



# Draft Plan Consultation FEEDBACK SUMMARY REPORT

DECEMBER 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 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
  - Gunditjmara 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
  - Community Planning

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.

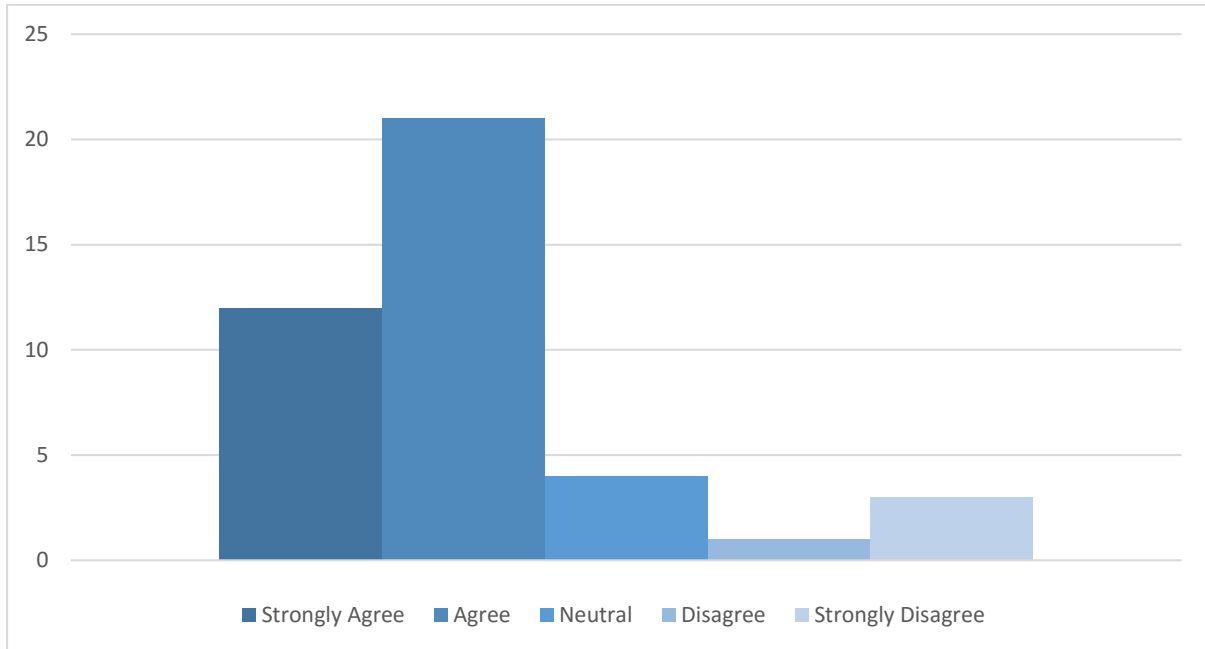
Twelve (5) one-on-one meetings were held with individuals and Agencies.

