit in re-working their own specific policy as to ensure that they are easily found by community members but so that specific outcomes outlined in the Heritage Overlay and other the relevant built form controls which would apply. This would allow the integration of policy regarding works in the public realm as well as private development and could include reference to mapping of significant and contributory building forms to assist in the usability of the Scheme. This may be a matter that Council considers independently of the implementation of the Structure Plan in response to the PPF reforms.

4.3 OTHER ACTIONS

In addition to implementing the Structure Plan through the Moyne Planning Scheme, a number of other actions should be initiated by Council, other authorities and local stakeholders to achieve the 'vision' of this plan. There is also further work which this plan has identified which will need to be undertaken before particular strategies can be pursued. These are also outlined below. As mentioned in the introduction to this section, the development of the initiatives identified above will happen over a period of time as developments are proposed and funding becomes available. Priorities may also change over time, as selected initiatives of the plan become more critical or of greater importance to the Port Fairy community.

To assist in the process, however, a number of priorities have been identified which should be the focus for the pursuit of funding. The resolution of some outstanding issues through a process of more detailed concept design is also highlighted. Identified actions will require the cooperation of a number of different parties including landowners and other government authorities. Prioritising the actions allows not only for the key projects to be highlighted but for additional weight to be added when seeking funding for specific projects identified as priorities. As opportunities for funding become available this Structure Plan will demonstrate the strategic importance of noted projects. These other actions fall into a number of categories.

4.4 FUNDING STRATEGIES

The Structure Plan requires a funding strategy to outline the means by which concepts may be implemented over time. Moyne Shire Council will need to carefully consider how this will occur as part of the broader funding strategies. The role of a funding strategy will be to identify sources from which funds will be derived for this particular project. A funding strategy will need to look at all income sources and the potential of different sources to contribute to the total cost of implementing the plan. Importantly, in the Port Fairy context, the on-going partnership and collaboration between Council and the many active community associations and other agencies operating in the area will be crucial to identifying and accessing a broad range of funding opportunities to achieve the aims of this plan. Other elements of the funding equation are likely to include the following:

Funding from General Rates - The ability of the Council to fund public works from general rates is limited by budgetary constraints and the current low rate base. However, in order to demonstrate its commitment to civic improvements in this important settlement and in recognition of the broader importance to the regional economy, the Council should to provide some funds from general revenue. This could be either for specific projects, or on a dollar for dollar basis (or some other proportion) to match funds derived from other sources.

State Government Funds - The State Government makes funds available to local government for public works and urban improvements, as well as for various environmental and associated responses. This document will provide the Council with strong strategic justification to support applications to

the State Government for project funds as they become available. It is also noted that some elements of this Structure Plan, such as changes to the Princes Highway, is outside of the control of Council and needs to be actioned by State Government agencies (eg. VicRoads).

Special Charges - The levying of a special charge to cover the cost of works would be an option for generating funds for works, in situation where existing property owners and businesses benefit (such as the provision of road upgrades or consolidated car parking opportunities for example). A special charge could also be levied to cover the administrative and operational costs of any implementation body established to implement the plan. Political and equity considerations need to be taken into account in deciding to introduce a special charge

Other Sources - A series of new and innovative approaches to development funding are also available, including the opportunities for 'partnership projects' that demonstrate collaboration and joint venturing between the private and public sector. In addition, funding is available through agencies such as Sustainability Victoria and other organisations that focus specific areas. More standard public / private partnerships could also be pursued by Council to achieve some key identified projects.

ACTION	RESPONSIBILITY / POTENTIAL FUNDING PARTNERS		PRIORITY
HOUSING & SETTLEMENT			
Support the VicRoads review of land along the Port Fairy Bypass Corridor, beyond the Public Acquisition Overlay, to determine the possibility of surplus parcels.	n/a		Liaison or advocacy
Undertake further investigations to determine the appropriate densities of residential areas identified on Figure 5 having regard to the constraints affecting those parcels and rezone land to reflect land capacity. <ul style="list-style-type: none"> • South Beach (undeveloped residentially zoned land) • South of Reedy Creek • Land within industrial buffers 	Council		Further investigation
ECONOMIC DEVELOPMENT			
Masterplan for Railway Place, Fisherman's Walk and associated streetscapes to extend rail trail to the Wharf Precinct. <ul style="list-style-type: none"> • Undertake planning for the Fisherman's Walk area in conjunction with confirmation of the Railway Place Masterplan. • Confirm the Railway Place Masterplan. • Identify appropriate streetscape works on Banks Street and Gipps Street to create a seamless pedestrian / cycle experience between the Visitor Information Centre and the Wharf Precinct. 	Council Tourism Victoria RDV		Design project or strategy
Wharf Precinct Masterplan <ul style="list-style-type: none"> • Improved connections to the Town Centre through the Fishermens Walk and associated streetscape upgrades • Improvements to the pedestrian bridge to increase amenity and attractiveness. • The integration of a consistent suite of street furniture, signage and wayfinding, • A new wharfside promenade on the eastern edge which allows for views back across to the Commercial Core. • Integration of King George Park, Rotary Park, Battery Hill and East Beach connections. • Increased availability of public furniture that creates activity nodes and encourages people to linger and utilise the space. • Increased public lighting that contributes to the riverine character, including feature lighting. • Continued activation of wharf environs with markets and festivals making use of available space. • Consideration of opportunities for the integration of public art. 	Council Tourism Victoria RDV		Design project or strategy

Table 5: Proposed actions

Investigate mechanisms for the delivery of an expansion of the existing light industrial estate adjoining Growth Area A.	Council	Further investigation	Medium
Confirm and establish the Coastal Walk as identified. Ensure that the delivery of any path considers the impacts of coastal inundation and utilises appropriate design techniques and materials to reduce impacts and maintenance.	Council		Medium
Develop an internal policy to guide the delivery of 'pop up' businesses.	Council	New policy, guideline or mapping	Low
BUILT ENVIRONMENT & HERITAGE			
Establish appropriate mechanisms to implement the Reedy Creek Open Space Corridor and Shared Path	Council	Further investigation	High
Develop infrastructure guidelines for the heritage streetscapes to incorporate into Clause 22.01 to provide for the ongoing protection of heritage protected street trees.	Council Heritage Victoria	New policy, guideline or mapping	Medium
Undertake mapping of existing known and potential indigenous heritage within the township, and in conjunction with the local Registered Aboriginal Parties (the Gunditjmara and Eastern Marr Traditional Owners) and seek to provide information about the area's indigenous history where appropriate.	Council AAV	New policy, guideline or mapping	Medium
Prepare easy to understand guidance for developers to facilitate the Cultural Heritage Management process.	Council AAV	New policy, guideline or mapping	Low
Undertake detailed analysis of existing street profiles to establish potential for extensions to Norfolk Pine avenues to gateways. If streetscapes are unable to accommodate pines, identify alternate species to establish avenue plantings.	Council	Further investigation	Low
Develop new guidelines for Industrial Approaches.	Council	New policy, guideline or mapping	Low
CONNECTIVITY			
Confirm and implement the Pedestrian Priority Routes.	Council	Further investigation	High
Ensure that all future subdivisions provide direct pedestrian connections to the Town Centre, and do not preclude the provision of such links from adjoining properties.	Council	New policy, guideline or mapping	High

Liaise with VicRoads to co-ordinate funding opportunities for improvement to the Princes Highway.		Liaison or advocacy	High
Work with VicRoads to establish community sentiment regarding the bypass and its optimal alignment	n/a	Liaison or advocacy	High
Work with VicRoads to adopt an integrated approach to the planning of the bypass to ensure that it will not result in a negative impact on future or current pedestrian connections. Provision of strong pedestrian and cycle linkages may include incorporating grade separated crossings at appropriate locations, including the rail trail.	n/a	Liaison or advocacy	High
Confirm appropriate mechanisms for the provision of cycle facilities along identified routes (i.e. on-street line markings).	Council	Further investigation	Medium
COASTAL HAZARDS			
Further investigations to determine the extent of developable low lying land within growth areas and establish appropriate mechanisms for the delivery of new wetlands within Growth Areas A and Port Fairy West, and associated drainage and management of coastal inundation within the South Beach and Port Fairy West area.	Council Glenelg Hopkins CMA Wannon Water	Further investigation	High
Investigate preferred mechanisms for applying flood controls more broadly within the Shire, including areas outside the Study Area boundary of the Structure Plan to ensure consistent application of policy.	Council Glenelg Hopkins CMA	Further investigation	High
Development of a process for the review and updating of flood modelling to inform future changes to planning controls	Council DEWLP	Further investigation	Low
Investigation and identification of required physical works to protect existing urban areas to the immediate north of the Town Centre Precinct and in the East Beach & Wharf Precinct adjoining the Belfast Lough and Moyne River from Seal Level Rise and consideration of this through Council's Coastal Adaptation Plan.	Council DEWLP	Further investigation	Low
LANDSCAPE & ENVIRONMENT			
Develop a Water Sensitive Urban Design Strategy for Port Fairy to guide works within the public realm, open spaces and to guide advice regarding private developments	Council Wannon Water Glenelg Hopkins CMA	Design project or strategy	High
Investigate opportunities and funding sources that may provide incentives to landowners to provide additional above-ground or below-ground stormwater detention systems on-site.	Council Wannon Water	Further investigation	Medium

Consider extracting relevant information from the 'Indigenous Plants of Moyne' to produce an attractive brochure with suggested planting regimes for distribution to all households with in the identified 'Coastal' Precincts to assist local residents in bolstering indigenous vegetation.	Council	New policy, guideline or mapping	Medium
Support relevant implementation measures following the preparation of the Belfast Coast Management Plan	n/a	Liaison or advocacy	Medium
Liaise with service providers to establish parameters for the undergrounding or bundling of powerlines to facilitate the extension and better protection of avenue plantings along key gateways.	n/a	Liaison or advocacy	Medium
Develop a landscaping scheme for entry points that frame and distinguish identified town gateways, and relocation signage as appropriate.	Council	Design project or strategy	Low
Investigate barriers to acquisition of indigenous species and consider opportunities to address these barriers	Council Community Groups	Further investigation	Low
Liaise with local renewable energy generators to explore options for the integration of renewable energy throughout the township, beginning with key areas, such as the Wharf Precinct.	n/a	Liaison or advocacy	Low

APPENDIX ONE: CONSULTATION SUMMARY

DRAFT-1





Draft Plan Consultation FEEDBACK SUMMARY REPORT

DECEMBER 2017



INTRODUCTION

Moyne Shire is currently preparing the Port Fairy Coastal and Structure Plan to provide a long-term future land use and development plan for the township of Port Fairy to 2041.

The project is currently at Stage 4 (Draft Plan) of a 6-stage process. A key component of Stage 4 was consultation with the community and key stakeholders to seek feedback on the key directions of the Draft Plan.

CONSULTATION

Consultation on the Draft Plan was the second opportunity the community has had to provide feedback on development of the Plan. The first being in May 2017 on Issues and Opportunities for the Plan.

Consultation commenced on 25 October 2017 and ended on 21 November 2017, and included:

- A letter mailed out to all land owners in Port Fairy containing information about the project, details of consultation and an invitation to be involved;
- A webpage uploaded to Council's website containing information about the project, details of consultation and links to the draft Plan and background documents;
- Copies of the documents were available at the Port Fairy and Mortlake Customer Service centres and the Port Fairy Library.
- Media Notices placed in the Moyne Gazette and the Saturday edition of The Warrnambool Standard.
- Two drop-in-days held on Wednesday 1 November 2017 and Friday 3 November 2017 between 11am and 7pm. The sessions were held at the Port Fairy Community Services Centre and eight separate presentations were given over the two days. Council officers and members of the consultant team were available all day to discuss the project.
- Referral Letters and copies of the three documents were sent to:
 - VicRoads
 - Wannon Water
 - Western Water
 - Environmental Protection Authority
 - PowerCor
 - Gunditjmarra Aboriginal Corporation
 - Eastern Maar Aboriginal Corporation
- Workshops were held with internal Council officers from the following departments:
 - Statutory and Strategic Planning
 - Environment
 - Infrastructure Services
 - Economic Development

Prior to formal consultation commenced, input and feedback on the draft document was sought from the following:

- Council's Executive Management Group;
- A Councillor Workshop;
- Project Control Group members including representatives from the Department of Environment, Land, Water and Planning (DELWP) and the Glenelg Hopkins Catchment Management Authority;
- Internal Steering Committee meeting including Council Officers;
- Individual meetings with Council staff; and
- Meeting with Department of Environment, Land, Water and Planning representatives.

NUMBER OF SUBMISSIONS

In total Council received the following feedback:

- Fifteen (15) written submissions;
- 26 on-line surveys completed;
- Approximately 75 attendees at Drop-In Sessions including providing Feedback Form responses.

Five Council officers were present at each of the eight formal presentations given during the two days, listening to the community's ideas, issues and vision for the future of Port Fairy.

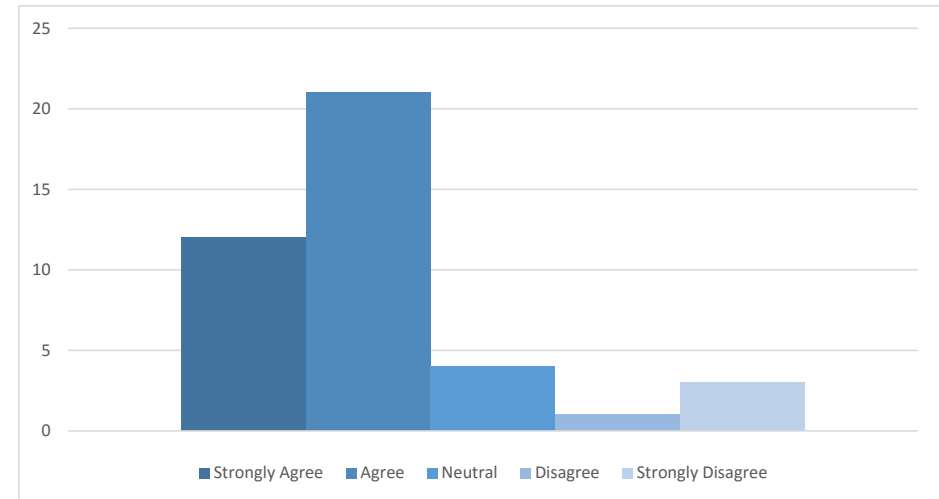
Twelve (5) one-on-one meetings were held with individuals and Agencies.

SUMMARY OF FEEDBACK

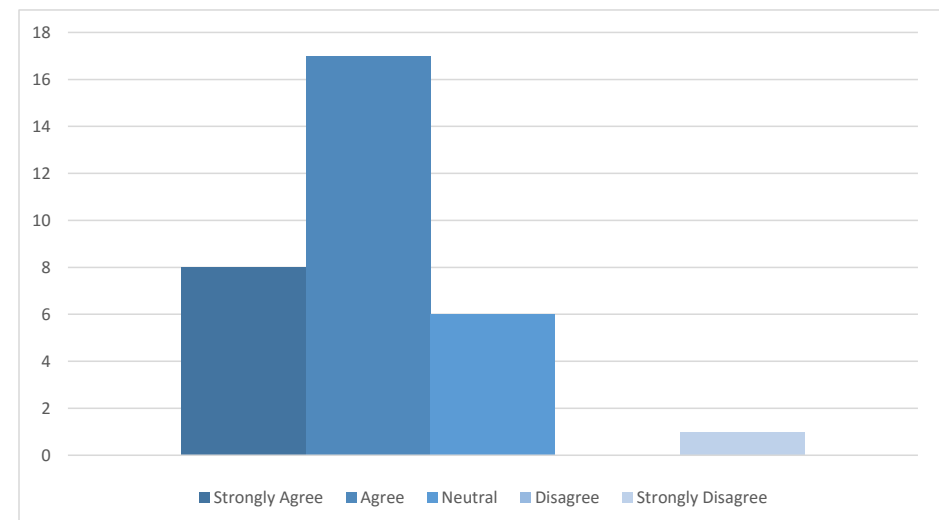
The following is a combination of all responses. The chart combines the on-line survey and drop-in sessions feedback, this is followed by a summary of written comments to the survey and individual written submissions received by Council.

SETTLEMENT & HOUSING

Question 1 - A settlement boundary has been shown on Figure 8 on Page 29. This boundary seeks to define the edge of the township. Is it shown in the right place?



Question 2 - Two residential growth areas are outlined on pages 32 to 37 to provide new land for residential development. Do you agree/disagree with their location?



Settlement Boundary

The settlement boundary is generally supported in the survey responses, however numerous comments and written submissions indicated preference for exclusion of the Belfast Lough and environs from the settlement boundary aligning the boundary with existing urban zoned land, and the Moyne River road bridge.

