

An aerial photograph of the Port Fairy coastline in Victoria, Australia. The image shows a mix of urban development, green fields, and coastal features. A large harbor with turquoise water is visible on the right, connected to the ocean by a narrow channel. The sky is blue with scattered white clouds.

Port Fairy *Coastal & Structure Plan*

ISSUES & OPPORTUNITIES PAPER (PLANNING)

MAY 2017

MOYNE
SHIRE

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1 INTRODUCTION

1.1 THE PROJECT

Moyne Shire Council has commenced preparation of the **Port Fairy Coastal and Structure Planning Project** (“Structure Plan”). The project is jointly funded by Moyne Shire and the Department of Environment, Land, Water, and Planning (DELWP).

The Structure Plan will provide a long term future land use and development plan for the township of Port Fairy to 2041. The Structure Plan will recognise the future vulnerability of the township to coastal climate change, and provide growth opportunities in a manner which recognises its significant economic and community role together with its landscape, environmental, aboriginal cultural and heritage features.

This project will consider how best to use the results of the *Port Fairy Local Coastal Hazard Assessment* in a land use context; will build on the evidence and recommendations from previous strategies with land use and development implications; and will examine in detail the existing use of land, land supply and demand trends.

In a coordinated and strategic approach, the project will consider the existing planning regimes as applied to Port Fairy and provide a structure plan and land use framework to provide for sustainable growth and development of Port Fairy for the next 15 years.

The project is one of two pilot projects that have received State funding and DELWP support to translate a local coastal hazard assessment into strategic planning policy.

1.2 SHIRE CONTEXT

The Moyne Shire Council is located in south-western Victoria. The Shire borders Glenelg Shire to the west, Southern Grampians and Ararat Rural

City to the north, Corangamite to the east, and Warrnambool City Council in the south.

Moyne Shire is renowned for its natural environment with historical settlements positioned amongst areas of significant coastline, remnant vegetation and rural landscapes. The Moyne and Hopkins Rivers flow through the municipality from north to south.

The Hamilton and Princes Highways are the main road links through the municipality.

1.3 PORT FAIRY CONTEXT

Port Fairy is the largest town in Moyne Shire and is located approximately 287 kilometres south west of Melbourne, and 28.5 kilometres west of Warrnambool. See Study Area Map on next page.

Port Fairy’s attractiveness is its unique character rich in pre-settlement and post-settlement history with a very strong environmental, cultural and built form heritage and natural coastal context.

In addition, for residents, it is the major business and administrative centre for the Shire including a busy and vibrant commercial / retail centre, major industries including BAM Stone, Sun Pharmaceuticals, a working Port and commercial waterfront area. Community and health services include the Moyne Health Services facility at the Port Fairy Hospital, local primary schools and the municipal offices.

The Princes Highway, Hamilton-Port Fairy Road and Griffith Street provide the main road links into Port Fairy.

FIGURE 1 MAP OF PORT FAIRY STUDY AREA



Port Fairy Structure Plan

Study Area

Legend

port fairy study area



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1.4 BACKGROUND

This Structure Planning Project recognises that integration between coastal and land use management is essential to establishing resilience and adaption of Port Fairy into the future.

The natural and cultural values of Port Fairy underpin a strong local economy driven by tourism. As one of the earliest European settlements in Victoria, Port Fairy contains an abundance of examples of early 19th century architecture creating a historical seaside village character unmatched on the Victorian coastline. The scenic coastline features outstanding beaches that attract more than 10,000 visitors every summer. Others are drawn to Port Fairy for its fine food, historical features, leisure activities, cultural events, relaxed atmosphere and healthy environment.

The Southern Ocean and coastline not only provide an eastern and southern physical boundary to the Port Fairy township, but also underpin the commercial, recreational and tourism sectors of the town. The diverse ecosystems and species are of significant social and cultural value. The beaches are highly valued and loved by the residents and visitors to the town and central to its identity as a historic coastal village and port.

Unfortunately, the coastal environment that contributes so much towards the appeal of Port Fairy is also threatening the values that make it so special. Current coastal and riverine flooding, combined with the projected changes to climate will affect the frequency and magnitude of exposed risk of the town and vulnerability to climate change processes.

Projected population growth of the town and the social, economic and environmental infrastructure required to support a growing and thriving community is the catalyst for Council to undertake this Coastal and Structure Plan for Port Fairy.