## SUMMARY OF FEEDBACK

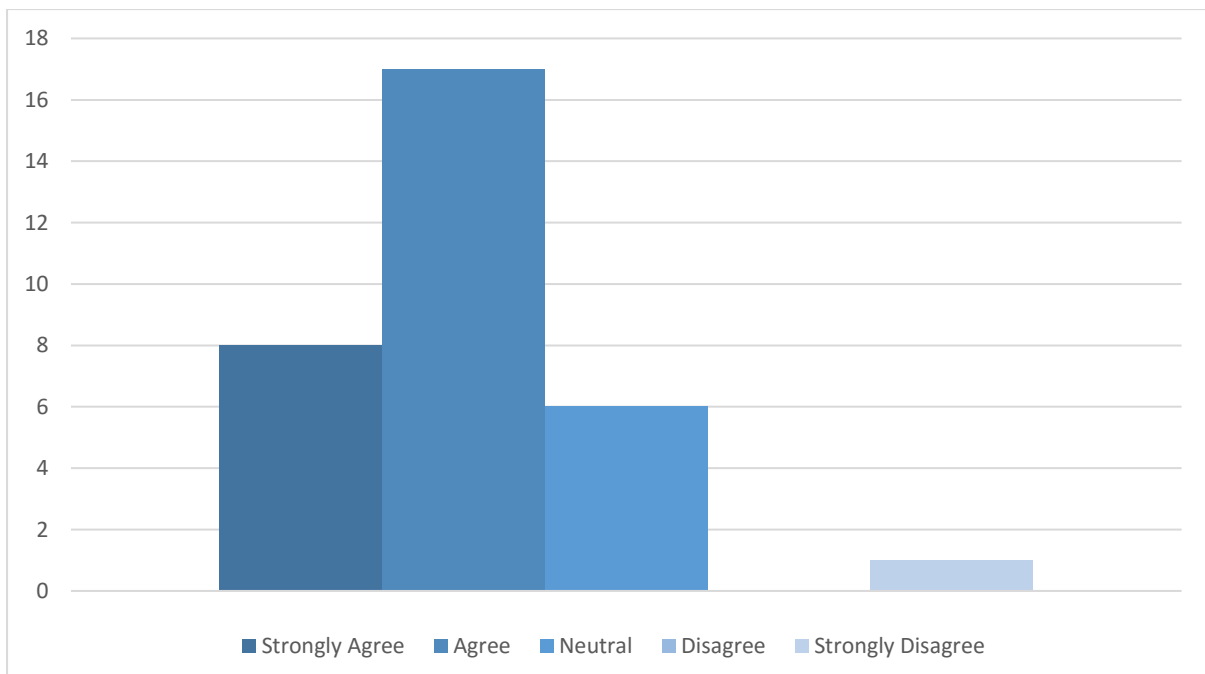
The following is a combination of all responses. The chart combines the on-line survey and drop-in sessions feedback, this is followed by a summary of written comments to the survey and individual written submissions received by Council.

## 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?*



## FEEDBACK ON SETTLEMENT & HOUSING:

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### 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.

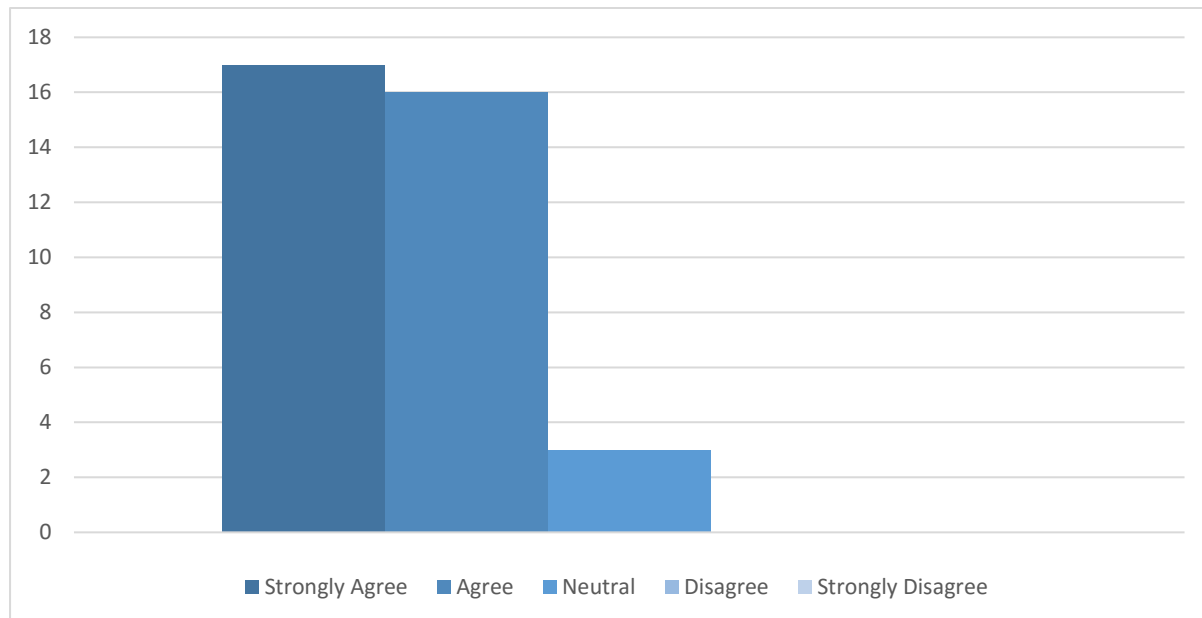
The EPA raised significant concern relating to the proximity of the vacant Industrial 1 Zoned land adjacent to SunPharma (east of the railway line) to residential areas, both existing and future. Without its rezoning to a non-industrial zone the EPZ will not support any future new residential development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