The capacity of Port Fairy to grow due to environmental constraints is raised including flooding, and sensitive coastal and Belfast Lough areas. General consensus is that the settlement boundary and growth of the township should protect natural assets, not increase risk to natural hazards and not compromise the important and highly valued character of the township.

A few statements included reference to avoiding the 'negative' outcomes of overdevelopment seen in Torquay, Barwon Heads and Queenscliff, and submitters see the settlement boundary as a timely and useful tool to manage sustainable and appropriate growth of Port Fairy.

One written submission requested land at the eastern most end of the township on Griffith Street be rezoned from Rural Conservation Zone to a residential zone and included in the settlement boundary. It is noted that this parcel of land and the delineation of the settlement boundary in this location were not a consideration of the Plan as they were subject to a VCAT determination and Amendment C50 to the Moyne Planning Scheme.

Growth Areas

The location and design principles for development of both growth areas is supported. Connectivity (movement and access by pedestrians, vehicles and bicycles) and visual integration through attractive and complimentary residential design, within and to the growth areas is seen as fundamental to their success.

The presence of undersurface bedrock in Growth Area A is mentioned as a potential cost for the delivery of infrastructure however this was not seen as a barrier to development. Wannon Water identified that the Plan direct careful sequencing of development in order to reduce establishment costs to developers. However, due to the separation from the existing township, the first subdivision will have high servicing costs as two sewer pumps will be required.

Growth Area B is effectively divided into two sections, north and south of Reedy Creek. Southeast is close to existing sewer and should be serviceable without a sewer pump station. However Wannon Water has informed that a sewer pump will be required to service the area west of the proposed VicRoads bypass. A temporary sewer pump station will be needed to service this area if it is developed prior to Growth Area A. Extension of water should not be an issue along Albert Road, but it is considered that if the pattern of development is small subdivisions each time, the sewer servicing costs per lot may be high.

Wannon Water also requested that more information be provided in the plan at Section 3 relating to development in South Beach and the impact of coastal inundation on service delivery, and including the following:

"Sewer and water services are relatively close to the development area. Water services are available along Ocean Drive. To provide sewer services to the development a new sewerage pump station will need to be constructed prior to any lots being developed. However the proximity of the development to the existing sewerage network will keep servicing costs relatively low."

The current VicRoads Port Fairy Bypass route alignment was strongly contested by the community,

with written feedback and discussions at the drop-in sessions suggesting relocation of the Bypass further north of the township within proximity to Blackwood Road or further west. Concerns raised that its current alignment would create interface conflicts, negative amenity impacts and physical disconnection of future growth areas from the town centre.

A current research project by Federation University (in collaboration with the South Beach Wetlands and Landcare Group and supported by DELWP, the Australian Japan Foundation and Glenelg Hopkins CMA) is investigating the Japanese Latham Snipe community in Port Fairy including its feeding and breeding habitats. This includes mapping nighttime foraging sites. The submission requested that the habitat wetland areas be identified in the Plan and a buffer be applied between the areas and new residential development in Growth Area A.

Housing

Other comments provided by submitters include support for the rezoning of Model Lane area to a lower density to preserve views of Loch and protect entrance view to town from Golf Course Road.

Three submissions request rezoning of land to a standard residential zone from the Farming Zone and/or Low Density Residential Zone.

A submission raised concern that if the Plan encourages small housing in good locations they will be used for short term rental accommodation, compromising access to smaller houses for residents.

Other Comments

The Environmental Protection Authority (EPA) supported the identification of industrial buffers, and that future development should be subject to odour and noise assessment to ensure appropriate interface conditions between industry and residential development.

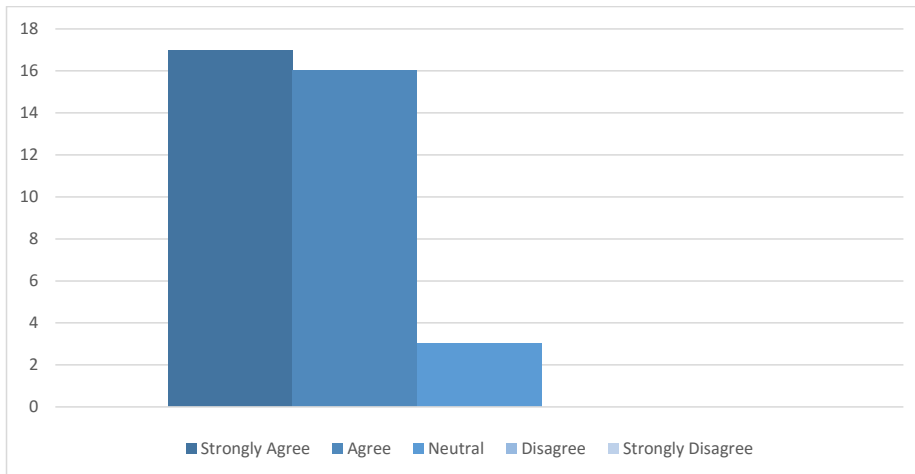
The EPA raised significant concern relating to the proximity of the vacant Industrial 1 Zoned land adjacent to SunPharma (east of the railway line) to residential areas, both existing and future. Without its rezoning to a non-industrial zone the EPZ will not support any future new residential development within the industry buffer to SunPharma.

One submitter suggested that all new developments should provide 30% for the planting of trees on each site.

There was unanimous support for utilizing the wetlands as open space in the growth areas.

ECONOMIC DEVELOPMENT

Q4 Do you agree/disagree with Integrating the town centre and wharf area by expanding the commercial town centre towards Princes Street and along Bank Street, and better utilising Fishermans Walk – refer to pages 43 & 44



FEEDBACK ON ECONOMIC DEVELOPMENT

Commercial Land

Extension of the commercial area eastward toward Princes Street and Bank Street is unanimously supported.

Some submissions raised the need to balance between commercial zoned land and residential development within the town centre area. The Plan should ensure that commercial uses front the street, however provide more detail on how residential uses can be supported to the rear or on upper levels needs to be clearer in the final Plan.

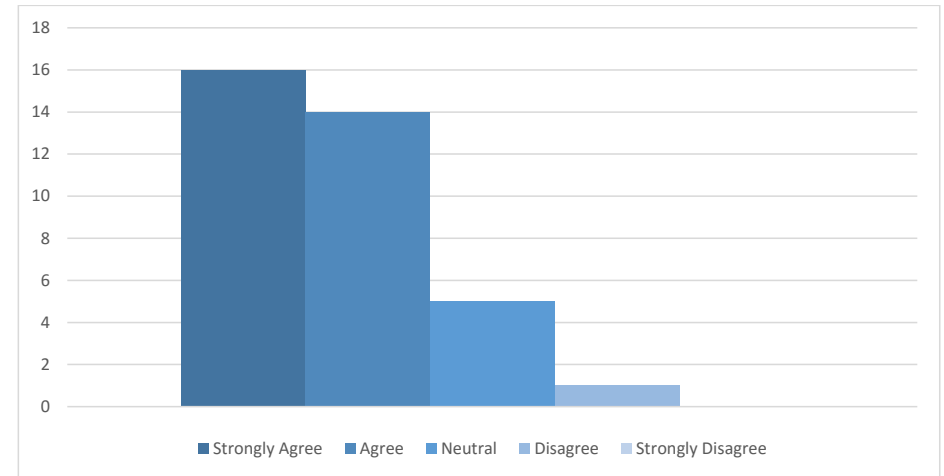
The Wharf Precinct should include the concept of land and water, not just land, as its attributes for access and to achieve tourism objectives such as events, public art and commercial activity.

Industrial Land Use

Proposing a light industry area between two Industrial 1 Zoned sites on Port Fairy- Hamilton Road was raised as an issue for infrastructure servicing with water and sewerage services not available in this area. A new sewerage pump station and sewer rising main is required to be constructed to connect the area directly to the Wannon Water Reclamation Plant, and extension of the water network required. Wannon Water suggest sequencing of industrial development from the southeast to facilitate the progressive extension of services and limiting cost. This could contribute to servicing of proposed adjacent residential land in the growth areas. Both the EPA and Wannon Water support the industry buffers shown in the plan around the Water Reclamation Plant and SunPharma.

BUILT ENVIRONMENT & HERITAGE

Q6 Do you think the character objectives are clear and the boundary drawn represents each character area?

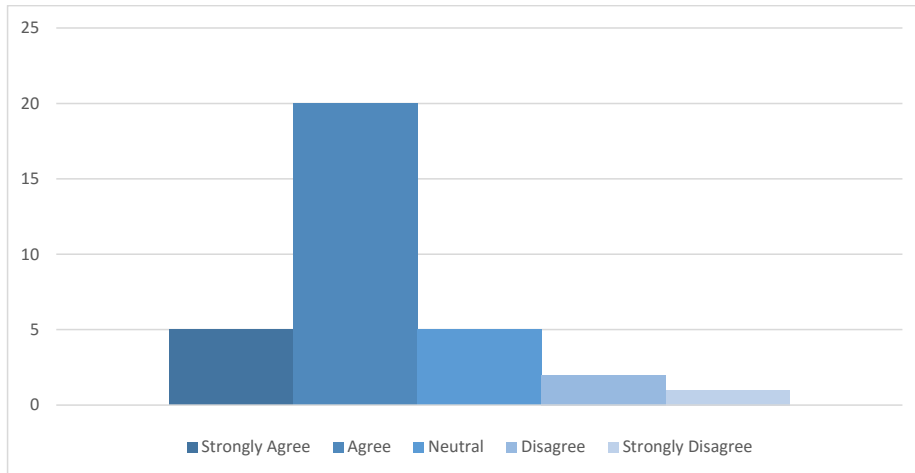


FEEDBACK ON BUILT ENVIRONMENT AND HERITAGE

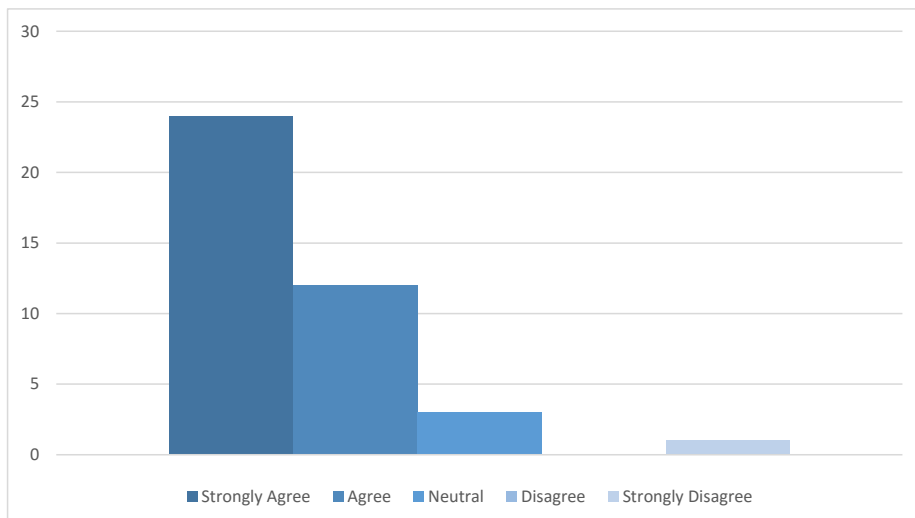
Simplifying the current planning scheme provisions for neighbourhood character including consolidating the Design and Development Overlays to the proposed six character areas was supported. However, the general consensus was that any changes should not compromise height and character outcomes for the town in any new control regime.

CONNECTIVITY

Q8 Pedestrian priority routes' connect key destinations in Port Fairy via a connected network of footpaths, signage and wayfinding – refer to Map on page 53. Is the network shown along the right streets and locations?



Q9 Do you agree/disagree with improving cycling in the town by: providing separate cycling lanes along the pedestrian priority routes; extending the Rail Trail through Railway Place and Fisherman's Walk to the pedestrian bridge across the Moyne River, and increasing bicycle parking—refer to Map on page 53.



FEEDBACK ON CONNECTIVITY

There was general consensus that improving pedestrian and cycling connections would promote a healthy lifestyle and connectivity around the town and should be an important priority and outcome of the Plan. Provision for gofers and wheelchairs should also be considered in the design of connectivity network given existing older and ageing population.

However, the impact of an increase in infrastructure and the associated line markings, signage, lighting and paved surfaces was contentious with submitters not wanting a negative aesthetic outcome of visual clutter. The priority pedestrian route should include the Sackville Street, Princes Highway, the rail trail and Ocean Drive.

The coastal walk is supported with a request to include East Beach between Battery Point and the Surf Life Saving Club as part of the formal walk. The design of rock walls to include a walking track along the top of the wall is suggested between Rogers Place and that last house on East Beach, also continuing the coastal walk to the Golf Course. There is mixed response to providing formal trails in sensitive coastal dunes versus just walking on the beach. The semi-natural nature of much of the walk is seen as a positive attribute, and formalizing the walk with a boardwalk around Griffiths Island was not supported. However, improving the direct Lighthouse Walk was agreed.

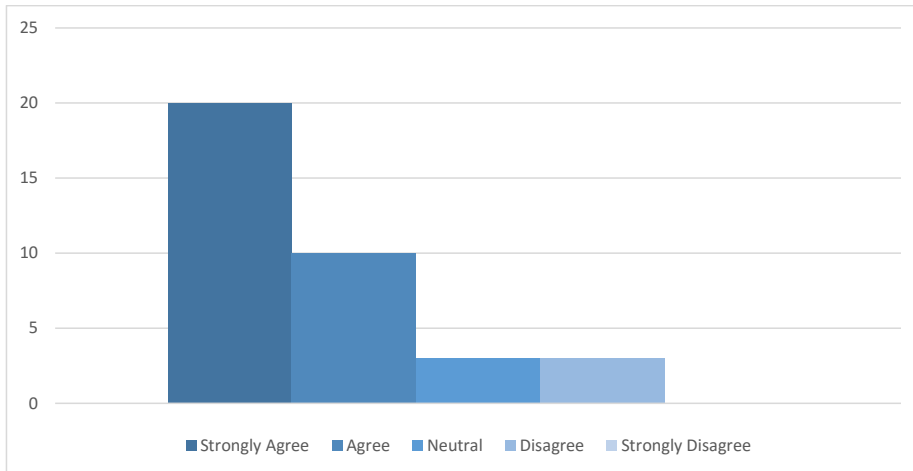
The Wharf promenade and improving links between the commercial centre and the wharf area is seen as beneficial for connectivity.

As per comments under Settlement and Housing, many submitters raised the current proposed location of the VicRoads bypass as an issue, and proposed moving the Bypass further west of the existing township.

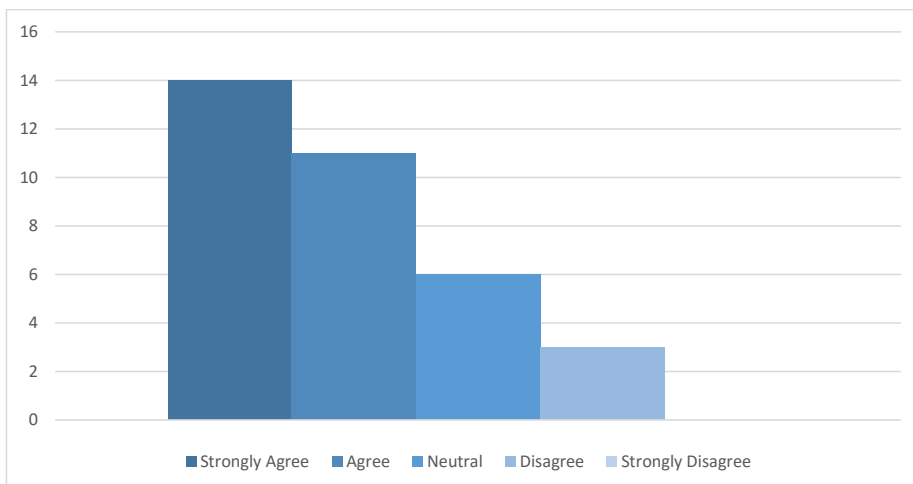
The proposals for upgrades to the Princes Highway including signalization at Regent Street had a mixed response. Reduction in speed to 40km/ph between Reedy Creek and Philip Street is seen as a priority to improve conditions for vehicle and pedestrian safety. The proposed signalization of Regent Street and the Princes Highway raised concern for impact on traffic flow during peak summer and/or festival periods and submitters requested that other options be considered.

COASTAL HAZARDS

Q11 Do you agree/disagree with how the Plan identifies areas subject to coastal erosion as a result of climate change and sea level rise and proposes an Erosion Management Overlay is applied to these areas similar to that which already applies in Port Fairy West – refer to page 66.