1.5 APPROACH

The project will be undertaken in six stages:

Stage 1: Project Management and Process Design (complete)

Stage 2: Background, Literature Review and Mapping (complete)

Stage 3: Issues and Opportunities Analysis (CURRENT)

Stage 4: Draft Structure Plan

Stage 5: Final Structure Plan

Stage 6: Planning Scheme Amendment

1.6 OPPORTUNITIES FOR CONSULTATION

Community stakeholder engagement is a critical component in the development of the Port Fairy Coastal and Structure Planning Project, and this Issues and Opportunities Paper provides one of three key opportunities for the community to have their say on the Coastal and Structure Plan. Following this, public consultation will occur at Stage 4 on the draft Plan and at Stage 6 during its implementation.

2 POLICY CONTEXT

A range of state, regional and local policies and other data sources are relevant to the planning, management and development of the Port Fairy Coastal and Structure Plan. Their directions, objectives and strategies establish the planning framework for which the Plan must build. A summary is provided below.

Many of the documents are given affect in the State and Local planning policy framework sections in the Moyne Planning Scheme.

2.1 STATE

VICTORIAN COASTAL MANAGEMENT ACT 1995 & MARINE AND COASTAL ACT CONSULTATION PAPER (AUGUST 2016)

The Victorian Coastal Management Act, 1995 establishes the legislative framework for planning and managing the coast of Victoria. The 1995 Act is currently under review. A Marine and Coastal Act Consultation Paper (August 2016) outlines the recommended changes to the Act including to integrate management of marine waters and coastal environments under one legislative framework for the first time. Importantly for this project, the new Act would add issues such as coastal erosion, flooding and inundation to the role of the Catchment Management Authorities CMA).

VICTORIAN COASTAL STRATEGY (2014)

The Victorian Coastal Strategy (2014) is the State Government's policy commitment for coastal, estuarine and marine environments on both public and private land in Victoria. The VCS provides a long-term vision for the planning, management and sustainable use of the coast, with a hierarchy of principles including Value and Protect, Plan and Act, and Use and Enjoy.

Of particular relevance to this project are the key issues identified in the VCS for the natural and built environment. This includes that the coast is

under pressure from population growth, the competing demands placed on such a limited resource, a changing climate, ageing infrastructure, and at times, fragmented governance systems and financing arrangements.

The VCS establishes a framework for managing the issues, including:

- Support the protection and enhancement of environmental, social and cultural and economic values of the coast
- Define a settlement boundary in a strategic plan that establishes:
 - *the desired future vision for a settlement*
 - *its role and function in comparison with other settlements on a regional basis*
 - *constraints of development such as topography, natural geomorphic features, native vegetation, rural land use activity and areas of environmental or landscape significance and sensitivity*
 - *areas with susceptibility to flooding (both river and coastal inundation), landslip, erosion, coastal acid sulfate soils (CASS), salinity, wildfire or geotechnical risk*
 - *the supply/demand of land within a 10 year planning horizon and opportunities for future growth (if any).*

In planning for possible sea level rise:

- *Plan for possible sea level rise of 0.8 metres by 2100; and*
- *An increase of 0.2 metres over current 1 in 100-year flood levels by 2040 may be used for new development in close proximity to existing development (urban infill).*

COASTAL SPACES LANDSCAPE ASSESSMENT STUDY - MUNICIPAL REFERENCE DOCUMENT MOYNE SHIRE (DSE, 2006)

The CSLAS identifies and maps individual landscape characteristics within coastal regions, identifies significant landscapes and provides an implementation framework to assist Councils in managing development impacts within coastal landscapes. In doing so, divided the coastal areas

of the Moyne Shire into Landscape Character Types based on broad areas of common physical, environmental and cultural characteristics.

The Port Fairy coastal landscapes identified as of regional significance included Yambuk Lakes to Port Fairy Coast, and Port Fairy to Warrnambool Coast. The key issue to manage change in these significant landscapes is to define an appropriate boundary to the township of Port Fairy that contains linear urban sprawl along the coast and minimises built intrusion to views from the coast and Princes Highway corridor.