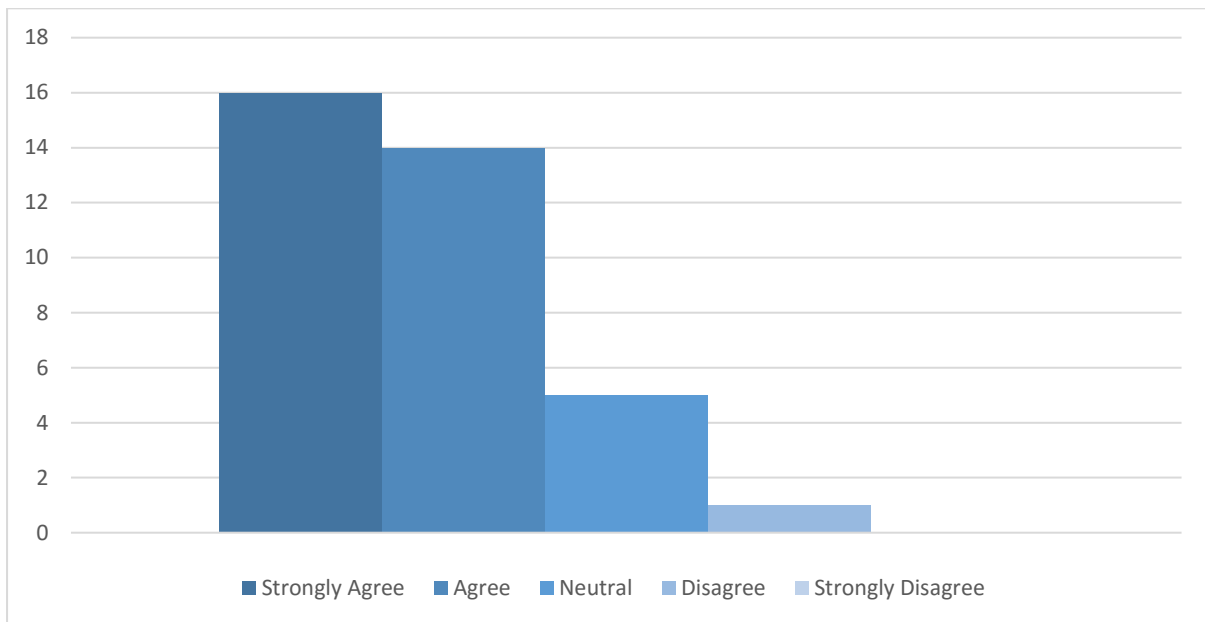
The Wharf Precinct should include the concept of land and water, not just land, as its attributes for access and to achieve tourism objectives such as events, public art and commercial activity.