Q12 A flood hazard class diagram is provided on page 63 establishing five different levels of risk associated with floods. Using the hazard classes, the Plan provides important direction for how Council will manage land use and development in areas subject to flooding and coastal inundation due to sea level rise to 1.2 metres. Do you agree/disagree with the proposed Floodway Overlay (FO) and Land Subject to Inundation Overlays (LSIO) to be applied with specific controls relating to hazard classes for coastal inundation in four different locations in Port Fairy – for more information refer to pages 66 & 67.



FEEDBACK ON COASTAL HAZARD

Responses generally agreed with the approach to coastal hazards and presented a strong desire to avoid exposing any future development and infrastructure to known coastal erosion and inundation risk areas. The use of the hazard class system and vulnerability curve (based on modelled flood velocity, depth and time of inundation) was considered an effective tool for identifying areas of risk and as the basis to inform planning scheme controls ie. Flood Overlay and Land Subject to Inundation Overlay.

Continued mitigation measures within and around the township is considered important.

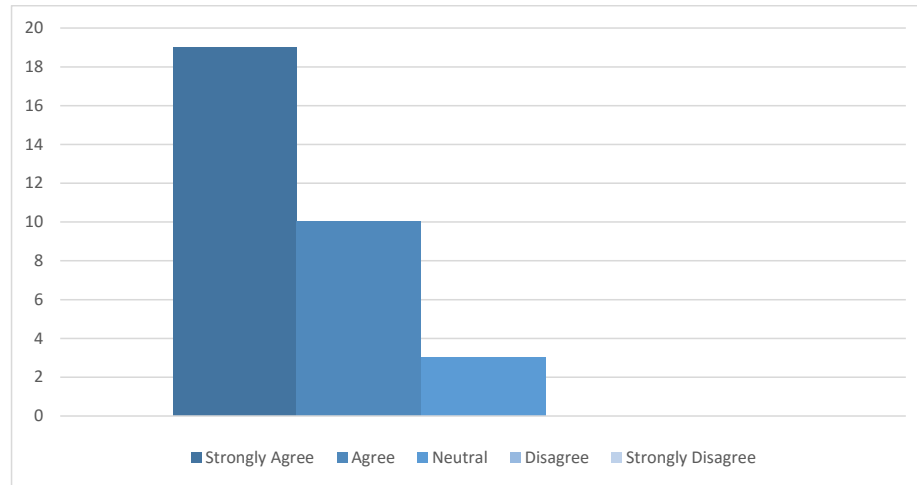
Two written submissions questioned the use of a 1.2 metre sea level rise in comparison to the current 0.8 metre sea level rise as prescribed in the Moyne Planning Scheme. Most other submitters presented that Council should apply the best available science to inform the Plan.

The wetlands are considered an effective way to manage detention and treatment of water in the urban areas and acting as complimentary open space areas throughout the township.

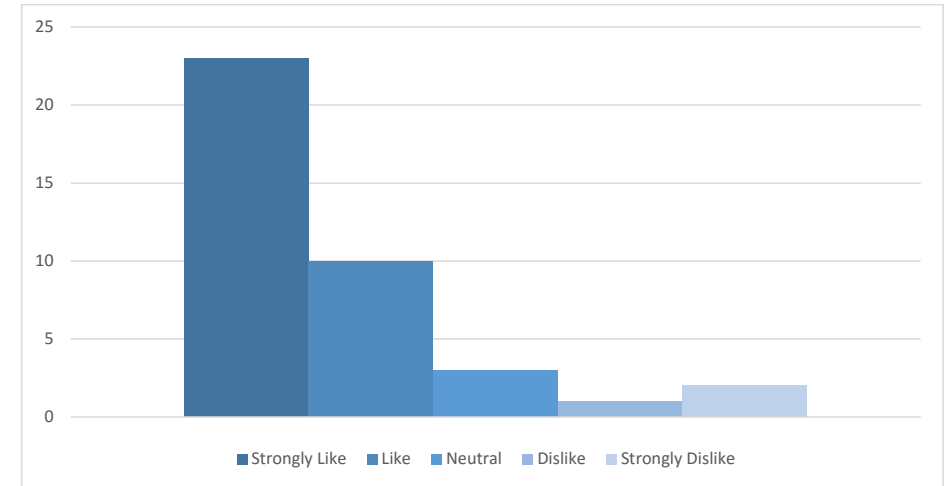
One submission raised the equity issue of restricting development in the East Beach area when there is much existing development.

LANDSCAPE AND ENVIRONMENT

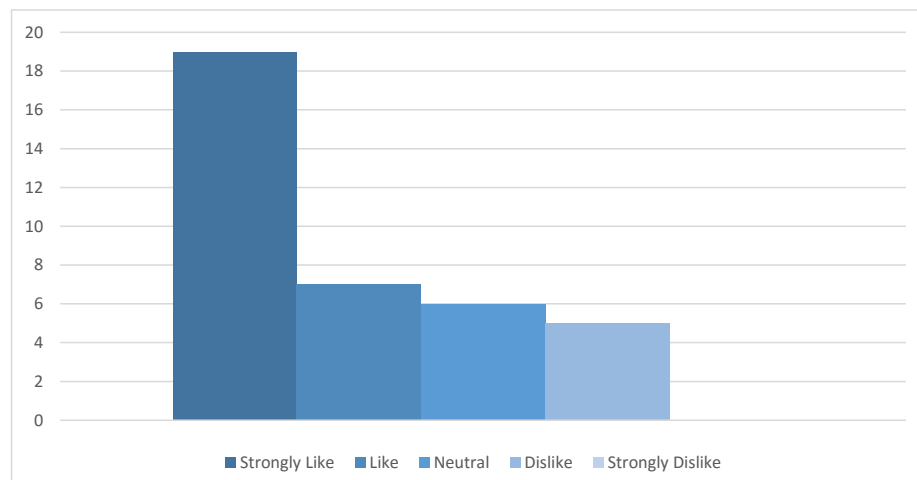
Q14 Do you agree/disagree with prioritising the protection of Port Fairy’s important coastal areas to support their ongoing health including such things as revegetating dunes, providing fencing and design paths to assist with erosion and flora and fauna habitats – refer to page 74.



Q16 Do you like the idea of liaising with local renewable energy generators to explore options for the integration of renewable energy throughout the township – refer to page 79.



Q15 Do you like/dislike the idea of transitioning Reedy Creek into a multi-function linear open space providing natural spaces and allowing for habitat linkages between wetland areas and the Belfast Lough. Also providing a shared pathway link along the creek to link into the growth areas – refer to map on page 75



FEEDBACK ON LANDSCAPE AND ENVIRONMENT

The community strongly supports any initiatives that protect and maintain natural and coastal areas, including recommendations to apply overlay controls over the Lough area to recognize its environmental significance.

The Plan’s objectives to improve coastal paths with fencing and more planting are only in part supported, with weed management in existing areas seen as the greatest improvement to be made to the coastal environment. Increasing areas of planting would require Council and volunteer resources that are currently unable to manage existing areas, new areas are therefore not seen as needed. Fencing is not supported in natural and coastal areas.

The Reedy Creek shared path and biodiversity link is overwhelmingly supported at drop-in sessions, in survey responses and individual submissions. However, the role the creek plays in drainage should be primary to a recreational link and must not be compromised.

Renewable energy initiatives are seen as very important and some comments were that the Plan does not go far enough with objectives and actions with regard to this matter. Solar and hydro power were preference over wind power which was seen to have negative visual outcomes to the town.

GENERAL COMMENTS LIVEABILITY

The current livability ratings achieved to date should be maintained into the future at all costs.

A number of submissions raised the question that the projected population growth and demographic profile of Port Fairy is not reflected in identifying the need for additional services such as children's services, and secondary school into the future.

In terms of young people, the natural based play space should be a considered a priority for the Plan, and relocation of the skate park is strongly supported to a more central location including Fisherman's Walk or somewhere more visible for safety and access.

The map does not identify the Dyson Street Public Open Space Reserve.

GENERAL COMMENTS

There were numerous comments, both positive and negative, regarding the Plan generally, including:

- It is a comprehensive plan that should generate a lot of interest and discussion. It should be progressed from draft to adoption as soon as processes and appropriate consultation allow, changes will need to be made but it's better that something progresses
- It is vital to have an idea of how to develop even acknowledging that some is aspirational
- The Draft plan is the beginning of an important process to ensure that Port Fairy is protected from the impact of climate change.
- Well done. Important work that needs to be done.
- I think it was very clearly presented and comprehensive.
- It was easy to read and the layout helped me consider it critically.
- It generally appears to be well thought out.
- Thanks for the opportunity to have a say!
- I was also impressed with the information sessions held (I attended one)
- The Draft plan is the beginning of an important process to ensure that Port Fairy is protected from the impact of climate change. We must ensure that activities that escalate the rate of erosion of the dunes are stopped. This will have a profound impact on the township of Port Fairy and the capacity to provide a safe living environment for our residents ie: Commercial horse training, motorbike riding, dune buggies etc..
- Looks good but there is a lot of corporate-speak in it and motherhood statements amongst the pictures. The shiny package makes me wary - there is a certain 'cut and paste' feel about it with feel-good elements littered within it. It seems to me to be magazine-like without a lot of real rigor.

APPENDIX TWO: STATUTORY IMPLEMENTATION

DRAFT-1



This Appendix provides further detail regarding the proposed changes to the Moyne Planning Scheme, as well as the rationale behind their application, where relevant.

DEVELOPMENT PLAN OVERLAYS

Development Plan Overlays should be applied to the two Growth Areas. This DPO should be applied to all land shown in Figure 19. While it is acknowledged some of this land is identified for the Port Fairy Bypass, surplus land is likely to be made available for residential development and should be planned as such. Integrating the bypass land will also be important in allowing consideration of short as well as longer term connectivity.

Indicative contents of the proposed Development Plan Overlays are as follows:

- Growth Area A Development Plan to address -
 - Land identified as subject to inundation deeper than 0.3m in 2100 as a the Companions Lagoon wetland area, in addition to land to the south west identified as habitat for the Latham's Snipe.
 - Appropriate buffers and interfaces to this wetland to support the habitat values of this area.
 - Walking paths or boardwalks as required to support this area as an integrated part of the growth area.
 - Appropriate intersection treatments to connect to the Hamilton-Port Fairy Road and the Princes highway and clear road network including road frontage to wetland area.
 - Proposed staging.
 - Reedy Creek as a naturalised waterway with adjoining public open space including a shared path

- A clear and direct network of pedestrian paths, including and cycling routes and wayfinding to key destinations.
- Appropriate provision of a new local neighbourhood park, with a new playground. This could be integrated with the Reedy Creek Linear Open Space if preferred.
- Integration of Water Sensitive Urban Design in all public spaces.
- High quality pedestrian connections to Bank Street.
- Interim and long term interfaces with the proposed Bypass.
- High quality interfaces to the Companion Lagoon, including passive surveillance.
- Growth Area B Development Plan to address -
 - Street network considering access to existing dwellings.
 - Interim and long term interfaces with the proposed Bypass.
 - Integration of Water Sensitive Urban Design in all public spaces.
 - Reedy Creek as a naturalised waterway with adjoining public open space including a shared path.
 - High quality interfaces to Reedy Creek, including passive surveillance.
 - Appropriate interfaces with the adjoining industrial area.
 - Coordination / roll out of infrastructure (given existing landholdings) and staging.

Given the range of landowners in both these areas and the

need to facilitate the equitable development of both hard and soft infrastructure in these areas it is also recommended that a Development Contribution Plan Overlay be applied.

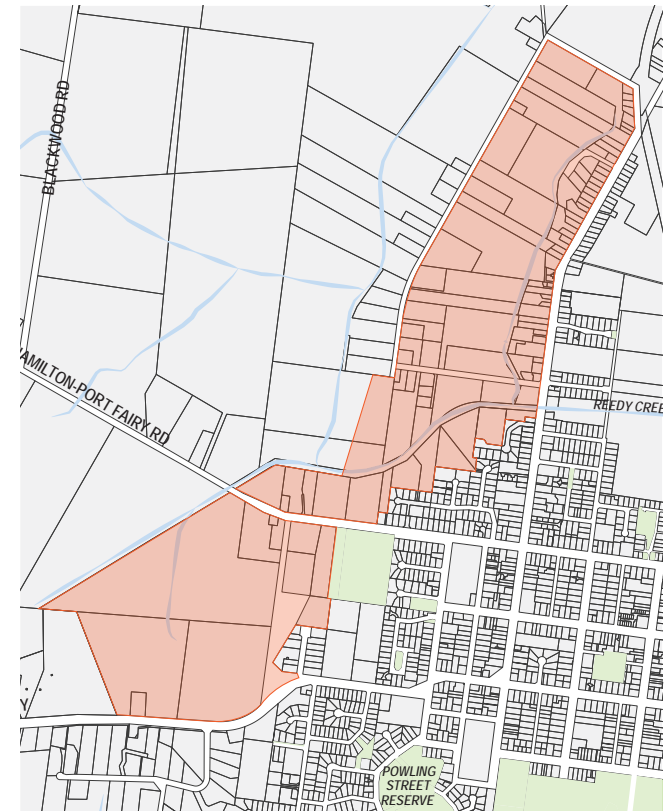


Figure 19. Proposed DPO and DCPO areas

DESIGN & DEVELOPMENT OVERLAYS

Analysis of the existing DDO controls indicated that there is very significant overlap between DDOs, with only minor differences in many cases. In addition, the use of Guidelines in addition to the DDO controls adds to the complexity of built form controls in Port Fairy. The key differences between areas affected by existing controls can be summarised as:

- Some areas have objectives relating to view sharing;
- Minor differences in building heights;
- Differences in site coverage (expressed through guidelines);
- Limited additional specific direction regarding some streets (i.e. align to Thistle Street, attractive, active and passive surveillance onto Griffith Street); and
- Additional direction regarding landscaping outcomes in coastal and riverine areas.

It is proposed that the existing DDOs be consolidated into simpler built form controls which reinforce the existing control regime.

The new proposed boundaries of the built form controls will require realignment of some of the current DDO's, notably DDO21 (see Figure 19 for precinct boundaries).

The relevant areas would be as follows:

- East Beach – includes all land with a direct frontage to East Beach, and located on the dune system. There has been some consolidation of heights in this area.
- Griffiths Street & Wharf – include all residential land to

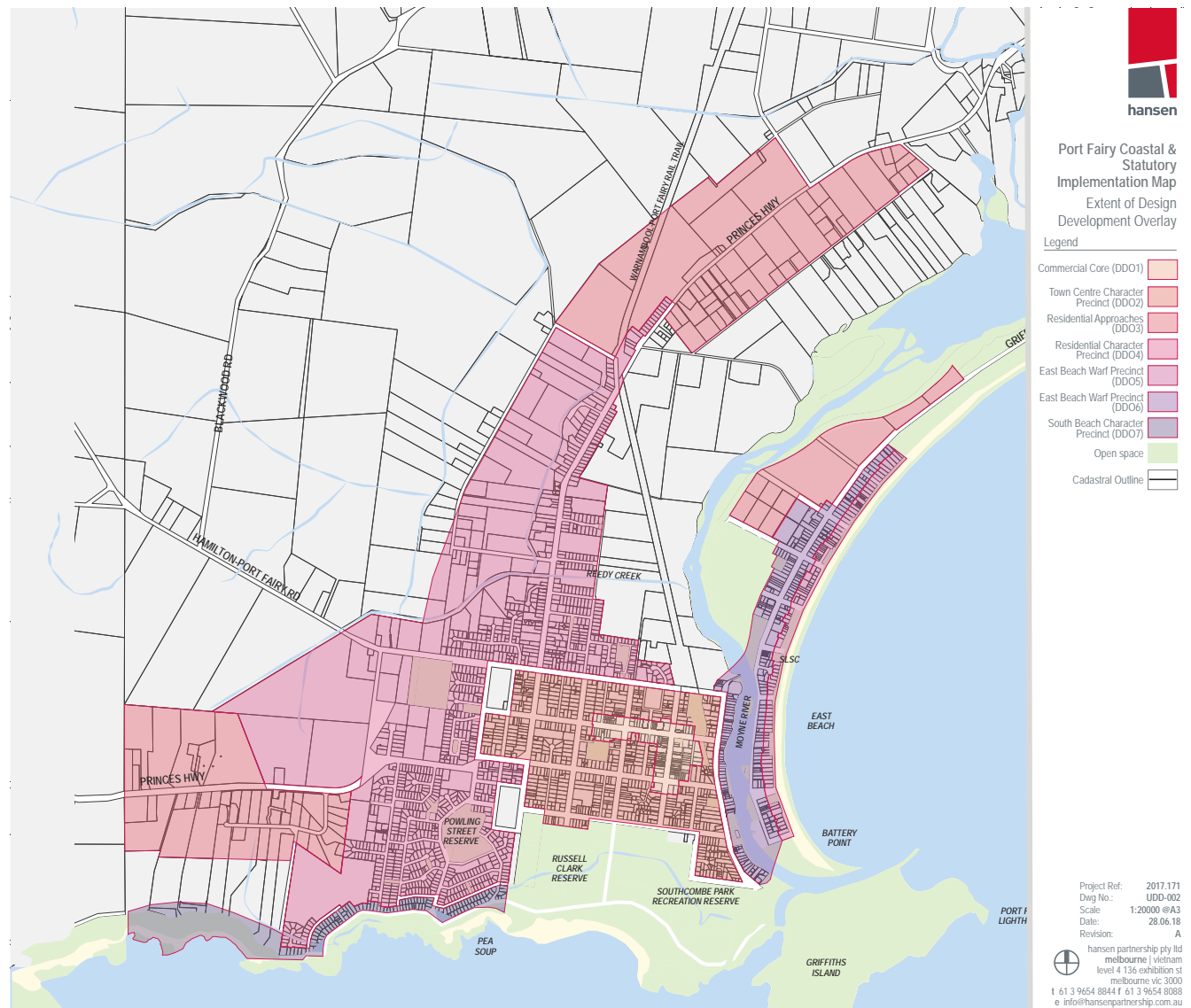


Figure 20. Proposed DDO areas

the east of the river and the land immediately adjoining the river on the west side. There has been

- South Coast – includes area along the coast covered by DDO but extended to also include coastal strip within the Port Fairy West area
- Commercial Core – commercially zoned land in the town centre.
- Town Centre Precinct – this applies to the ‘old’ part of town and include all land south of Regent Street and East of the Highway (excluding wharf strip identified above) plus an additional three blocks to the west of the highway around the hospital.
- Residential Areas – affects the remaining residentially zoned land.
- Residential Approaches – would include low density zoned land on either side of the Princes Highway in Port Fairy West, plus the low density land between Model Lane and the Highway and rural living land between Albert Street and the Highway.