The hinterland (rural interface) landscape of Port Fairy was identified as having a significant landscape Character Type 5: Western Volcanic Plains. At a local scale, Port Fairy was classified as Character Area 5.2: Port Fairy Stony Rises. Whilst the focus of the Study Area is the landscape between settlements, Port Fairy was assessed at a broad scale in relation to its landscape character and relationship to the surrounding landform. The key features of the character area are:

- *Coastal dunes and water features, and a rugged scenic coastal edge.*
- *Historic landscape of mature shelterbelts, homesteads and dry stone walls.*
- *Small scale plots and divisions surrounded by large paddocks.*

The hinterland assessment is an important consideration in identifying areas for urban growth of Port Fairy. CSLAS directs that planning should retain the character of the rural hinterland landscape, including cultural elements such as dry stone walls and rocky outcrops, and to ensure that shelter belt planting remains a feature of the rural hinterland landscape.

2.2 REGIONAL

GREAT SOUTH COAST REGIONAL STRATEGIC PLAN 2014-2019

The *Great South Coast Regional Strategic Plan* provides a broad direction for regional land use and development of the Great South Coast region (municipalities of Moyne, Corangamite, Glenelg, Southern Grampians and Warrnambool).

Relevant aspirations for the GSC region in the Regional Strategic Plan include:

- *A buoyant, diverse economy;*
- *Internationally renowned for nature-based experiences;*
- *A valued environment;*
- *Access to education for all;*
- *A family friendly region with equitable attractive and affordable lifestyle options;*
- *We are well connected; and*
- *The healthy lifestyle region.*

Emerging challenges identified in the Plan include:

- *Managing growth*
- *Small town population decline;*
- *Protecting our natural and cultural heritage;*
- *Boosting education attainment;*
- *Equitable access to services;*
- *Disadvantage;*
- *Driving our economy; and*
- *Improving our health.*

The plan defines Port Fairy as a prominent tourism destination within the Great South Coast, with a rich annual calendar of cultural and tourism activities, including:

- *Diverse population base;*
- *Strong tourism / recreation function;*
- *Large seasonal population variation, low proportions of permanent residents;*
- *All essential utility services available;*
- *Transport linkages seasonal;*
- *Fishing industry base;*

- *Specialist retail role*

GREAT SOUTH COAST REGIONAL GROWTH PLAN, 2014

Great South Coast Regional Growth Plan provides a regional approach to land use planning in the Great South Coast region. It covers the municipalities of Corangamite, Glenelg, Moyne, Southern Grampians and Warrnambool

REGIONAL LAND USE FRAMEWORK

The plan provides a regional land use framework, those key areas relevant to this study include:

District Towns

Medium growth is expected for Port Fairy, guided by the following land use policies, strategies and actions:

- *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 on 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 Belfast Lough;*
- *Retain the existing Port Fairy bypass route as designated in the planning scheme.*

Coastal Areas and Management: Land use policies, strategies and actions

- *Coordinate land use planning responses and further implement coastal actions plans.*
- *Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.*
- *Identify clear settlement boundaries around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected.*

- *Encourage the use, development or management of private land adjacent to coastal Crown land to support the long-term maintenance and conservation of the coast's environmental assets.*
- *Avoid linear development along the coastal edge and major transport routes, and within rural landscapes, to preserve areas between settlements for non-urban use.*
- *Undertake coastal hazard assessments to determine the location and severity of existing and future erosion and inundation hazards, and the subsequent impacts on environmental and built assets.*

Liveability

- *Encourage infrastructure that enhances liveability and attractiveness of the region to residents and commercial activities.*
- *Direct major growth and urban development to existing centres, to maximise efficient use of infrastructure and sustain communities.*
- *Support design guidelines and heritage controls to promote and enhance the uniqueness, attractiveness, valued character and healthy lifestyles of towns.*
- *Encourage urban development that promotes and supports high quality streetscapes and urban design, and contributes to attractive, high amenity and healthy urban environments.*

Tourism

- *Sustainably manage regionally significant tourism attractions.*
- *Prioritise appropriate tourism development at key tourist destinations to maximise benefits for the region.*
- *Provide flexibility and opportunities for a diverse range of tourism development, including an increase in the supply of appropriate accommodation and tourism infrastructure.*
- *Support the development and implementation of tourism strategies that identify attractions and opportunities for the region.*
- *Support tourism development in locations that:*
 - *have been identified for sustainable and appropriate development.*

- *have access to settlements, transport infrastructure and other services.*
- *sustainably manage, link and are compatible with nearby environmental and cultural heritage assets and other economic activities, particularly agriculture.*
- *can be managed for risks from natural hazards such as bushfire and flood.*
- *assist small towns that are facing economic and population challenges.*

