



# Issues & Opportunities Consultation FEEDBACK SUMMARY REPORT

JUNE 2017



**PORT FAIRY**

**Coastal & Structure Plan**

## 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 3 (Issues and Opportunities) of a 6-stage process. A key component of Stage 3 was consultation with the community and key stakeholders to identify issues and opportunities for the Plan. Further, to test and seek feedback on three technical reports prepared by Council and a Consultant Team during the initial stages of the Project, including:

- *Issues and Opportunities Paper (Planning)* Moyne Shire;
- *Economic and Tourism Land Use Analysis (2016)* Urban Enterprise; and
- *Translation of Port Fairy Coastal Hazard Assessment (2017)* Cardno.

## ISSUES AND OPPORTUNITIES CONSULTATION

Consultation on issues and opportunities commenced on 10 May 2017 and ended on 16 June 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 key 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 25 May 2017 and 31 May 2017 between 10.30am 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 were available all day to discuss the project.
- Referral Letters and copies of the three documents were sent to:
  - VicRoads
  - Wannon Water
  - Gunditjmarra Aboriginal Corporation
  - Eastern Maar Aboriginal Corporation
- Five workshops were held with internal Council officers from the following departments:
  - Statutory and Strategic Planning
  - Environment
  - Infrastructure Services

- Economic Development
- Community Planning

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

- Two Councillor Workshops held on 2 May 2017 and 9 May 2017;
- Project Control Group members including representatives from the Department of Environment, Land, Water and Planning (DELWP) and the Glenelg Hopkins Catchment Management Authority

## **MEDIA COVERAGE**

The Warrnambool Standard ran a series of articles over the five week period investigating the issues and opportunities for the project to encourage community participation and feedback.

## **NUMBER OF SUBMISSIONS**

In total, fifty (50) written submissions were received by Council.

Approximately 130 people attended a Drop-in Day. 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.

## **SUMMARY OF FEEDBACK**

### **SETTLEMENT BOUNDARY / TOWN GROWTH**

- The scale and village character of Port Fairy is highly valued. If growth is to occur it must not compromise / must preserve the existing character, scale and size of the township;
- Port Fairy should not go the way of a number of coastal towns and become over-crowded and over-developed impacting its liveability;
- Areas of high environmental and ecological value ie. coastal areas and Moyne River wetlands must be protected and not included in the settlement area;
- No further extension further along the current Princes Highway edges to the east and west;
- Vic Roads bypass delineation provides a logical boundary to the town;
- Two submissions request rezoning of land in the Farming Zone to be included in a residential zone;
- Areas subject to flooding and coastal inundation risk should remain undeveloped;

- Is growth sustainable, can there be a limit to growth, impact of increasing growth and development heading into the future and the assumption of constant growth needs to be challenged;
- Growth is ok unless it changes the integrity and feel of the town.
- Wannon Water submissions states - aware that Port Fairy is limited in its scope to grow due to a range of physical constraints. We have taken the opportunity to provide information on how the land identified can be serviced and possible constraints to development.

### **DEMOGRAPHIC PROJECTIONS:**

- Anecdotal evidence of growth of young families was supported.
  - During the 9-5 period of the day (off-peak) a number of mainly mothers walking to and around town with very young children is noticeable.
  - the high and rising demand for pre-schools and schools as well as the increasing number of children wishing to engage in sport such as football, netball, surfing and cricket for example.
- What is the demographic of the new arrivals? 2016 Census data important.

### **LAND USE**

- Generally, submissions accept the need for residential growth with support for infill development where it will not compromise heritage and neighbourhood character.
- Areas with existing low density housing (Model Lane / Albert Road / Thistle Place) could support further residential development.
- Wannon Water identifies the Albert Road mixed use zone and a small area to the west of Arabri Court industrial area as the preferred areas for residential development and that can be easily serviced by extending existing town infrastructure. Areas around Model Lane also have some capacity to be serviced however it is likely that water pressure will be low and infrastructure costly to provide.
- Direction of commercial growth / development supported to Princes Street.
- Degree of commercial growth questioned given that town centre reliant on tourism related businesses that turn-over to reflect demand.
- Growth in tourism is unsustainable.

### **RAILWAY PLACE**

- The function and upgrade of Railway Place is a feature of many submissions.

- Improving its surface, multi-use function and potential for extension along Fisherman’s Walk is clearly supported.
- A children’s playground, use of the Goods Shed for the Visitor Centre, market, Library, youth space, event space and music venue were all ideas raised.
- Balance the pressure on Railway Place as a multi-use space and highly valued open area and historical place.