Areas which are subject to a Heritage Overlay would be covered by the relevant precinct based built form control (i.e. Town Centre Precinct) as the Heritage Overlay which applies would provide relevant direction in responding that heritage matters.

As identified by changes shown in Table 6, built form controls should also be updated to reflect contemporary practice in terms of building design with some more onerous controls (such as those related to roof pitch) removed from areas where they are not applied regularly. Consolidation and rewording to ensure clarity have also been undertaken.

Recent changes to the residential zones and a preference for zone schedules are to control building heights and other relevant matters needs to be carefully considered. Zones can deal with height, setbacks, site coverage, landscaping. However, the DDO controls in Port Fairy address a broader range of matters, touching on issues relating to materiality, bulk and view sharing which cannot be appropriately addressed through zone schedules. Given the integration of the full range of design matters addressed by the DDO is not possible through the zone schedule, a DDO has been recommended. If necessary zone schedules associated with identified built form requirements can also be implemented, noting that the distribution of design requirements across a zone schedule and separate DDO controls may compromise the usability of the Scheme.

GRIFFITHS STREET & WHARF CHARACTER PRECINCT

Existing controls / guidelines either wholly or partly included	Design objectives	Implementation Measures - Built Form Controls									
		Height	Built bulk and Mass	Setbacks	Outbuildings (parking, garages & other outhouses)	Building Materials & Colours	Landscaping & Fencing	Site Coverage	Frontage	Roof Pitch & Alignment	Subdivision
<p>Character Area 2a – Griffith Street North – DDO6</p> <p>Character Area 2b – Griffith Street South – DDO7</p> <p>Character Area 2c (PART) – Small Cottages Area – DDO8</p> <p>Character Area 3 – Gipps Street & Moyne River Area (East River Side)- DDO9</p>	<p>To encourage a high standard of coastal architecture</p> <p>To ensure the siting and design of new development respects the existing built character and scale of the area.</p> <p>To ensure that new development provides for shared views of the Moyne River estuary and does not dominate the dune backdrop.</p> <p>To protect existing native coastal vegetation, identified landscape character (including the dominance of Norfolk Pines) and to encourage the planting of additional vegetation.</p> <p>To minimise the detrimental visual impact of car parking and outbuildings</p>	<p>Building height should not be detrimental to the character of the area.</p> <p>A mandatory 8m height limit applies</p>	<p>Buildings should not result in any perceived intensification of development on the skyline when viewed from Griffith Street</p> <p>Building height should allow an equitable sharing of views with adjacent properties.</p> <p>First floor footprint should be less than 75% of ground floor footprint</p>	<p>The setback of new buildings should retain the established development pattern that provides a balance between buildings and landscape.</p> <p>Minimum 2m side setback.</p> <p>Combined side setbacks within 10m of beachside frontage should be 6m</p> <p>Setback to property boundary to the Moyne River to be at least 4.5m or in line with adjacent properties</p> <p>Upper floor setback of 3m behind ground floor façade to the Moyne River and / or street</p>	<p>Garages, outbuildings and areas allocated for the parking of vehicles should be sited to minimise visibility from the street</p> <p>Driveways must be constructed of a permeable material</p> <p>Maximum garage width of 6.5m.</p> <p>Garages must be sited at least 1m behind the main building façade (excluding porticos and projecting windows)</p> <p>Where double garages are provided these should be accessed by a single crossover</p>	<p>Building materials and colours should respect the character of the area.</p> <p>The use of natural, less processed materials such as timber or stone is preferred.</p> <p>Unrendered brickwork or blockwork should be avoided.</p> <p>Shiny reflective materials are to be avoided. Non reflective materials such as corrugated iron or appropriate colourbond should be utilised for roofs.</p>	<p>Front fencing and landscaping should reflect the seaside character of the area and provide opportunities for passive surveillance to the street</p> <p>Fences forward of the front façade or parallel to the street frontage should be at least 50% visually permeable</p> <p>Generous ‘coastal’ landscaping should be provided between dwellings and the street frontages to soften built form</p> <p>Landscaping must utilise predominantly indigenous species</p> <p>Service boxes and storage areas should not be visible from the street</p> <p>Battle-axe configurations should ensure that sufficient room is provided to accommodate landscaping along any driveways</p>	<p>The combined site coverage of buildings and impermeable surfaces should not overwhelm the natural qualities of the setting.</p> <p>Total site coverage of buildings, garages and decks should be 40% or less</p> <p>Total permeability should be more than 50%</p>	<p>Buildings should provide passive surveillance to the river.</p> <p>Windows of habitable rooms should be orientated towards the beach / Griffith Street / Gipps Street as relevant at both ground and first floors.</p>	<p>The roof pitch of buildings should be consistent with the predominant roof character of the area.</p>	<p>The frontage width of lots abutting the street should be consistent with the typical widths of existing lot frontages in the street.</p> <p>Subdivision should avoid the creation of new crossovers wherever possible.</p> <p>Side-by-side subdivisions should be avoided unless they can demonstrate an ability to meet side setback requirements.</p> <p>Battle axe subdivisions should ensure sufficient spaces is available to accommodate landscaping</p> <p>The subdivision should not result in any perceived intensification of development on the skyline when view from the beach or Griffith Street</p>

Table 6: Consolidated built form guidelines

EAST BEACH CHARACTER PRECINCT

Existing controls / guidelines either wholly or partly included	Design objectives	Implementation Measures - Built Form Controls									
		Height	Built bulk and Mass	Setbacks	Outbuildings (parking, garages & other outhouses)	Building Materials & Colours	Landscaping & Fencing	Site Coverage	Frontage	Roof Pitch & Alignment	Subdivision
<p>Character Area 1a – East Beach General – DDO1</p> <p>Character Area 1b – East Beach between Richie and Bourne Avenue – DDO4</p> <p>Character Area 1c – East Beach Tee Tree Area – DDO5</p> <p>Character Area 2c (PART) – Small Cottages Area – DDO8</p>	<p>To encourage a high standard of coastal architecture.</p> <p>To ensure the siting and design of new development respects the existing built character and scale of the area.</p> <p>To ensure that new development does not dominate the dune backdrop and coast.</p> <p>To protect existing native coastal vegetation, identified landscape character and to encourage planting of indigenous vegetation.</p> <p>To minimise the detrimental visual impact of car parking and outbuildings.</p>	<p>Building height should not be detrimental to the character of the area.</p> <p>A mandatory 7m height limit applies</p>	<p>Buildings should be articulated so that the overall bulk and mass of the building does not dominate the beachfront.</p> <p>Buildings should not result in any perceived intensification of development on the skyline when viewed from Griffith Street</p> <p>Building height should allow an equitable sharing of views with adjacent properties.</p> <p>First floor footprint should be less than 75% of ground floor footprint</p>	<p>Buildings should be setback front, rear and side boundaries to avoid being perceived as a wall of buildings along the beachfront.</p> <p>The setback of new buildings should retain the established development pattern that provides a balance between buildings and landscape.</p> <p>Minimum 2m side setback.</p> <p>Combined side setbacks within 10m of beachside frontage should be 6m</p> <p>Upper floor setback of 3m behind ground floor façade to the street</p>	<p>Garages, outbuildings and areas allocated for the parking of vehicles should be sited to minimise visibility from the street</p> <p>Driveways must be constructed of a permeable material</p> <p>Maximum garage width of 6.5m.</p> <p>Garages must be sited at least 1m behind the main building façade (excluding porticos and projecting windows)</p> <p>Where double garages are provided these should be accessed by a single crossover</p>	<p>Building materials and colours should respect the character of the area.</p> <p>The use of natural, less processed materials such as timber or stone is preferred.</p> <p>Unrendered brickwork or blockwork should be avoided.</p> <p>Shiny reflective materials are to be avoided. Non reflective materials such as corrugated iron or appropriate colourbond should be utilised for roofs.</p>	<p>Front fencing and landscaping should reflect the seaside character of the area and provide opportunities for passive surveillance to the street</p> <p>No fencing should be provided forward of the front façade along the beachfront.</p> <p>Fences forward of the front façade or parallel to the street frontage should be at least 50% visually permeable</p> <p>Generous 'coastal' landscaping should be provided between dwellings and the street frontages to soften built form</p> <p>Landscaping must utilise predominantly indigenous species</p> <p>Service boxes and storage areas should not be visible from the street</p> <p>Battle-axe configurations should ensure that sufficient room is provided to accommodate landscaping along any driveways</p>	<p>The combined site coverage of buildings and impermeable surfaces should not overwhelm the natural qualities of the setting.</p> <p>Total site coverage of buildings, garages and decks should be 40% or less</p> <p>Total permeability should be more than 50%</p>	<p>Buildings should provide an attractive and active edge to East Beach.</p> <p>Windows of habitable rooms should be orientated towards the beach as relevant at both ground and first floors.</p>	<p>The roof pitch of buildings should be consistent with the predominant roof character of the area.</p>	<p>The frontage width of lots abutting the street should be consistent with the typical widths of existing lot frontages in the street.</p> <p>Subdivision should avoid the creation of new crossovers wherever possible.</p> <p>Side-by-side subdivisions should be avoided unless they can demonstrate an ability to meet side setback requirements.</p> <p>Battle axe subdivisions should ensure sufficient spaces is available to accommodate landscaping</p> <p>The subdivision should not result in any perceived intensification of development on the skyline when view from the beach or Griffith Street</p>

SOUTH COAST CHARACTER PRECINCT

Existing controls / guidelines either wholly or partly included	Design objectives	Implementation Measures - Built Form Controls									
		Height	Built bulk and Mass	Setbacks	Outbuildings (parking, garages & other outhouses)	Building Materials & Colours	Landscaping & Fencing	Site Coverage	Building facades	Roof Pitch & Alignment	Subdivision
<p>Character Area 6 – South Beach – DDO13</p> <p>Character Area 7 – South Beach West – DDO14</p>	<p>To encourage a high standard of coastal architecture.</p> <p>To reduce visual intrusion of buildings when viewed from the foreshore.</p> <p>To encourage development recognises high levels of visual exposure and that respects natural environment through the use of materials, finishes and landscaping which reflect the coastal setting.</p>	<p>Buildings sited on the tops of dunes or ridgelines should not be built to the maximum allowable height.</p> <p>Excavation of sand dunes to increase heights should be avoided</p> <p><u>South Beach:</u> - default 9m under NRZ</p> <p><u>Port Fairy West:</u> 7m</p>	<p>Buildings should be articulated so that the overall bulk and mass of the building does not dominate the beachfront.</p> <p>Building height should allow an equitable sharing of views with adjacent properties.</p> <p>Buildings should not result in any perceived intensification of development on the skyline when viewed from South Beach, Ocean Drive or the Princes Highway.</p> <p>The building footprint of any first floor area should be 75% of the ground floor area or less.</p>	<p>Buildings should be setback front, rear and side boundaries to avoid being perceived as a wall of buildings along the beachfront.</p> <p><u>South Beach:</u> Combined side setback within 10m of beach frontage of at least 6m</p> <p>Minimum side setback 2m</p> <p>Minimum front setback 4.5m and then upper level additional 3m</p> <p><u>Port Fairy West:</u> Combined side setback of at least 25m</p> <p>Minimum side setback of 5m</p>	<p>Garages, outbuildings and areas allocated for the parking of vehicles should be sited to minimise visibility from the street</p> <p>Driveways must be constructed of a permeable material</p> <p>Maximum garage width of 6.5m.</p> <p>Garages must be sited at least 1m behind the main building façade (excluding porticos and projecting windows)</p> <p>Where double garages are provided these should be accessed by a single crossover</p>	<p>Building materials and colours should respect the character of the area.</p> <p>The use of natural, less processed materials such as timber or stone is preferred.</p> <p>Unrendered brickwork or blockwork should be avoided.</p> <p>Shiny reflective materials are to be avoided. Non reflective materials such as corrugated iron or appropriate colourbond should be utilised for roofs.</p>	<p>Front fencing and landscaping should reflect the seaside character of the area and provide opportunities for passive surveillance to Ocean Drive and the beach.</p> <p>No fencing should be provided forward of the front façade along the beachfront.</p> <p>Fences forward of the front façade or parallel to the street frontage should be at least 50% visually permeable</p> <p>Generous 'coastal' landscaping should be provided between dwellings and the street frontages to soften built form</p> <p>Landscaping must utilise predominantly indigenous species</p> <p>Service boxes and storage areas should not be visible from the street</p> <p>Battle-axe configurations should ensure that sufficient room is provided to accommodate landscaping along any driveways</p>	<p>The combined site coverage of buildings and impermeable surfaces should not overwhelm the natural qualities of the setting.</p> <p>Site coverage and permeability should be included in zone schedule –</p> <p><u>South Beach</u> Total site coverage of buildings, garages and decks should be 40% or less Total permeability should be more than 50%</p> <p><u>Port Fairy West:</u> Total site coverage of buildings, garages and decks should be 35% or less Total permeability should be more than 60%</p>	<p>Buildings should address and engage with their street frontage</p>	<p>The frontage width of lots abutting the street should be consistent with the typical widths of existing lot frontages in the street.</p> <p>Subdivision should avoid the creation of new crossovers wherever possible.</p> <p>Side-by-side subdivisions should be avoided unless they can demonstrate an ability to meet side setback requirements.</p> <p>Battle axe subdivisions should ensure sufficient spaces is available to accommodate landscaping</p> <p>The subdivision should not result in any perceived intensification of development on the skyline when view from the beach or Ocean Drive.</p>	

COMMERCIAL CORE CHARACTER PRECINCT

Existing controls / guidelines either wholly or partly included	Design objectives	Implementation Measures - Built Form Controls									
		Height	Built bulk and Mass	Setbacks	Outbuildings (parking, garages & other outhouses)	Building Materials & Colours	Landscaping & Fencing	Site Coverage	Building facade	Roof Pitch & Alignment	Subdivision
Character Area 5 – Heritage Commercial Area – Commercial Development – DD012	<p>To ensure that development respects the area's heritage qualities.</p> <p>To retain a commercial centre that reflects the scale and massing of the traditional commercial development of Port Fairy.</p> <p>To encourage the sensitive integration of residential development where appropriate.</p>		Buildings should be articulated so that the overall bulk and mass of the building does not compromise the characteristic scale and pattern of the area.	<p>Building should reflect the area's characteristic pattern of buildings directly abutting the street</p> <p>Unless justified, a 0m side and front setback should be provided</p> <p>For land between Sackville Street and Princes Street and Princes Street and Fisherman's Walk, side setbacks which allow for pedestrian linkages are encouraged.</p>	<p>Garages, outbuildings and areas allocated for the parking of vehicles should be consistent with the character of the area.</p> <p>Off street parking should not be visible from the street.</p> <p>Maximum garage width of 6.5m.</p>		<p>Front fencing and landscaping should reflect the commercial character of the area and provide opportunities for passive surveillance to the street.</p> <p>No fencing should be provided at street frontages. Corner lots should ensure that side frontages provide for visual permeability though height or style of fencing</p> <p>Service boxes and storage areas should not be visible from the street</p>	The combined site coverage of buildings and impermeable surfaces should respect the pattern of building and open space characteristic of the area.	Buildings should provide an attractive and active edge to the street and enable passive surveillance of the street	Ground floor windows in keeping with traditional shopfronts	