Rural Residential Development

- *Manage rural residential development by locating it in areas that:

 - *consolidate this form of development to provide servicing efficiencies next to existing townships.*
 - *are adjacent to towns with limited growth demand to sustain population levels and communities.*
 - *avoid unmanageable exposure to natural hazards, especially bushfire, flood and coastal hazards.*
 - *avoid impact on regional assets including highly productive land.*
 - *are not strategically identified for standard density urban growth.**

Housing Diversity and Affordability

- *Recognise the importance of diverse and affordable housing, which takes into account emerging demographic, social, economic and subregional trends.*
- *Allow for increased housing densities and infill developments in urban areas and locations that are accessible services. to shops, transport networks and other community services and facilities.*
- *Support the provision of suitable housing for elderly people to cater for projected demographic change.*

WESTERN REGIONAL COASTAL PLAN 2015-2020

The Regional Coastal Plan for the Western Coastal Region is a statutory Coastal Action Plan that provides a regional framework for planning and decision making on both public and freehold land at the local level. It also provides a focus for all agencies with responsibility for coastal management to act together to plan and manage the coast. Five regional priorities are identified as a focus for action:

- *Managing and protecting coastal values;*
- *Managing impacts of residential and tourism growth to balance access and protect natural, social, cultural and economic values;*
- *Integrating coastal planning and management on the foreshore;*
- *Adapting to climate change and increased coastal hazards; and*
- *Supporting communities to contribute to protection and management of the coast.*

GLENELG HOPKINS WATERWAY STRATEGY 2014-2022

The *Glenelg Hopkins Waterway Strategy 2014-2022* was developed by the Glenelg Hopkins Coastal Management Authority (CMA) and provides a single planning document for river, estuary and wetland management in the Glenelg Hopkins region. It includes a regional work program for priority waterways including the Moyne River, and will guide investment over the next eight years.

The Strategy aims to improve the environmental condition of waterways to sustain populations of native plants and animals, provide opportunities for recreation, protect cultural values, and support economic development through important industries such as tourism and agriculture.

2.3 LOCAL

PORT FAIRY LOCAL COASTAL HAZARD ASSESSMENT (2013)

The PFLCHA was a pilot project of the Future Coasts Program jointly developed by the Moyne Shire and the Victorian Departments of Sustainability and Environment (DSE) and Planning and Community Development (DPCD).

The PFLCHA provides a detailed picture of Port Fairy's existing and future coastal hazards and includes a vulnerability assessment for private and public assets. The assessment maps coastal erosion and inundation for a range of sea level rise and storm event scenarios for the periods to 2040, 2070 and 2100. The data was translated into a series of maps – see overleaf.

To date, the data has been successfully used by Council to inform statutory planning decision making, supported at VCAT, and informing strategic projects including implementation of the *Port Fairy West Structure Plan 2014* where coastal hazard risk is a consideration. It provides an important context to the future strategic planning of Port Fairy.

The assessment and subsequent mapping concluded:

- *The presence of existing rock seawalls indicates previous acknowledgement of coastal hazards;*
- *East Beach has been receding at 0.1 to 0.3 metres per year over the last 150 years. While some of this recession can be attributed to the Moyne River training walls, a portion of this is likely to have occurred due to the prevailing wave climate and the planform of the bay. Without the training walls, the river mouth would meander and migrate over a large area.*
- *Opening of the Southwest Passage is unlikely to restore a full sand supply to East Beach sufficient to prevent or reverse the recession observed over the past 150 years.*
- *With the East Beach revetment remaining in place, approximately 230 buildings are vulnerable to the present day coastal erosion/recession*

hazard across the study area (particularly around Ocean Drive Beach and Pea Soup Beach). Should the East Beach revetment fail, this increases to approximately 120 buildings (in addition significant number of beachfront properties located along Griffith Street).