## **MOVEMENT & TRANSPORT**

- The majority of submissions raised pedestrian and cyclist infrastructure and connectivity as a key issue and opportunity for Port Fairy.
- The disconnected and poor condition of the footpath network throughout the town requires improvement.
- On-road cycling lanes and end of trip infrastructure ie. bike racks at key destinations was a key priority for many submitters.
- Clarification on the Vic Roads bypass location and status important.
- Consider providing electric vehicle recharging station in Port Fairy.
- There was general consensus about the locations of unsafe routes and traffic ‘hot-spots’ – and the experience of these was the same for school kids riding and walking to school as that of older persons utilising gophers and wheel chairs. Some examples include but are not limited to:
  - improving safe movement across the Highway particularly at Regent Street;
  - Movement across Bank Street where visibility for all road users is poor and unsafe;
  - Around the Hospital and Villiers Street;
  - Poor connection from northern parts of the town to the centre of town.

## **OPEN SPACES**

- Open spaces are considered a strength and highly valued feature within the town, and particularly those of high environmental significance must be protected.
- Younger families support development of an all abilities playground within the town centre rather than any further investment in existing facilities.
- The skate park requires an improved connection or relocation as part of a playground area.
- A high number of discussions held at the drop-in sessions and written submissions related to dogs. The high level of dog ownership is seen as a positive for residents

including associated physical and mental health aspects and request for a dog park. Other respondents mentioned that off-leash dog times need to be better enforced and that older residents experience safety issues with dogs in the town centre. The pet-friendly nature of tourism and tourist accommodation in Port Fairy is seen as an attractive tourism feature of the market and one that should be supported.

## **ENVIRONMENTAL SUSTAINABILITY**

- A number of submissions propose ideas and opportunities for Port Fairy to improve its environmental performance and reduce its carbon footprint including:
  - Promote local renewable energy sources, improve water use and reuse.
  - Ensure the building stock is well designed to integrate the principles of environmentally sustainable design and development.
  - Plastic bag free.

## **COMMUNITY RESILIENCE**

- Community and social resilience is an important feature to be built into the plan, particularly tapping into local knowledge, skills and expertise that can be utilised to support and implement the Plan.
- Clear direction that the local community want to establish and nurture partnerships with Council to implement and achieve the Structure Plan directions.

## **CLIMATE CHANGE**

- Climate change- coastal erosion and inundation seen as the most significant future planning issue to face Port Fairy.
- Concern for the importance that East Beach plays on the integrity of the township of PF and any breach of the dunes through to the Lough will have unpredictable and probable chaotic effect on the township.
- The project needs to provide information about the course of action that private properties might be encourage to take should their seafront wall be under threat.
- Holistic response to climate change including environmental performance of buildings, township form, more sustainable transport use.

## **ECOLOGY**

- Township growth may impact on the ecological integrity and health of the River, Lough and coastal areas from storm water, weeds and increased intensity of use - needs to be protected.

## **EDUCATION / LIBRARY**

- An upgrade to the library is considered a high priority for all age groups including young children and families, youth and older residents.

- Users of the library consider huge potential for an upgraded multi-purpose learning / library facility that includes books, on-line services, wi-fi to ensure it is meeting the needs of current technologies and user expectations.

### **RESIDENTIAL / ENVIRONMENTAL INTERFACES**

- Better management of interfaces between residential areas and areas of high environmental integrity such as wetlands and bird breeding habitats needs to be improved.

### **HEIGHT AND BUILT FORM**

- The village heritage character of the township is highly valued by older and newer residents and must be preserved.
- Height controls in the Design and Development Overlays (DDO) is seen as important to retain in contrast to any new height controls established in the new residential zones introduced by the State Government.
- The complexity and outdated features of the DDOs was raised but generally respondents support retaining the existing scale and neighbourhood character / heritage outcomes.

### **DRAINAGE**

- Improvement to the drainage infrastructure is a high priority for the town, particularly in the face of projected sea level rise and coastal inundation and riverine flooding.

### **INTEGRATION BETWEEN PORT AND TOWN CENTRE**

- Improve pedestrian movement and way-finding between the Port / river area and town centre.

### **TREES**

- Generally, the planting of more trees and retaining existing trees along streets and throughout the township is seen as very important to many submitters.
- Norfolk Pines are contentious with support for retention and/or replacement with alternative species.
- The poor condition of many street trees was raised as an issue.
- Resilience of the tree species selected for street trees and public areas to climate change.

### **SAFETY**

- Improve street lighting on key pedestrian routes from the commercial centre to outlying residential areas.