#### 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?*



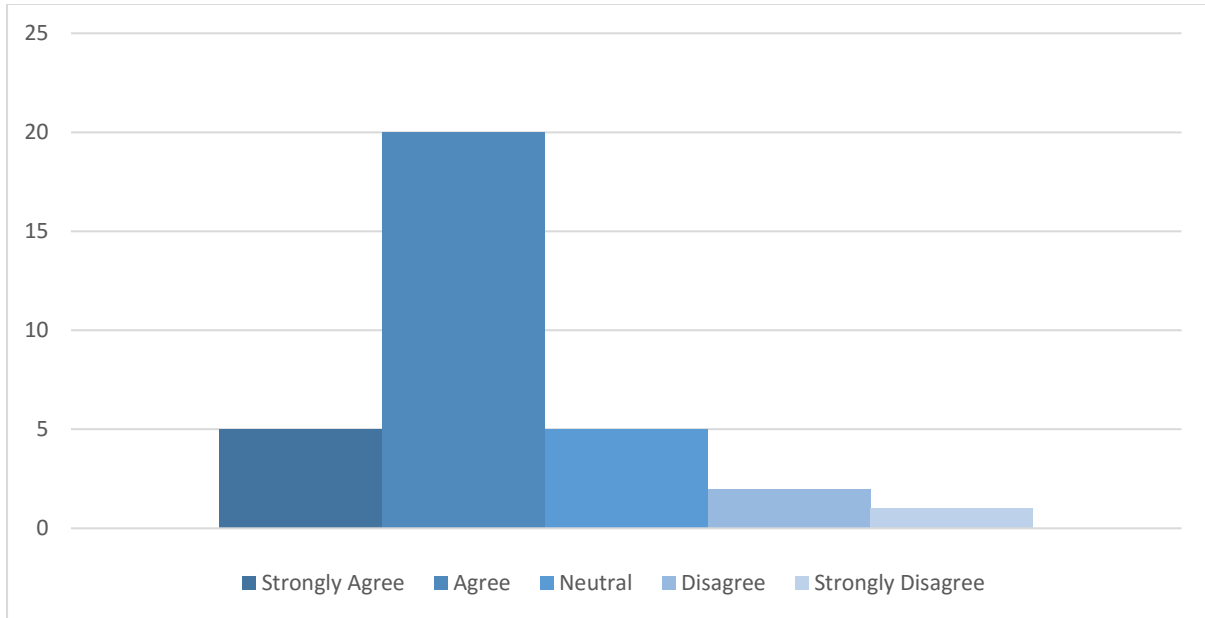
### FEEDBACK ON BUILT ENVIRONMENT AND HERITAGE

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.

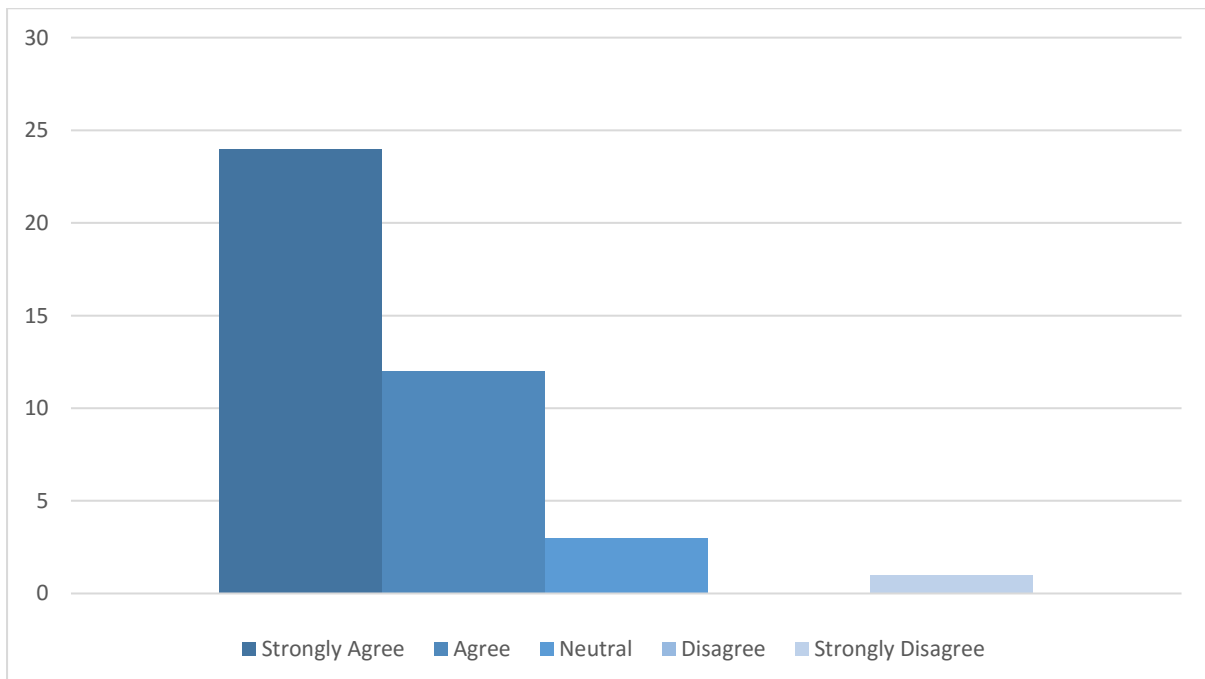


## CONNECTIVITY

*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

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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.