TOWN CENTRE CHARACTER PRECINCT											
Existing controls / guidelines either wholly or partly included	Design objectives	Implementation Measures - Built Form Controls									
		Height	Built bulk and Mass	Setbacks	Outbuildings (parking, garages & other outhouses)	Building Materials & Colours	Landscaping & Fencing	Site Coverage	Frontage	Roof Pitch & Alignment	Subdivision
<p>Character Area 4a – Heritage Residential Areas (and residential development in the Commercial Area) – DDO10</p> <p>Character Area 4b – Wishart Street – DDO11</p>	<p>To ensure that new development respects the character established by heritage development and does not compromise or threaten that character.</p> <p>To acknowledge the importance of variety to Port Fairy's character, in terms of size, design, setbacks and materials.</p> <p>To ensure that development retains the landscape qualities of the area.</p> <p>To encourage smaller building footprints to respond to heritage and infrastructure constraints and provide for housing diversity.</p> <p>To reinforce the traditional streetscape and generally discourage 'side-by-side' development which alters streetscape presentation.</p> <p>To encourage high quality but contemporary design responses.</p> <p>To minimise the detrimental visual impact of car parking and outbuildings.</p>	<p>Building height should not be detrimental to the character of the area.</p> <p>In Wishart Street a discretionary height limit of 5 metres, with a maximum façade height of 3m applies</p>	<p>Buildings should be articulated so that the overall bulk and mass of the building does not compromise the characteristic scale and pattern of the area.</p>	<p>The setback of new buildings should retain the established development pattern and respect characteristic setbacks.</p> <p>Combined side setback of at least 6m within 10m of the building frontage on at least one side.</p> <p>Minimum side setback of 2m.</p>	<p>Garages, outbuildings and areas allocated for the parking of vehicles should be sited to minimise visibility from the street and be designed to be consistent with the character of the area.</p> <p>Driveways should be development with a permeable surface wherever possible.</p> <p>Maximum garage width of 6.5m.</p> <p>Garages must be sited at least 1m behind the main building façade (excluding porticos and projecting windows)</p> <p>If garage is set back more than 10m from the front boundary, siting on boundary is acceptable provided other standards are met</p> <p>Where double garages are provided these should be accessed by a single crossover.</p>	<p>Building materials and colours should respect the character of the area.</p> <p>The use of natural, less processed materials such as timber or stone is preferred.</p> <p>Unrendered brickwork or blockwork should be avoided.</p> <p>Shiny reflective materials are to be avoided. Non reflective materials such as corrugated iron or appropriate colourbond should be utilised for roofs.</p> <p>Silver aluminium windows or doors are discouraged</p>	<p>Front fencing and landscaping should reflect the 'buildings in landscape character' of the area.</p> <p>Landscaping should provide for the replacement of environmental weeds with indigenous planting.</p> <p>Landscaping should be provided to ensure a green 'soft' foreground is the dominant element when viewed from the street.</p> <p>Fences forward of the front façade or parallel to the street frontage should be at least 50% visually permeable</p> <p>Service boxes and storage areas should not be visible from the street</p>	<p>The combined site coverage of buildings and impermeable surfaces should respect the pattern of building and open space characteristic of the area.</p> <p>Total site coverage of buildings, garages and decks should be 40% or less</p> <p>Total permeability should be more than 50%</p> <p>(this should also be included within the zone)</p>	<p>Buildings should provide an active edge to the street and enable passive surveillance</p>	<p>The roof pitch of buildings should be consistent with the predominant roof character of the area.</p>	<p>The frontage width of lots abutting the street should be consistent with the typical widths of existing lot frontages in the street.</p> <p>Subdivision should avoid the creation of new crossovers wherever possible.</p> <p>Side-by-side subdivisions should be avoided unless they can demonstrate an ability to meet side setback requirements.</p> <p>Battle axe subdivisions should ensure sufficient spaces is available to accommodate landscaping</p>

RESIDENTIAL AREAS CHARACTER PRECINCT

Existing controls / guidelines either wholly or partly included	Design objectives	Implementation Measures - Built Form Controls									
		Height	Built bulk and Mass	Setbacks	Outbuildings (parking, garages & other outhouses)	Building Materials & Colours	Landscaping & Fencing	Site Coverage	Building facade	Roof Pitch & Alignment	Subdivision
Character Area 8 – Town Entrances – DD015	To ensure development respects the historic scale and pattern of residential areas of Port Fairy.	Buildings sited on the tops of dunes or ridgelines should not be built to the maximum allowable height.	Buildings should be articulated so that the overall bulk and mass of the building does not compromise the characteristic scale and pattern of the area.	Building should be setback from front and side boundaries to retain the characteristic scale and pattern of development in the area.	Garages, outbuildings and areas allocated for the parking of vehicles should be sited to minimise visibility from the street	Building materials and colours should respect the character of the area.	Front fencing and landscaping should reflect the 'buildings in landscape' character of the area	The combined site coverage of buildings and impermeable surfaces should respect the pattern of building and open space characteristic of the area. Total site coverage of buildings, garages and decks should be 40% or less Total permeability should be more than 50%	Buildings should provide an active edge to the street and enable passive surveillance	The roof pitch of buildings should be consistent with the predominant roof character of the area.	The frontage width of lots abutting the street should be consistent with the typical widths of existing lot frontages in the street.
Character Area 10 – Land North of Regent Street – DD017	To encourage new residential development that responds to the traditional character of buildings set within a garden.			Driveways should be development with a permeable surface wherever possible.	The use of natural, less processed materials such as timber or stone is preferred.	Fences forward of the front façade or parallel to the street frontage should be at least 50% visually permeable					
Character Area 14 – Peripheral Areas – DD021	To ensure high quality presentation to street frontages.			Front setback to main building façade of 6m.	Unrendered brickwork or blockwork should be avoided.	Service boxes and storage areas should not be visible from the street					
Character Area 11 – South Beach Behind Foreshore – DD018	To minimise the detrimental visual impact of car parking and outbuildings.			Combined side setback of at least 6m within 10m of the street frontage.	Garages must be sited at least 1m behind the main building façade (excluding porticos and projecting windows)	Battle-axe configurations should ensure that sufficient room is provided to accommodate landscaping along any driveways					
				If garage is set back more than 10m from the front boundary, siting on boundary is acceptable provided other standards are met	Shiny reflective materials are to be avoided. Non reflective materials such as corrugated iron or appropriate colourbond should be utilised for roofs.						Subdivision should avoid the creation of new crossovers wherever possible. Side-by-side subdivisions should be avoided unless they can demonstrate an ability to meet side setback requirements. Battle axe subdivisions should ensure sufficient spaces is available to accommodate landscaping

RESIDENTIAL APPROACHES CHARACTER PRECINCT (LDRZ & RLZ)											
Existing controls / guidelines either wholly or partly included	Design objectives	Implementation Measures - Built Form Controls									
		Height	Built bulk and Mass	Setbacks	Outbuildings (parking, garages & other outhouses)	Building Materials & Colours	Landscaping & Fencing	Site Coverage	Frontage	Roof Pitch & Alignment	Subdivision
Character Area 12 – Hamilton Road Entrances –DD019 Character Area 9 – Belfast Lough – DD016 Character Area 14 – Peripheral Areas – DD021 Character Area 13 – Thistle Place – DD020	To retain and enhance these areas as attractive edges to the settlement. To ensure a notable distinction between lower density and rural areas and other parts of the settlement. To provide an attractive entry into the settlement through the integration of generous landscaping. To reduce the visual prominence of built form on approach to Port Fairy	Building height should not be detrimental to the character of the area. Preferred building height of 7m	Buildings should be articulated so that the overall bulk and mass of the building does not dominate views of the Belfast Lough or hills to the west of the township. Ensure a notable change in the building plane at least every 15m for facades visible from roads or from the Belfast Lough. Maximum building width at the street frontage of 30m. Maximum building envelope 30m x 20m.	Building should be setback from front, rear and side boundaries to reflect the pattern of buildings within landscaped lots. The setback of new buildings should provide a balance between buildings and landscape. Front setback from property boundary to street of 20m. Combined side setback of at least 20m within 10m of the building frontage. Minimum side setback 10m.	Garages, outbuildings and areas allocated for the parking of vehicles should be sited to minimise visibility from the street and be designed to be consistent with the character of the area. Driveways should be developed with a permeable surface wherever possible. Maximum garage width of 6.5m. Garages must be sited at least 1m behind the main building façade (excluding porticos and projecting windows) If garage is set back more than 10m from the front boundary, siting on boundary is acceptable provided other standards are met Where double garages are provided these should be accessed by a single crossover	Building materials and colours should respect the character of the area. The use of natural, less processed materials such as timber or stone is preferred. Unrendered brickwork or blockwork should be avoided. Shiny reflective materials are to be avoided. Non reflective materials such as corrugated iron or appropriate colourbond should be utilised for roofs.	Front fencing and landscaping should reflect the 'buildings in landscape' character of the area Fences forward of the front façade or parallel to the street frontage should be at least 50% visually permeable No high solid fences should be provided adjoining areas of environmental significance such as wetlands or the Belfast Lough Service boxes and storage areas should not be visible from the street Landscaping should be provided to develop a green skyline that forms a canopy over the house Landscaping should provide a green foreground that matures to a height greater than the fence and largely screens the house.	The combined site coverage of buildings and impermeable surfaces should ensure buildings do not overwhelm the natural and open character of the Lough or the hillside. Total site coverage of dwellings, garages and decks should be 40% or less Total permeability should be more than 70%	Buildings should provide an attractive and active edge to the street and enable passive surveillance of the street.	The frontage width of lots abutting the street should be consistent with the typical widths of existing lot frontages in the street. Subdivision should avoid the creation of new crossovers. Subdivision should retain the established pattern of development of the area. Subdivision should make provision for shared driveways wherever possible. Accessways should be combined where possible to reduce crossovers along key approaches, particularly the Princes Highway	

ENVIRONMENTAL SIGNIFICANCE OVERLAY

A number of buffers have been identified through the structure planning process. These include areas which have industrial uses and areas where utilities are located. For most of these buffers it is proposed to reference them in the relevant policy to inform decision making, rather than apply an Overlay to trigger a permit. However, in the case of the Water Reclamation Plant it is proposed to apply an Environmental Significance Overlay, which is consistent with general planning practice. The extent is shown on Figure 21 below.

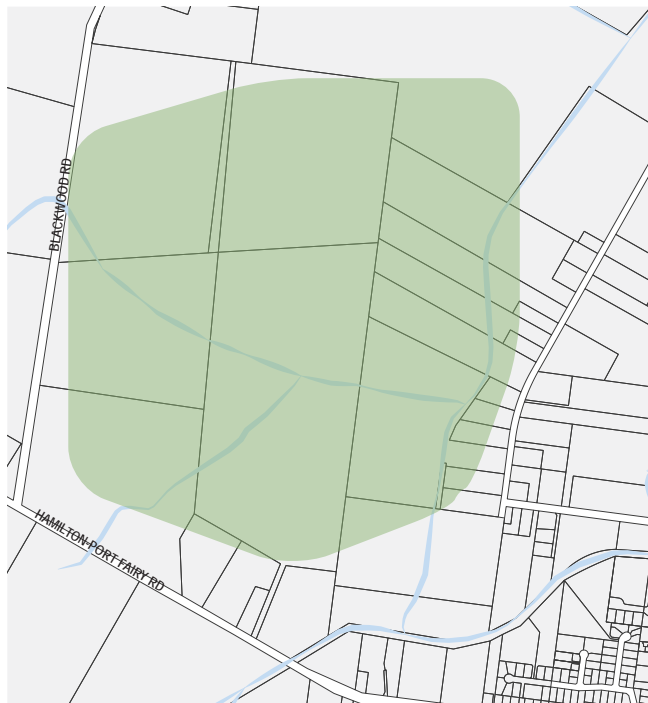


Figure 21. Proposed ESO area

FLOOD RELATED OVERLAYS

A Floodway Overlay (FO) should be applied to areas which are identified as Hazard Class 3 or more as mapped under current scenarios for a 1.2m sea level rise. The magnitude of additional height that would be required to achieve appropriate floor levels (which would be at least a 1.1m increase) mean a 'design' response is unlikely to be appropriate in these areas. The depth of potential inundation these areas, which will increase further over time mean that supporting further development within these areas is problematic. Other areas identified as being affected by flooding or within a 'swash zone' should have a Land Subject to Inundation Overlay (LSIO) applied. While the purpose of the LSIO indicates a traditional focus on riverine flooding, the 'purpose' of this overlay is sufficiently broad as to make its use in managing coastal inundation appropriate in the absence of a more specific controls.

The introduction of these overlays should be supported by the introduction of a new content within the MSS of the Moyne Planning Scheme to ensure that the key components of this policy and associated decision guidelines have statutory weight. Decision Guidelines relating to coastal hazards should also be included within the PFLFDP, having regard to the particular issues which relate to coastal inundation which is anticipated to increase in severity over time and the context of the land subject to the overlay in relation to any associated mitigation works undertaken by the Council.

However, the particular characteristics of Port Fairy mean a more nuanced approach is considered warranted as this will allow specific permit triggers and permit requirements to reflect the differences between areas of the township. The *Port Fairy Local Floodplain Development Plan (PFLFDP)* allows

for both the broad approach to development assessment in flood affected areas to be outlined, but also for area specific approaches to be documented.

It is considered that there is sufficient distinction between the issues affecting various parts of Port Fairy to warrant this approach. These differences are outlined later in this section.

In relation to the application of the overlays, recent indication have been that the preferred approach to the use of overlay schedules is to consolidate controls relating to riverine and coastal flooding (noting the Moyne Planning Scheme currently contains three schedules to the LSIO). The preference would be to apply one schedule to the FO and one schedule to the LSIO to clearly distinguished areas impacted by coastal inundation (which will increase over time) from areas impacted by riverine inundation (which is relatively stable). It is considered this approach would be consistent with the Ministerial Direction on Form & Content, would provide greater clarity and allow for the differences in flooding impacts (in particular temporal issues) to be reflected.

However, given clear direction from the Department for the use of consolidated schedules, the proposed implementation of controls related to coastal inundation is to:

- Significantly amend the *Port Fairy Local Floodplain Development Plan* incorporated document to ensure consistency with the Structure Plan recommendations.
- Identify the proposed controls for each of the four areas discussed later in this document within the PFLFDP. A fifth 'area' will also need to be identified to allow for clear articulation of policy related to areas affect *only* by riverine inundation.

- Adjust the extent of the Floodway Overlay (Schedule 2) and adjust the Land Subject to Inundation Overlay (Schedules 2 and 3) as they apply to the township.
- Consolidate and update these schedules to ensure appropriate integration of permit exemptions.

The extent of area covered by the overlays should be broadly consistent with that shown in the Local Coastal Hazard Assessment, but reviewed and adjusted as required by the CMA to ensure appropriate statutory translation. Areas proposed to be covered by new overlay controls are shown in Figures 22 and 23.