- *For the 2080 planning horizon with 0.8 metre sea level rise, with the East Beach revetment remaining in place, approximately 90 buildings are vulnerable to the 2080 erosion/recession hazard across the study area (particularly Ocean Drive, the Moyne River Channel and the south of Belfast Lough). Should the East Beach revetment fail, this increases to approximately 200 buildings (in addition Ocean Drive).*
- *A localized erosion hazard assessment study was performed for the undeveloped site located immediately next to the northern end of the rock revetment on East Beach. At present, the risk of dune breaching over the study area is low. For the 2080 planning horizon, the risk of a 400 metre long breach of the dunes would be very high.*
- *Approximately 271 buildings are vulnerable to the present day inundation hazard, which would increase to 444 for the 2080 planning horizon.*
- *With the coastal hazards identified, adaptation planning is needed. This can be broadly classified as Protect, Accommodation or Retreat.*

DEFEND PORT FAIRY

Defend Port Fairy is the Moyne Shire's statement to protect Port Fairy against coastal erosion and coastal damage as a result of flooding and other extreme weather events. Defend Port Fairy includes a summary of the threats to Port Fairy, including:

East Beach Erosion

- *Erosion of sand from East Beach is leaving holiday makers with no beach to enjoy.*
- *Erosion of the dunes is exposing homes and infrastructure to damage and risk of falling into the sea.*

East Beach Rock Seawall

- *Climate change and sea level rise are placing increasing pressure on existing defence structures. The existing rock seawall constructed in the 1950s to protect the dunes from erosion is failing.*
- *The rock seawall protects the surf lifesaving club, public car parks, public toilets and millions of dollars' worth of homes.*

Dune Breach

- *The dunes north of the rock wall are eroding and susceptible to breach.*
- *A breach at this point has the potential to flood Port Fairy.*

Nightsoil Site

- *The State Government owns the decommissioned nightsoil disposal site located in the dunes toward the northern end of East Beach.*
- *Rusty nightsoil cans, asbestos and miscellaneous forms of rubbish are now falling onto the beach as the dune continues to erode.*

Municipal Tip

- *A municipal landfill operated in the dunes at the north end of East Beach between the nightsoil site and the Port Fairy Golf Course during the 1980s and 1990s.*
- *For a period in 2013 the dune separating the waste in the landfill from the ocean eroded at a rate of one metre per month. This is significantly accelerated in comparison to the long term historical recession rates of 30cm per year.*
- *Waste material consisting of metal, plastic and paper is now being exposed in the dune face and spilling onto the beach.*

South Beach Inundation

- *Homes located along Ocean Drive are exposed to coastal inundation.*
- *Sea level rise threatens to flood homes and the Port Fairy Folk Music Festival site.*

Potential treatment options for the threats include:

- *Continue to upgrade the existing East Beach Rock Seawall to protect assets.*
- *Add 100,000m³ sand to East Beach to provide beach and protect sand dunes.*
- *Establish defensive mechanisms to protect the nightsoil and landfill sites to prevent waste spilling into the ocean.*
- *Restructure the shoreline rocks at South Beach to alleviate coastal inundation.*

PORT FAIRY WEST STRUCTURE PLAN 2014 (AMENDMENT C60)

The *Port Fairy West Structure Plan* applies to land on the western edge of the Port Fairy township bounded by the Princes Highway to the north, Southern Ocean to the south, rural properties to the west and residential zoned areas of Port Fairy to the east.

Amendment C60 implements the recommendations of the Plan (and the *PFLCHA 2013*) including:

- *Rezones land areas from Farming Zone and Low Density Residential Zone to Rural Living Zone (Schedule 1);*
- *Includes a new local planning policy and a settlement boundary for Port Fairy West at Clause 21.09-5 of the Planning Scheme;*
- *Applies the Land Subject to Inundation Overlay - Schedule 3 to areas subject to inundation and Erosion Management Overlay - Schedule 1 to areas subject to coastal erosion; and*
- *Amends the existing Schedules 14 and 20 to the Design and Development Overlay.*

The Structure Plan provides a framework to guide land use and development within the area, which:

- *protects the low density and rural living character, and coastal landscape of the area;*
- *identifies a clear settlement boundary (western only);*
- *avoids further intensification of tourism and commercial development;*

- facilitates better road and footpath connections from east to west;
- avoids additional development in areas at risk of coastal inundation and erosion; and
- resolves issues caused by land being within two zones.

PORT FAIRY REGIONAL FLOOD STUDY, 2008 AND AN ADDENDUM REPORT 2010

The *Port Fairy Regional Flood Study 2008* and the *Addendum Report 2010* provide a comprehensive investigation into flooding behaviour in the Moyne River Floodplain downstream of Toolong, through the Belfast Lough and Moyne River Estuary to the sea. It investigates flooding under current conditions and the uncertainty in both existing and future (based on assumed climate change impacts) flood behaviour.