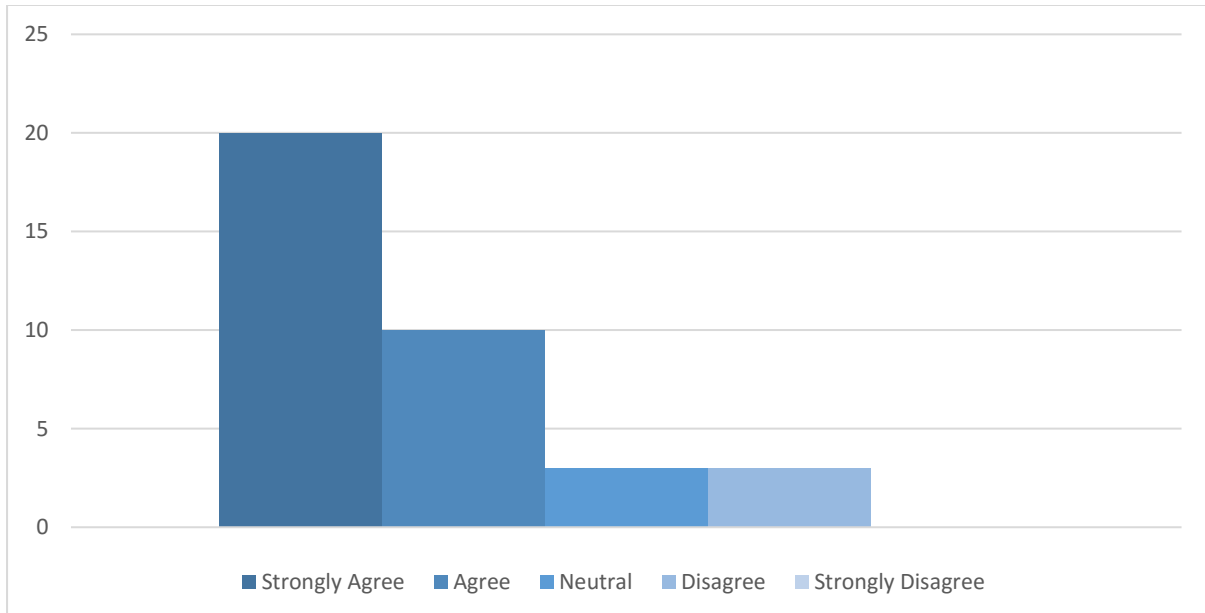
The Wharf promenade and improving links between the commercial centre and the wharf area is seen as beneficial for connectivity.

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.

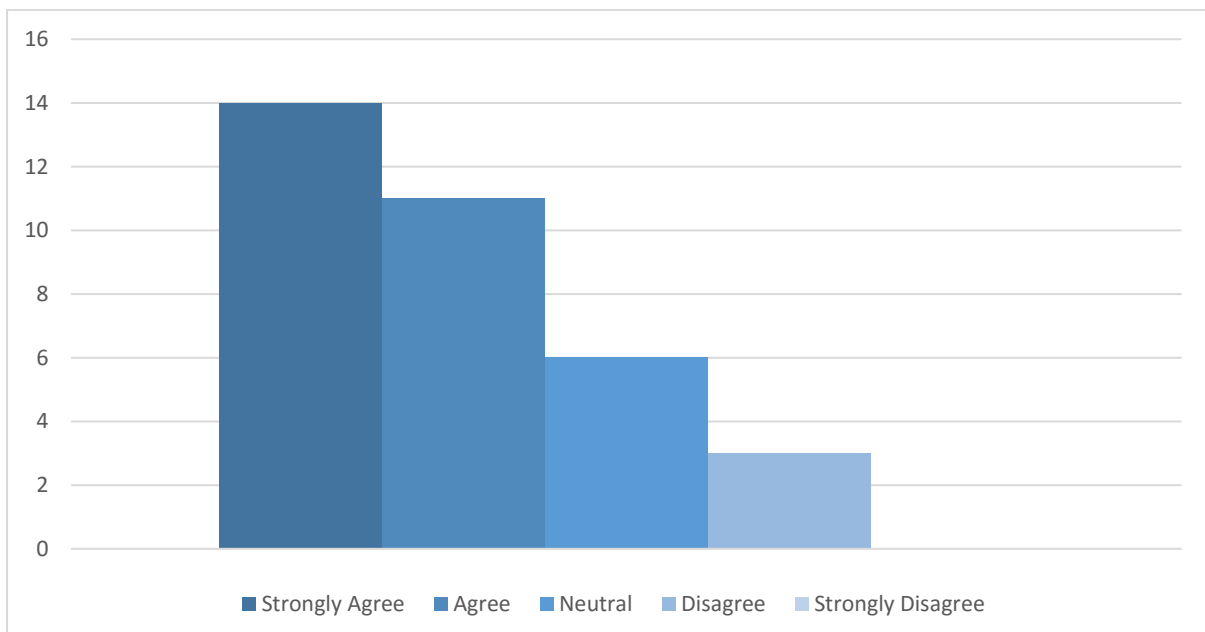
The proposals for upgrades to the Princes Highway including signalization at Regent Street had a mixed response. Reduction in speed to 40km/ph between Reedy Creek and Philip Street is seen as a priority to improve conditions for vehicle and pedestrian safety. The proposed signalization of Regent Street 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**

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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.