The four spatial areas are:

- East Beach & Wharf Precinct
- Belfast Lough Edges
- South Beach / Port Fairy West
- Remaining flood affected areas

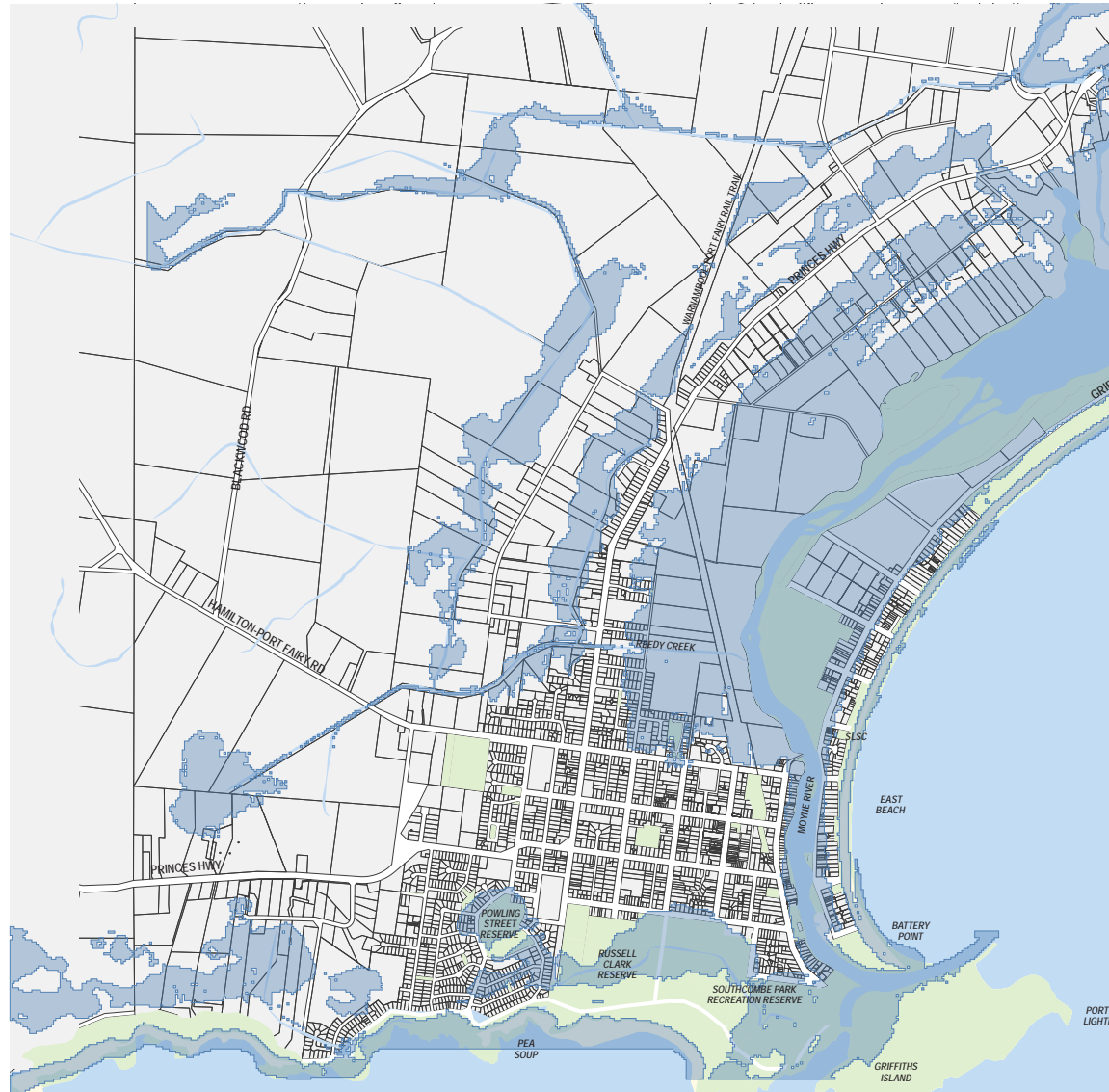


Figure 22. Proposed FO areas

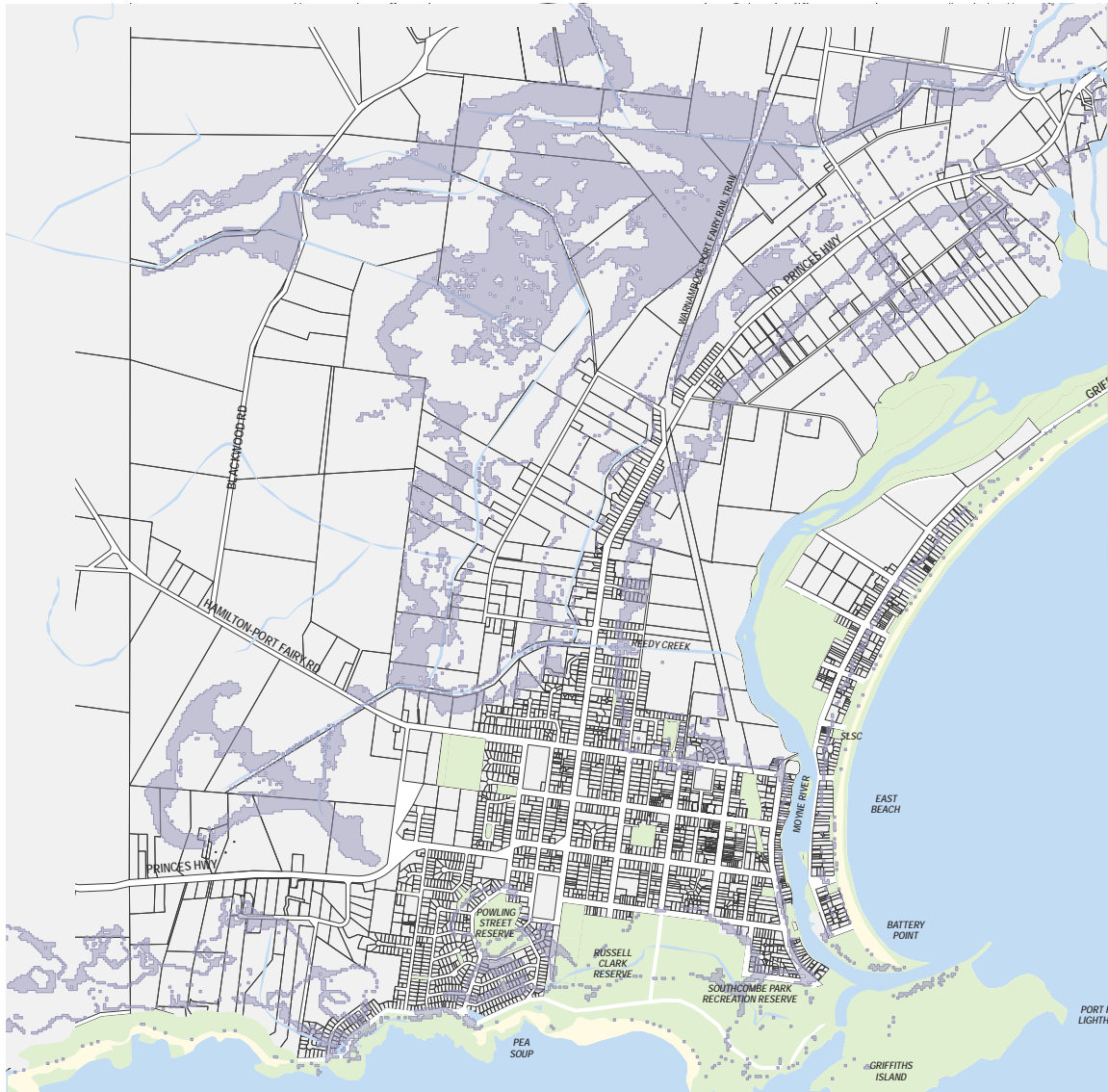


Figure 23. Proposed LSIO areas

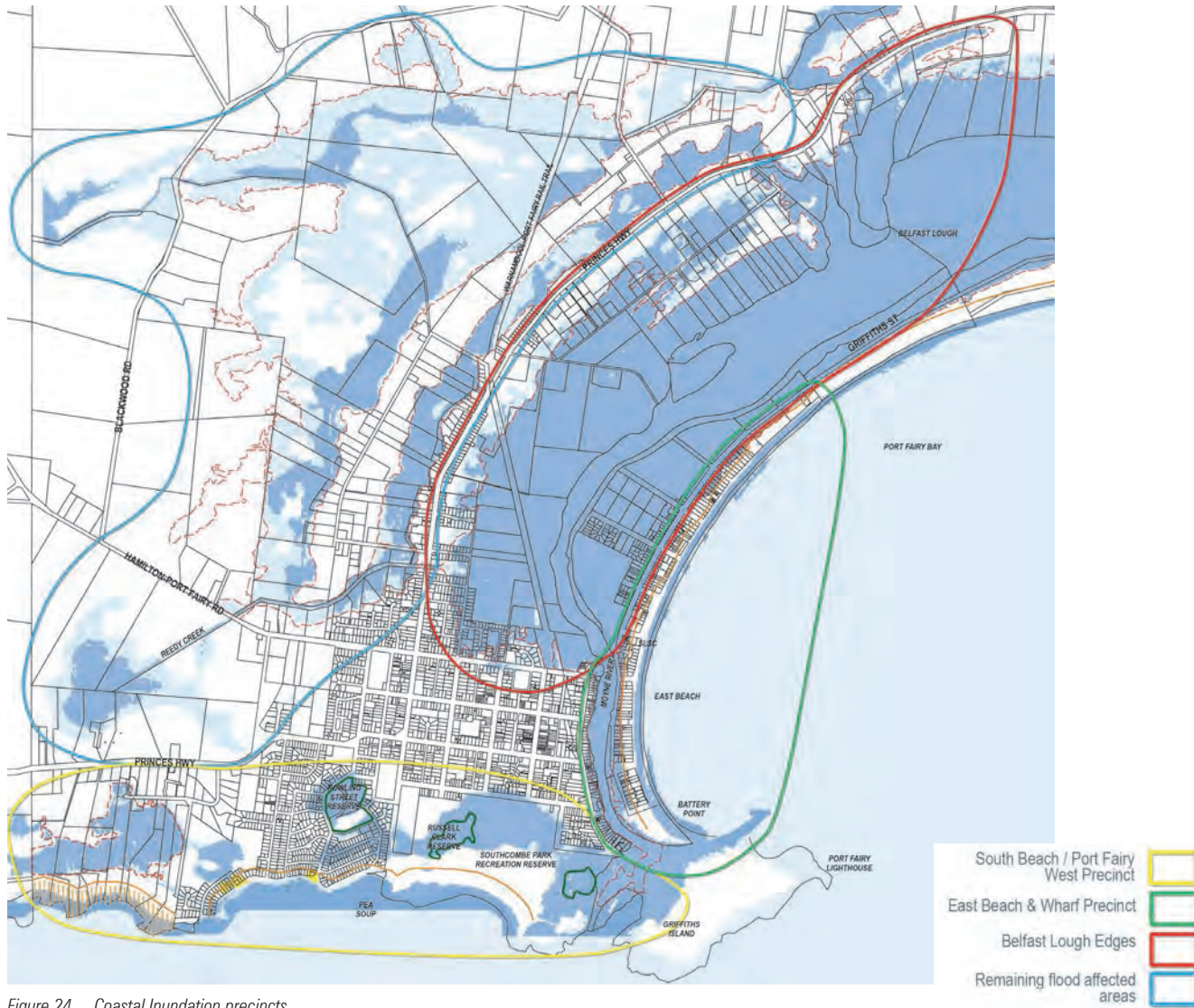


Figure 24. Coastal Inundation precincts

East Beach & Wharf Precinct

East Beach is likely to become increasingly impacted by not only coastal inundation but also coastal erosion. While Council have adopted a position of ‘defending’ Port Fairy, in the long term it is unclear if this will be feasible or achievable in relation to the East Beach area which is impacted from both the east and west. In addition, concerns regarding access in a major flooding event have been identified given the proximity of Griffiths Street to the Lough and depth of inundation proximate to the single bridge.

The majority of land in this precinct affected by flooding is identified as being above CHC2 and as such, no further development should be approved, other than appropriate alterations and additions. The combination of these factors has led to a relatively conservative approach to support for development in this area even in areas where an LSIO is proposed. Where existing dwellings are located within the proposed LSIO extent it is considered reasonable to allow for the development of a replacement dwelling or for alterations and additions as this will not provide an increase in the density of dwellings. No sensitive non-residential uses (i.e. aged care, child care) should be supported in areas impacted by flooding.

Areas HC3 and above (Floodway Overlay):

- No subdivision.
- No medium density development.
- No approvals for new dwellings or replacement dwellings or alteration and additional greater than 20sqm.
- Permit trigger for alterations and additions of less than 20sqm subject to conditions.

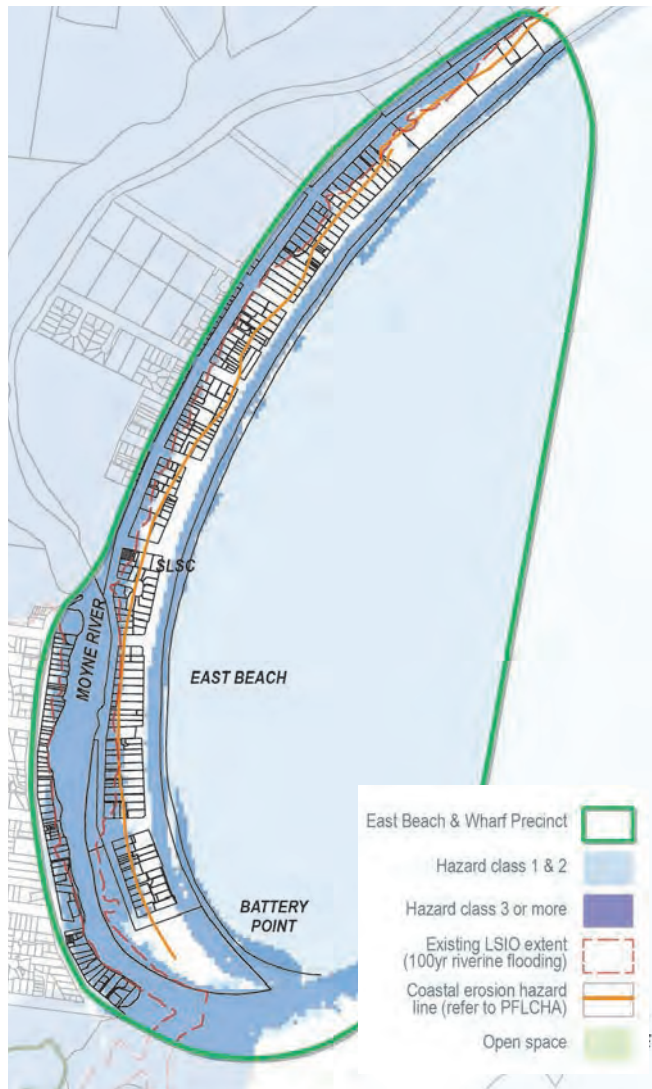


Figure 25. Coastal Hazards: East Beach & Wharf Precinct

- No policy support for sensitive uses.

Areas HC2 & HC1 (Land Subject to Inundation Overlay):

- No subdivision.
- No medium density development.
- No single dwellings.
- Permit trigger for replacement dwellings subject to design and appropriate access.
- Permit trigger for alterations and additions of more than 20sqm subject to design and appropriate access.
- No permit trigger for alterations and additions below 20sqm subject to conditions.
- No policy support for sensitive uses.

Belfast Lough Edges

Areas of the township around the Lough edges are also likely to see increasing impacts over time and a conservative approach should also be adopted. Unlike some other parts of the township affected by flooding (see discussion below) where the developed nature of land means there is greater potential to contain impacts or for works to mitigate these, for the most part the Lough edges remains in a relatively natural state and play a critical role in broader environmental systems.

No further subdivision or medium density development should be supported in areas likely to be subject to flooding within this area. This includes Low Density zoned land to the north. Where land is within Hazard Class 1 or 2, new dwellings on existing lots should be considered only in established urban areas, subject to appropriate design and the anticipated depth and time of inundation. As with the East Beach area, it is considered reasonable to allow for the consideration of

replacement of existing dwellings in these areas.

The area closest to the Town Centre Precinct where more heavily developed areas are identified as being impacted is likely to require some physical works which may lead to a reassessment of policy relating to these areas.

Areas HC3 and above (Floodway Overlay):

- No subdivision.
- No medium density development.
- No new dwellings or replacement dwellings or alterations and additions greater than 20% of the existing floor area.
- Permit trigger for alterations and additions of less than 20% of the existing floor area.
- No policy support for sensitive uses.

Areas HC2 & HC1 (Land Subject to Inundation Overlay):

- No subdivision.
- No medium density development.
- No new dwellings, other than in established urban areas.
- Permit trigger for replacement dwellings subject to design and appropriate access.
- A permit trigger for alterations and additions of more than 20% of existing floor area.
- No permit trigger for alterations and additions less than 20% of existing floor area subject to conditions.
- No permit trigger for outbuildings less than 40sqm subject to conditions.
- No permit trigger for other minor works for fencing subject to conditions.
- No policy support for sensitive uses.

South Beach / Port Fairy West

It is considered likely that Council will need to undertake some significant works to protect existing urban areas within the southern parts of Port Fairy. Parts of the South Beach area, and around Prowling Street Wetland are vulnerable to multiple hazards and are identified as having the potential to remain inundated once impacted by flooding unless works are undertaken to manage drainage of this area (see Appendix 2). No new subdivisions or medium density development should be permitted in flood affected areas in this part of Port Fairy. However, in areas affected by flood depths of less than 0.5m with low velocities it is considered that new single dwellings or replacement dwellings should be considered on a case-by-case basis, provided their design responds to parameters which should be outlined in the applicable schedule. Alterations and additions to existing dwellings should generally be exempt from a permit other than where an increase of floorspace of 20% or more is proposed.

In addition, there are already weather events where the existing South Beach dunes are 'overtopped' and waves impact on this area. Swash zones identified on the flood mapping make it clear where this 'overtopping' will

lead to additional flood impacts (albeit of a low hazard; around 10cm depth). In areas which are not identified as being impacted by flooding but which are identified as swash zones, it is proposed to exempt these areas from requiring a permit provided any design meets appropriate conditions.