The study was prepared by the Glenelg Hopkins Catchment Management Authority (GHCMA) and provides information on flood levels and flood risks within the township for both catchment and ocean based flooding. The findings were implemented through inclusion of areas subject to flooding into the Flood Overlay (FO) and Land Subject to Inundation (LSIO) controls of the Moyne Planning Scheme. The Port Fairy Local Floodplain Development Plan is an Incorporated Document at Clause 81 of the Moyne Planning Scheme.

MOYNE SHIRE COASTAL CLIMATE ADAPTATION PLAN, DISCUSSION PAPER (2016)

Moyne Shire is currently preparing a *Coastal Climate Adaptation Plan* to identify the nature and extent of the impacts of climate change on the coastline over time, and guide Council's approach to coastal hazards for the next 20 years.

The hazards identified in the *Discussion Paper* can be described as continued erosion of sandy beaches and dunes along with inundation of low lying areas. Inundation is more likely to occur when a storm surge

coincides with a high tide and is expected to increase in frequency and severity over time as sea levels rise.

The *Discussion Paper* provides an overview of the hazards facing the local coastline, provides an update on the research and studies undertaken over the past 20 years and explains what actions have been undertaken to date. The discussion paper provides an opportunity for community comment and feedback.

A summary of the Paper indicates:

- *Historical changes to the coastal zone have disrupted coastal processes beginning with construction the training walls in the 1900s to control the mouth of the Moyne River. This led to building rock seawalls in the 1950s/60s followed by timber groynes in 1965 to stop erosion on East Beach.*
- *Over the past 20 years Council has commissioned numerous studies and reports to clarify the coastal issues confronting Port Fairy and identify solutions. In recent times, necessary action has been initiated as emergency response to damage of assets.*
- *With the immediate issues of the landfills having been addressed, it is time to inform the community on how the challenges of coastal management have arisen and what has been done to date in response.*
- *It is also an opportunity for the community to determine the priorities and solutions for the future.*

PORT FAIRY DESIGN GUIDELINES 2001 & PORT FAIRY DESIGN GUIDELINES REVIEW 2006

The *Port Fairy Design Guidelines 2001 and 2006 Review* divide Port Fairy into character areas and provide guidance on: heights; building bulk and mass; setbacks; car parking, garages and other outhouses; materials and design detail; landscaping and fencing; site coverage; frontage; roof pitch and alignment; subdivision; and two or more dwellings on a lot. Each character area in the Guidelines is implemented as one of nineteen individual Design and Development Overlays (DDOs) in the Moyne Planning Scheme.

MOYNE RECREATION STRATEGY 2014-2024

The *Moyne Recreation Strategy* establishes the future recreation demand for the Shire, identifying implications for future recreation planning and provision across the Shire, not of all of which are specific to Port Fairy.

The Strategy directs that the modest level of forecast population across the Shire is not expected to significantly increase demand for additional sport and recreational facilities. Rather the focus should be on improving asset management, capacity/flexibility, appeal and functionality of existing facilities to meet the contemporary needs to the community.

MOYNE OPEN SPACE STRATEGY (CURRENT)

Moyne Shire is currently preparing an *Open Space Strategy* to provide a framework to guide the planning, development, provision and management of open space. This includes for the network of spaces providing opportunities for a range of active and leisure pursuits including parks and reserves, sporting facilities, conservation and natural areas, waterways and lakes and linear reserves and paths.

The project will focus on the categorisation and management of all public open space in the Moyne Shire and its relationship to neighbouring municipalities considering:

- A framework that will define and categorise open space to inform future direction, strategic planning, levels of service standards and facility provision.
- The availability of open space in each township.
- The level of current and prospective demand of open space.
- The connectivity of and between open space and community services focusing on paths and trails.

The outcomes of the Strategy will feed into this Project as is possible given the timeframe.

MOYNE HEALTH & WELLBEING PLAN 2013-17

The *Health and Wellbeing Plan* recognises Council's roles as a key planner, developer and provider of physical and social infrastructure. The Plan is the tool that identifies how Moyne can promote the health and wellbeing of all of its residents by creating supportive and inclusive built, social, economic and natural environments. This includes creating an environment in Port Fairy that: promotes and achieves healthy outcomes through strategic planning, community development, developing partnerships, providing services, providing facilities and infrastructure, facilitating recreation and cultural programs, activities and events, and advocating for the needs of the community to State and Federal bodies.