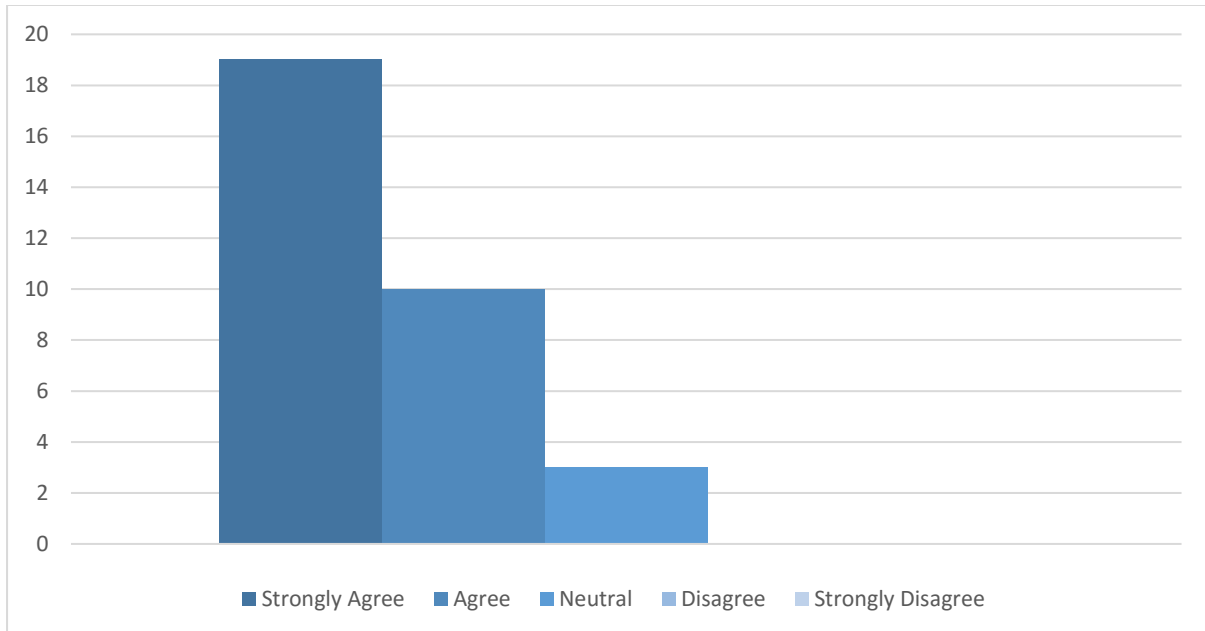
Two written submissions questioned the use of a 1.2 metre sea level rise in comparison to the current 0.8 metre sea level rise as prescribed in the Moyne Planning Scheme. Most other submitters presented that Council should apply the best available science to inform the Plan.

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.