Areas HC3 and above (Floodway Overlay):

- No subdivision.
- No medium density development.
- No new dwellings or replacement dwellings.
- A permit trigger for alterations and additions.
- No policy support for sensitive uses.

Areas HC2 & HC1 (Land Subject to Inundation Overlay):

- No subdivision.
- No medium density development.
- Permit trigger for new dwellings or replacement dwellings.
- A permit trigger for alterations and additions of more than 20% of existing floor area.
- No permit trigger for alterations and additions less than 20% of existing floor area subject to conditions.
- No permit trigger for outbuildings less than 40sqm subject to conditions.
- No permit trigger for other minor works or fencing subject to conditions.

Swash zones (Land Subject to Inundation Overlay):

- No subdivision.
- No medium density development.
- No permit trigger for new dwellings, replacement dwellings or alterations and additions subject to conditions.

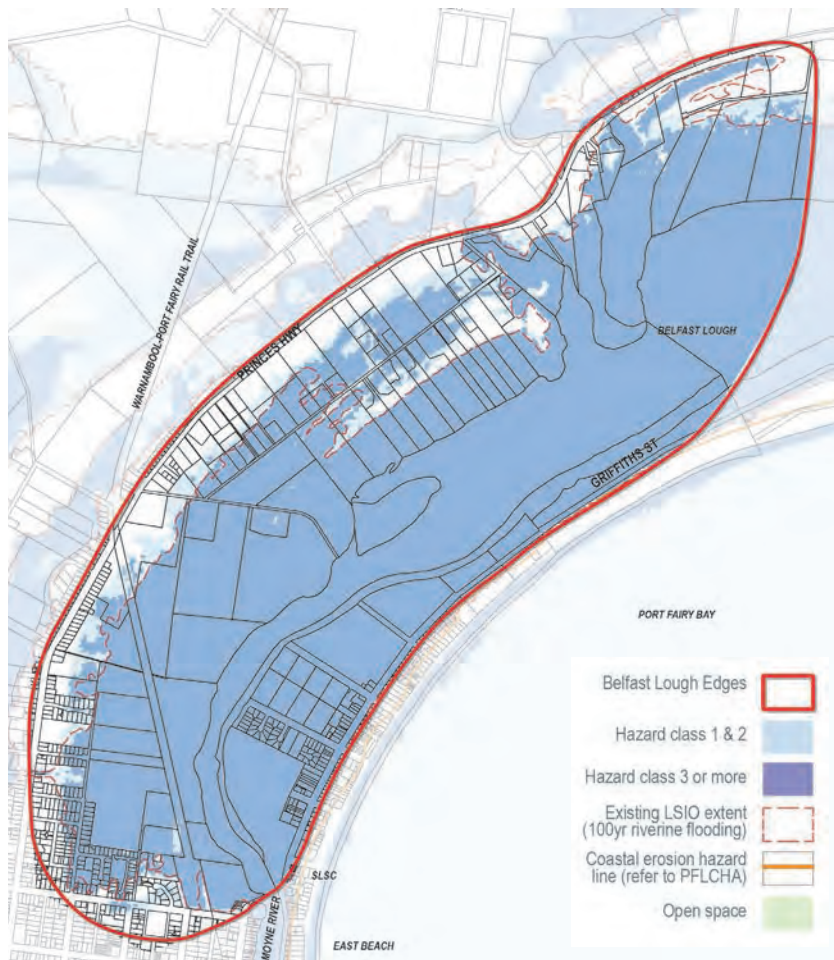


Figure 26. Coastal Hazards: Belfast Lough Edges

- No permit trigger for outbuildings less than 40sqm subject to conditions.
- No permit trigger for other minor works or fencing subject to conditions.
- No policy support for sensitive uses.

Remaining Flood Affected Areas

The remaining parts of the settlement which are impacted by flooding are along the edges of the Albert Road ridgeline, and through Growth Area B, extending into Rural Living zoned land to the north-west of the township. This inundation also extends into the proposed Growth Area A via Reedy Creek.

It is anticipated that south of the Hamilton-Port Fairy Road (within the growth area), no development should be approved within areas identified as HC3 and above but that development in areas that are subject to lesser impacts should be planned in conjunction with any relevant physical works to reduce the extent of impact through the development of new public open space areas. North of the road in the proposed Albert Road Growth Area, a similar approach whereby no new development should be approved is proposed, but again, that a coordinated plan for the management of drainage in this area should be undertaken alongside consideration of access requirements etc as part of a Development Plan. Within the broader rural living areas beyond, a

consistent approach whereby no new dwellings or replacement dwellings should be approved in areas above CHC2, but that outside those areas new dwellings could be approved subject to an appropriate design response such as pad sites could be considered.

Areas HC3 and above (Floodway Overlay):

- No subdivision.
- No new dwellings or replacement dwellings.
- No alterations and additions of more than 20% of existing floor area.
- A permit trigger for alterations and additions of less than 20% of existing floor area.
- No policy support for sensitive uses.

Areas HC2 & HC1 (Land Subject to Inundation Overlay):

- No subdivision (other than as part of an approved Development Plan).
- No medium density development.
- A permit trigger for single dwellings or replacement dwellings.
- A permit trigger for alterations and additions of more than 20% of existing floor area.
- No permit trigger for alterations and additions less than 20% of existing floor area subject to conditions.
- No permit trigger for outbuildings less than 40sqm subject to conditions.
- No permit trigger for other minor works or fencing subject to conditions.
- No policy support for sensitive uses.

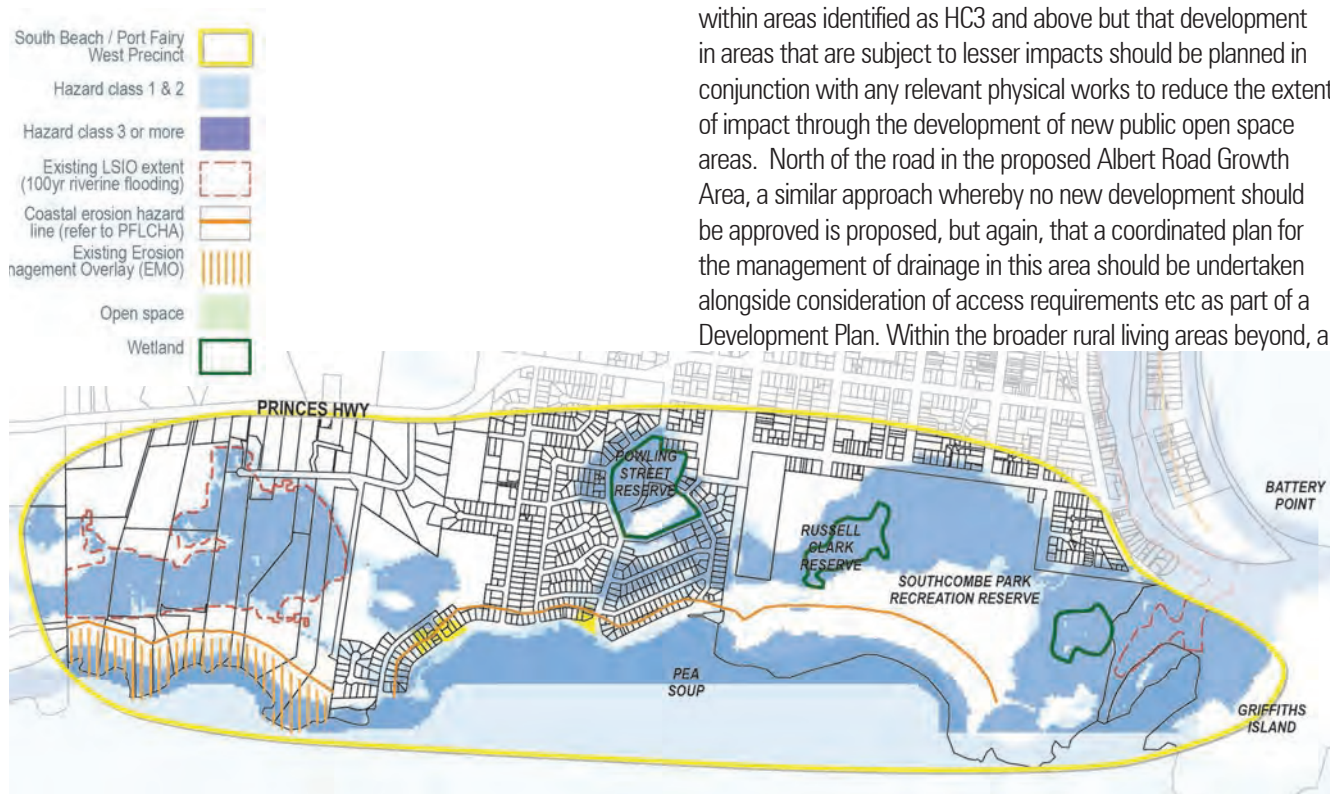


Figure 27. Coastal Hazards: South Beach / Port Fairy West

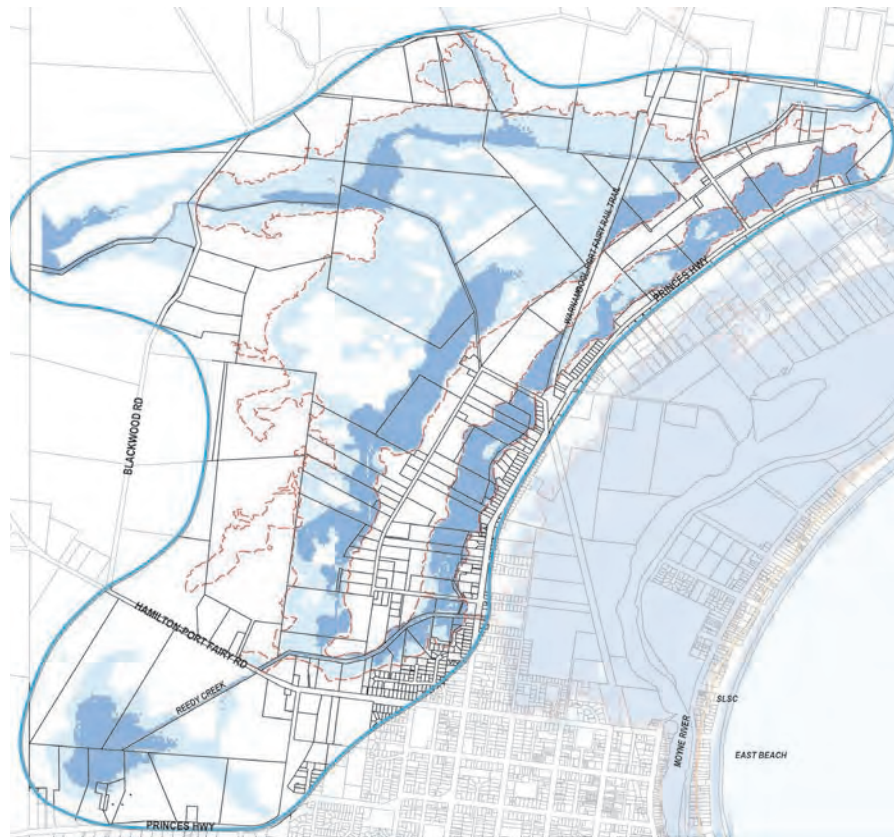


Figure 29. Coastal Hazards: Remaining flood affected areas

COASTAL EROSION

The current Erosion Management Overlay (EMO) which applies to the dunes in Port Fairy West requires that development in the area subject to coastal erosion be subject to coastal erosion risk assessment so that development does not increase the risk of coastal erosion hazard to life, property or adjacent property. It also enables rehabilitation of land that is affected by the coastal erosion hazard. This existing Overlay schedule should be extended to apply to relevant parts of the coastline until such time as a more suitable control is available. The extent of the EMO should accord with the area identified as being within the Coastal Erosion Hazard lines to 2100 contained within the PFLCHA.

While it is acknowledged that these erosion lines do not consider any form of dune protection, nonetheless, until such time as a competed 'defence' has been planned, implemented and tested, it remains prudent to require consideration of potential erosion issues in this area. This would also allow a trigger for the Geotech Assessment recommended in the PFCHA (Pg 108).

Proposed policy to be put in place for areas identified as subject to Coastal Erosion risk are:

- No subdivision
- No medium density development
- Permit trigger for single dwellings or replacement dwellings
- Permit trigger for alterations and additions of more than 20sqm
- No permit trigger for alterations and additions below 20sqm subject to conditions
- No policy support for sensitive uses