The Plan is to be updated in 2017/2018.

MOYNE SHIRE MUNICIPAL EARLY YEARS PLAN (2014)

The *Moyne MEYP* is the key document that drives the strategic direction of council in relation to younger people. The strategic objectives and strategies relevant to the Port Fairy and Coastal Structure Plan include:

- *To identify, respond to and monitor the ongoing needs of families with respect to child and family services e.g. Maternal and Child Health, Kindergartens, Playgroups, Long Day Care Centres and child and family services providers in Moyne Shire.*
 - *Council to continue in its role of cluster manager in order to support the delivery of kindergarten services across the community and reduce any undue pressure of programs which may result from reverting back to a stand alone kindergarten.*
- *To enhance children and families' accessibility and safety across the community to services and facilities.*
 - *Council to review the suitability of speed zones and truck thoroughfare in areas where children parks and playgrounds, school zones and early childhood programs are located.*
 - *For Council to maintain and enhance well connected walk ways and bike paths to increase visibility and safety of children and families across the community.*

2.4 PLANNING POLICY FRAMEWORK

STATE PLANNING POLICY FRAMEWORK (SPPF)

The purpose of State policy in planning schemes is to inform planning authorities and responsible authorities of those aspects of State planning policy which they are to take into account and give effect to in planning and administering their respective areas. The State Planning Policy Framework provides a context for spatial planning and decision making by planning and responsible authorities.

An overview of the objectives of relevant State Planning Policies are include below:

CLAUSE 11 – SETTLEMENT

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 11.02-1 Supply of Urban Land

Objective: To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Strategies:

- *Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.*
- *Ensure that sufficient land is available to meet forecast demand.*
- *Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.*

Clause 11.02-3 Structure Planning

Objectives: To facilitate the orderly development of urban areas.

Strategies:

- *Ensure effective planning and management of the land use and development of an area through the preparation of strategic plans, statutory plans, development and conservation plans, development contribution plans and other relevant plans.*
- *Undertake comprehensive planning for new areas as sustainable communities that offer high-quality, frequent and safe local and regional public transport and a range of local activities for living, working and recreation.*

Clause 11.05-1 Regional Settlement Networks

Objective: To promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework Plan.

Clause 11.05-4 Regional Planning Strategies and Principles

Objective: To develop regions and settlements which have a strong identity, are prosperous and are environmentally sustainable.

Strategies:

- *Identify and assess the spatial and land use planning implications of a region's strategic directions in Regional Strategic Plans.*
- *Ensure regions and their settlements are planned in accordance with any relevant regional growth plan.*
- *Apply the following principles to settlement planning in Victoria's regions, including the hinterland areas (those most relevant to this project):*
 - *Ensuring there is a sufficient supply of appropriately located residential, commercial, and industrial land across a region to meet the needs identified at regional level.*

- *Managing the impacts of settlement growth and development to deliver positive land use and natural resource management outcomes.*
- *Avoiding development impacts on land that contains high biodiversity values, landscape amenity, water conservation values, food production and energy production capacity, extractable resources and minerals, cultural heritage and recreation values, assets and recognised uses.*
- *Strengthening settlements by ensuring that retail, office-based employment, community facilities and services are concentrated in central locations.*
- *Climate change, natural hazards and community safety:*
 - *Siting and designing new dwellings, subdivisions and other development to minimise risk to life, property, the natural environment and community infrastructure from natural hazards, such as bushfire and flood.*
 - *Developing adaptation response strategies for existing settlements in hazardous and high risk areas to accommodate change over time.*
 - *Encouraging reduced energy and water consumption through environmentally sustainable subdivision and building design.*
 - *Encouraging a form and density of settlements that support sustainable transport to reduce greenhouse gas emissions.*
- *Distinct and diverse regional settlements:*
 - *Encouraging high-quality urban and architectural design which respects the heritage, character and identity of each settlement.*
 - *Ensuring development respects and enhances the scenic amenity, landscape features and view corridors of each settlement.*
 - *Limiting urban sprawl and directing growth into existing settlements, promoting and capitalising on opportunities for urban renewal and redevelopment.*
 - *Ensuring that the potential of land that may be required for future urban expansion is not compromised.*