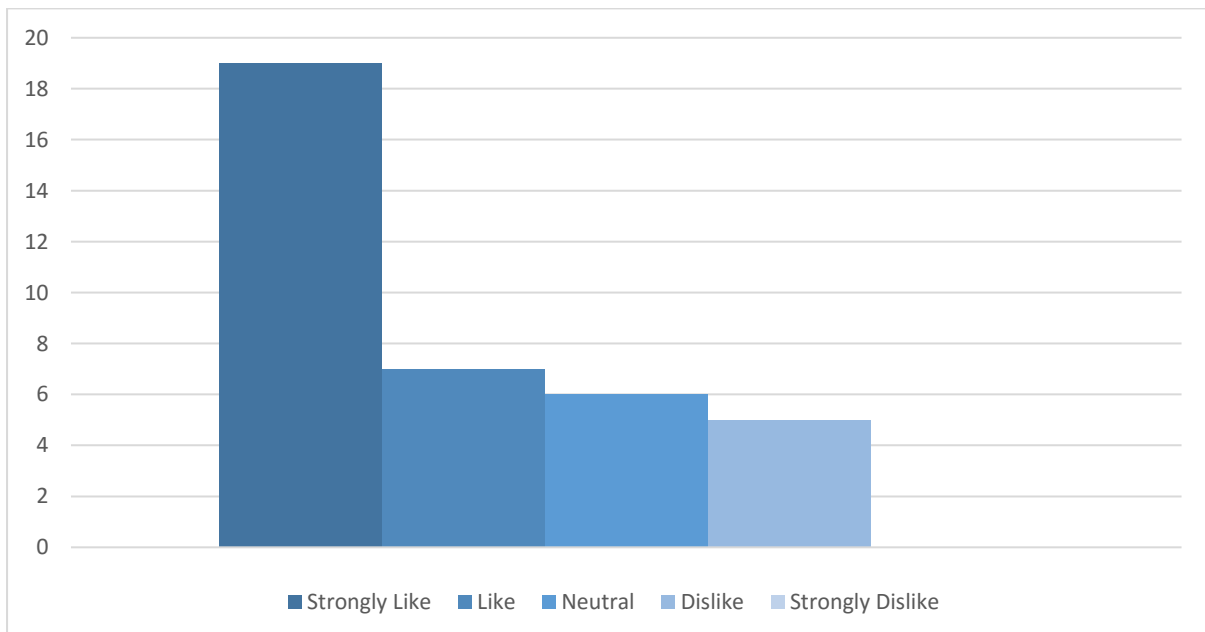
One submission raised the equity issue of restricting development in the East Beach area when there is much existing development.

## LANDSCAPE AND ENVIRONMENT

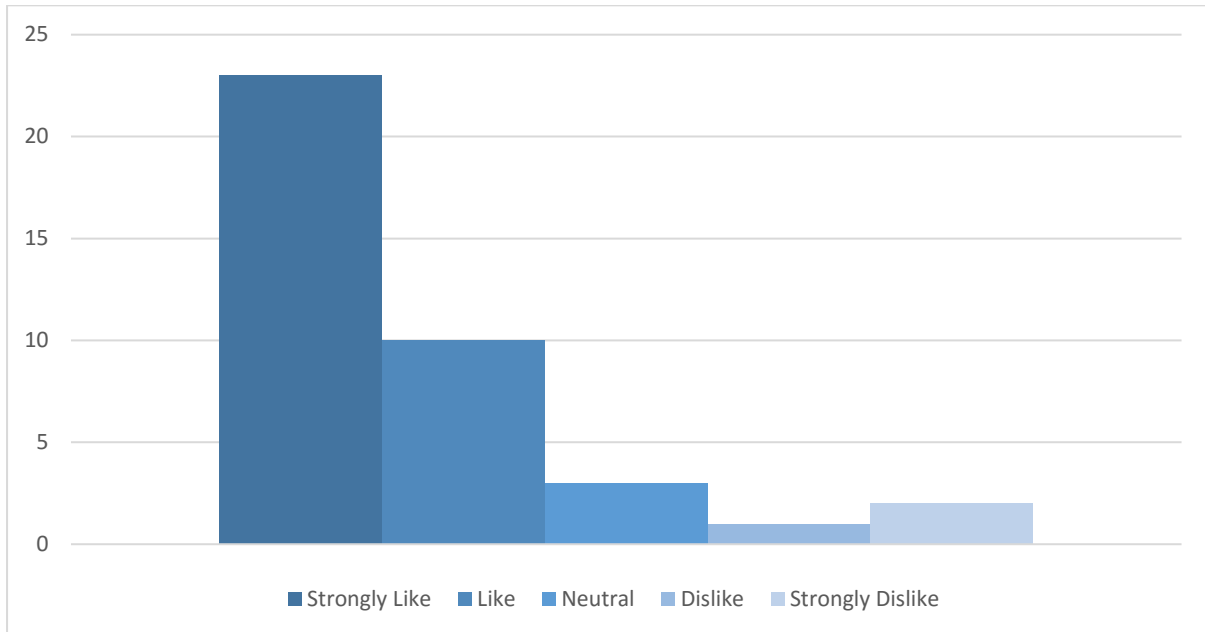
*Q14 Do you agree/disagree with prioritising the protection of Port Fairy’s important coastal areas to support their ongoing health including such things as revegetating dunes, providing fencing and design paths to assist with erosion and flora and fauna habitats – refer to page 74.*



*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*



*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.*



**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.

## LIVEABILITY

### GENERAL COMMENTS LIVEABILITY

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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.