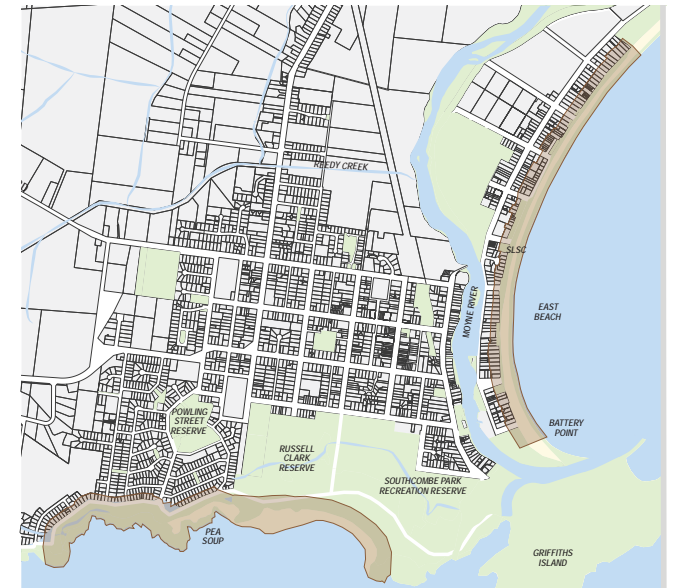


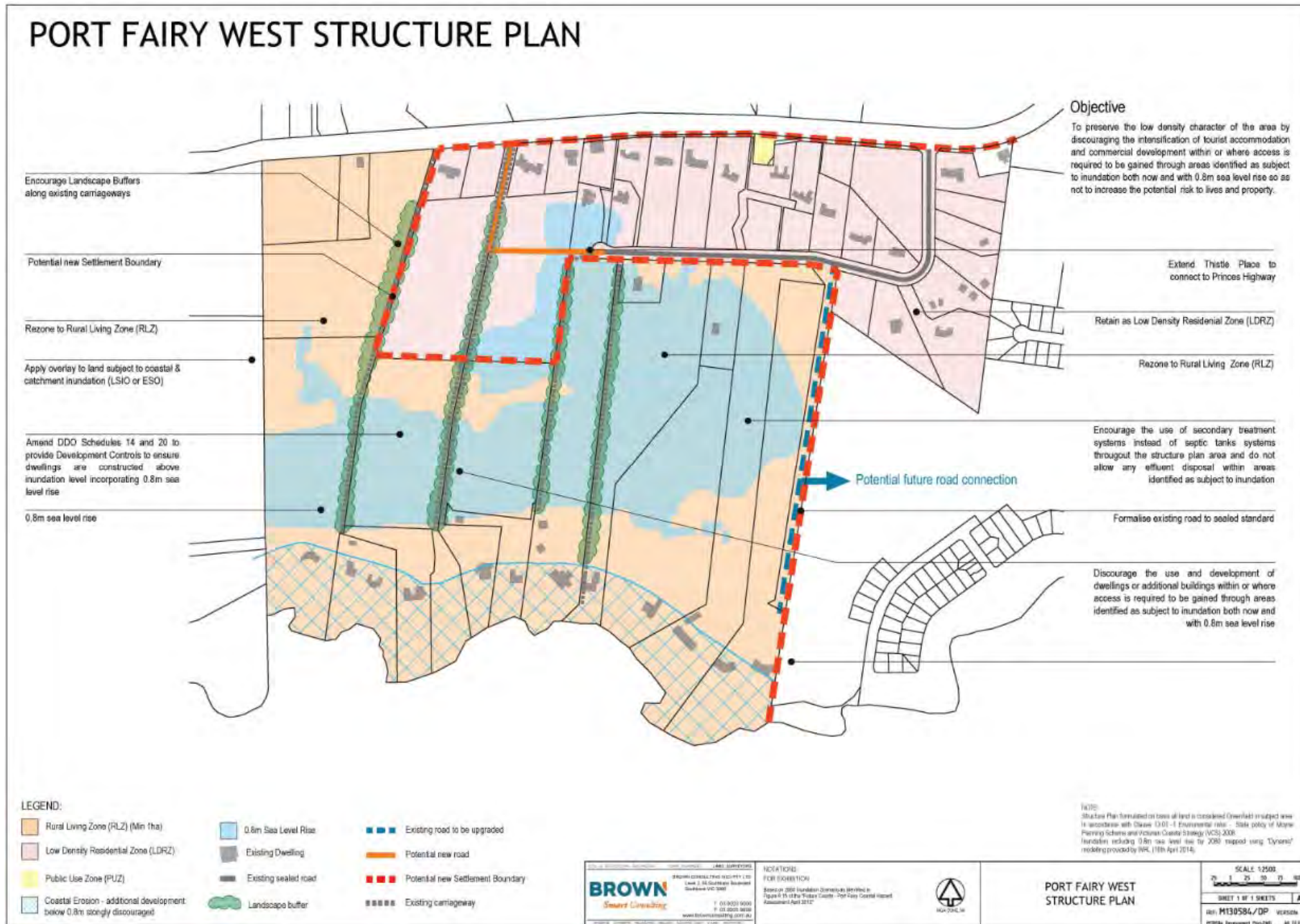
Figure 28. Proposed EMO areas

APPENDIX THREE: PORT FAIRY WEST STRUCTURE PLAN

DRAFT-1



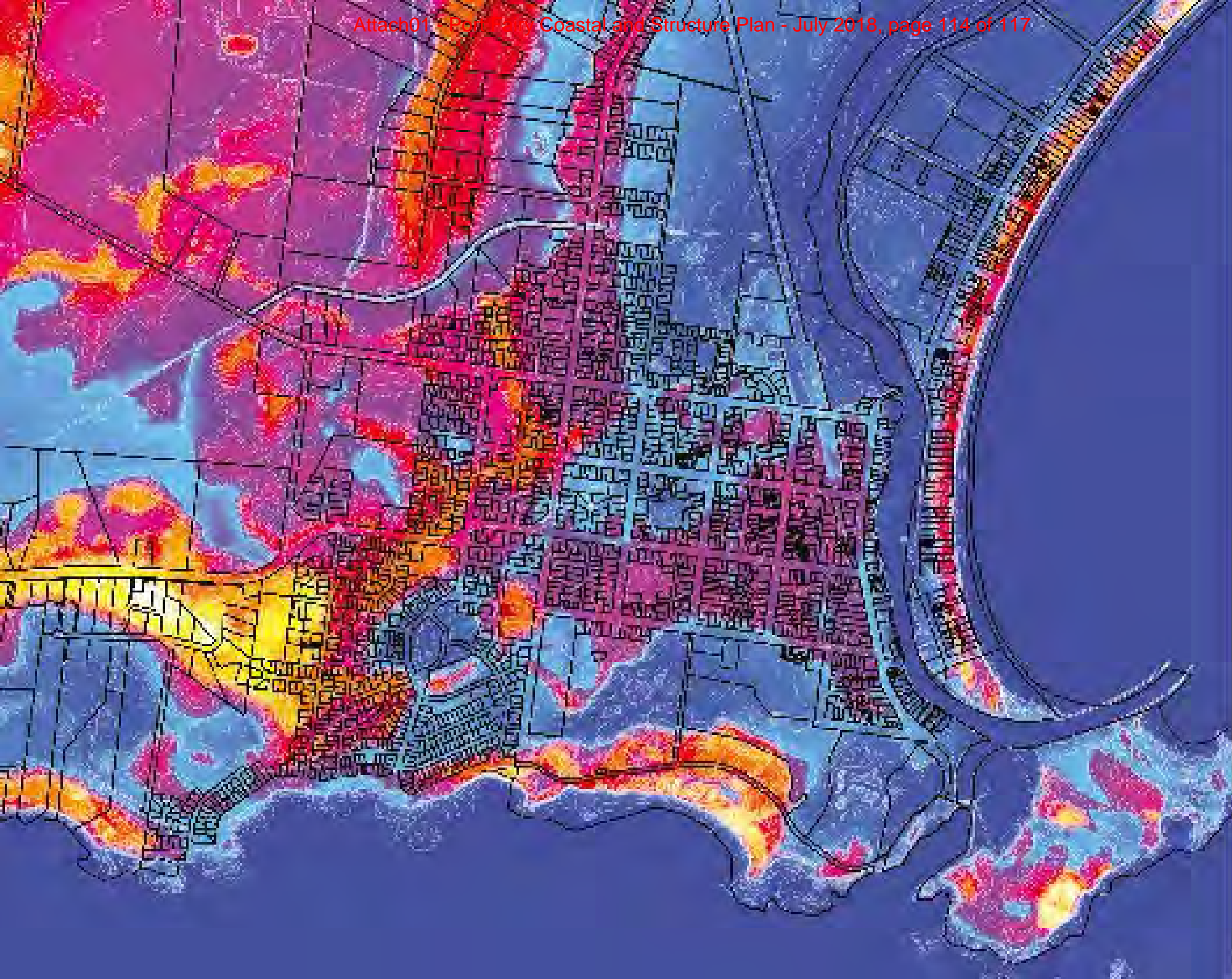
5.2. Structure Plan



APPENDIX FOUR: TERRAIN MAP & TIME UNDER INUNDATION

DRAFT-1



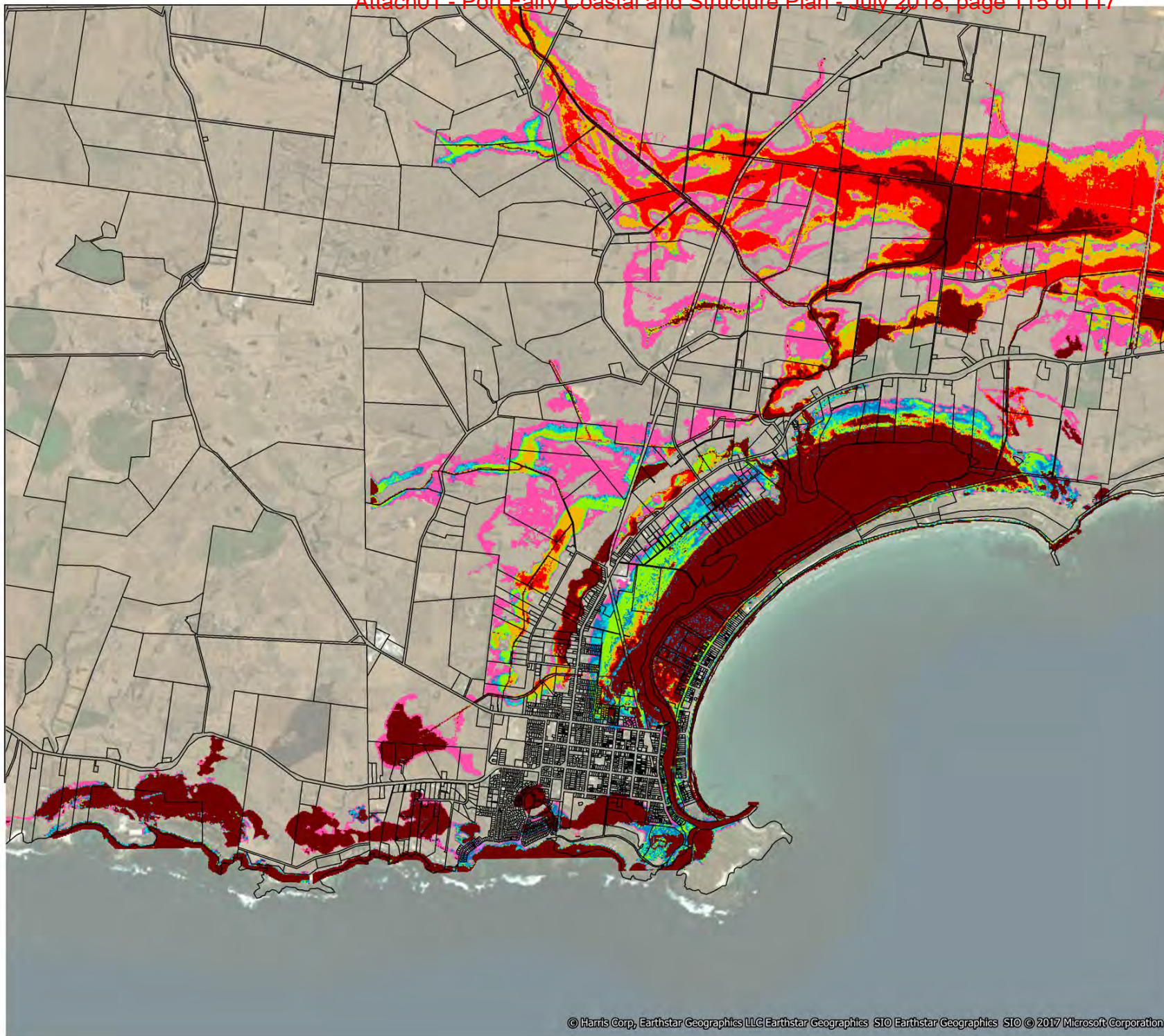


Port Fairy Structure Plan

114/1

Scale 1:5000
North arrow
Date: 11/07/18
Author: [illegible]

Approved by Council
on 11/07/18
11/07/18
11/07/18



Port Fairy Time of Inundation Above 0.3m

2100
20 year river ARI
100 year ocean ARI + 1.2m SLR

Time of Inundation (hours)

- Less than 6
- 6 to 12
- 12 to 24
- 24 to 48
- Greater than 48
- Remains Inundated
- Total Flood Extent
- Swash Zone



kilometers
Scale 1:37,660



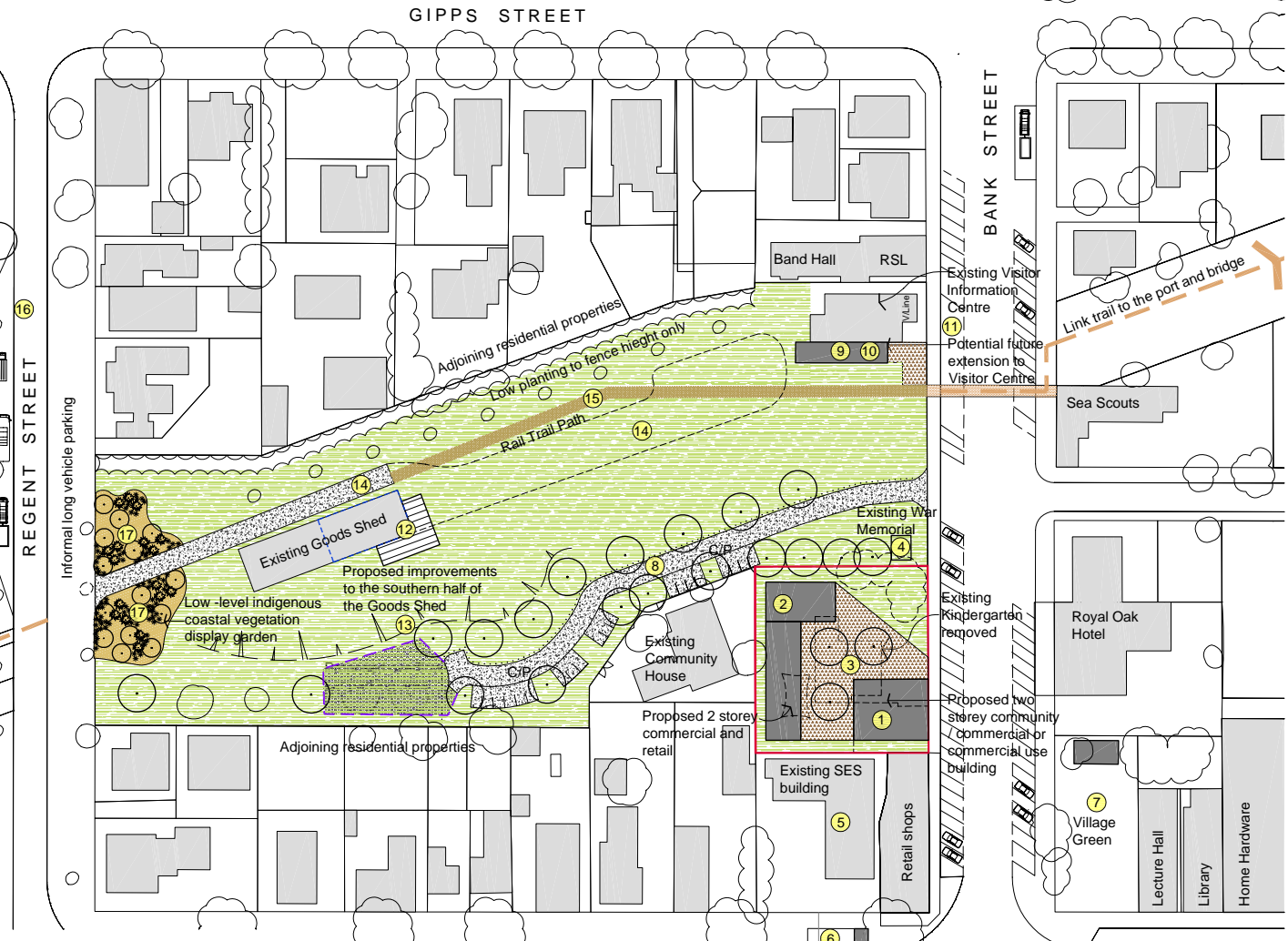
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Date: <Current Date>
Coordinate System: <Current Coordinate System>
Project:<Job Number> <Phase>
Map:<map name>.wor 01

APPENDIX FIVE: PREFERRED RAILWAY PLACE MASTERPLAN

DRAFT-1



- 1 Establish a new community / commercial use as a two storey built form to accommodate a mix of retail and commercial use. The new building should be articulated to facilitate the development of a significant forecourt and civic space to the south side. Remove the Maternal and Child Health Centre to facilitate the new development. Reduce the overlooking potential to the children's play space at the Community House i.e. using high level frosted windows.
- 2 Establish a two storey built form to accommodate a mix of retail and commercial use. The new building should be articulated to facilitate the development of a significant forecourt and civic space to the south side. Remove the existing Kindergarten building to facilitate the new development. Reduce the overlooking potential to the children's play space at the Community House i.e. using high level frosted windows.
- 3 Provide a small forecourt adjacent to the commercial / retail uses that is of a similar scale to the area of the Village Green. This space can also be used for markets and events. Provide a potential connection to the current SES site.
- 4 Increase the prominence and stature of the existing war memorial by incorporating it into the civic space. The memorial should be modified to address all sides of the surrounding space. By opening up the space to the west and north sides, the memorial will receive greater visual exposure.
- 5 Retain the SES building in the short to medium term. Remove the car bodies and waste to create a better appearance. Consider relocation of the SES to an acceptable site in the longer term.
- 6 Retain the existing Sackville Street toilet block in the short to medium term. Establish a disabled access toilet as an extension to the existing building.
- 7 Maintain the Village Green as a public open space area for markets and events. Upgrade the existing street furniture and paving. Provide either a permanent low-key platform stage or space for a temporary platform stage to be installed for activities and events.
- 8 Retain the vehicular access to the community house and formalised car parking. Provide a car-free zone to both sides of the gate to the Community House. Provide a drop-off space for the Community House. Provide several speed humps along the access route and bollards (including drop bollards) to control car parking. Provide reinforced grass for overflow parking to the north end for events / festivals. Establish a turn-around point at the end of the parking area. No long-vehicle parking permitted (caravans, boats and trailers etc).
- 9 Consider extending the Visitor Information Centre to the west, repeating the existing gabled roof form and setbacks.
- 10 Consider providing an additional accessible public toilet block, which is accessible after-hours until 9pm, with the future expansion of the Visitor Information Centre.
- 11 Retain the existing bus and car parking bays along Bank Street.
- 12 Opportunity exists to open the Goods Shed as a multi-purpose public events space. Maintain the existing rustic structure and fit-out the internal space to maximise usage potential. Historical items could also be displayed within the Goods Shed. Interest has been expressed by the community for the use of the Goods Shed as music, art and craft studios. There is potential to modify the southern end of the Goods Shed to create a performance area / stage. Undertake improvements to approximately half of the Goods Shed to facilitate regular community use.
- 13 Maintain the grassed slope to the west side of the Goods Shed as it is spatially significant as an already formed amphitheatre. It provides a setting facing the south and west of the Goods Shed. Enhance by additional low mounding to the south to add to the sense of enclosure as an amphitheatre.
- 14 Retain the existing asphalt road to the end of the Goods Shed as a service and access road. Remove the remainder of the road south of the Goods Shed.
- 15 Opportunity exists to continue the rail trail (Fisherman's Walk) through the Railway Place Precinct to the wharf area (King George Square), crossing Gipps Street to avoid conflict with traffic. Materials used should evoke the image of the original rail alignment. The street crossing to Bank Street should be delineated in a red / brown asphalt surface.
- 16 Provide long-vehicle (motor homes, caravans and boats) to the north side of Regent Street. Consider some planting of trees and shrubs to soften the vehicle parking area.
- 17 Provide a low-level indigenous coastal display garden to the Regent Street end of the site maintaining the existing vistas.



LEGEND