- *Creating opportunities to enhance open space networks within and between settlements.*

Clause 11.05-5 Coastal Settlement

Objective: *To plan for sustainable coastal development.*

Strategies:

- *Support a network of diverse coastal settlements which provides for a broad range of housing types, economic opportunities and services.*
- *Encourage urban renewal and redevelopment opportunities within existing settlements to reduce the demand for urban sprawl.*
- *Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.*
- *Direct residential and other urban development and infrastructure within defined settlement boundaries of existing settlements that are capable of accommodating growth.*
- *Avoid linear urban sprawl along the coastal edge and ribbon development within rural landscapes and protect areas between settlements for non-urban use.*
- *Avoid development on ridgelines, primary coastal dune systems and low lying coastal areas.*
- *Encourage opportunities to restructure old and inappropriate subdivisions to reduce development impacts on the environment.*
- *Ensure a sustainable water supply, stormwater and sewerage treatment for all development.*
- *Minimise the quantity and enhance the quality of storm water discharge from new development into the ocean, bays and estuaries.*

Clause 11.09 Great South Coast Regional Growth

Objective: *To strengthen the region's economy through increased industry diversification, innovation and development.*

Strategies:

- *Support agriculture as a primary source of economic prosperity and increase the region's contribution to the nation's food production.*
- *Support higher value-add and diversification of existing industries and opportunities for investment in infrastructure, innovation and research.*
- *Support growth and economic opportunities throughout the region, especially along the north-south and east-west corridors.*
- *Support higher economic and population growth along the east-west primary growth corridor by capitalising and building on existing connections, strengths and infrastructure.*
- *Support rural production and associated economic development opportunities including rural industry, rural sales, accommodation and tourism.*
- *Support and facilitate the development of energy facilities in appropriate locations where they take advantage of existing infrastructure and provide benefits to the regional community.*
- *Plan for and sustainably manage the cumulative impacts of alternative energy development.*
- *Facilitate access to key construction material resources in the region, including onsite quarrying.*

Clause 11.09-2 Sustainable Communities

Objective: *To attract more people to the region.*

Strategies:

- *Support the provision of suitable housing for elderly people to cater for projected demographic change.*
- *Support and promote active and attractive towns through the provision and enhancement of open space, trails, streetscapes and gardens.*

Clause 11.09-6 Environmental Assets

Objective: *To build on the network of towns and the roles played by them.*

Strategies:

- *Provide flexibility and opportunities for a diverse range of tourism development, including an increase in the supply of appropriate accommodation and tourism infrastructure.*
- *Support the sustainable management of growth around coastal, estuary and marine assets to protect environmental values, and to achieve regional economic and community benefits.*
- *Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.*
- *Port Fairy is identified as a District Town, earmarked for medium growth. It is identified within a sub region for enhanced tourism assets.*

CLAUSE 12 – ENVIRONMENTAL AND LANDSCAPE VALUES

Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values.

Clause 12.02-1 Protection of Coastal Areas

Objective: *To recognise and enhance the value of the coastal areas to the community and ensure sustainable use of natural coastal resources.*

Clause 12.02-2 Appropriate Development of Coastal Areas

Objective: *To ensure development conserves, protects and seeks to enhance coastal biodiversity and ecological values.*

Strategies:

- *Ensure development is sensitively sited and designed and respects the character of coastal settlements.*
- *Encourage revegetation of cleared land abutting coastal reserves.*

- *Maintain the natural drainage patterns, water quality and biodiversity within and adjacent to coastal estuaries, wetlands and waterways.*
- *Avoid disturbance of coastal acid sulfate soils.*
- *Protect cultural heritage places, including Aboriginal places, archaeological sites and historic shipwrecks.*

Clause 12.02-4 Coastal Tourism

Objective: *To encourage suitably located and designed coastal and marine tourism opportunities.*

Strategies:

- *Ensure that a diverse range of accommodation options and coastal experience are maintained and provided for and that sites and facilities are accessible to all.*
- *Ensure tourism developments demonstrate a tourist accommodation need and support a nature based approach within non-urban areas.*
- *Ensure developments are of an appropriate scale, use and intensity relative to its location and minimises impacts on the surrounding natural visual, environmental and coastal character.*

CLAUSE 13 – ENVIRONMENTAL RISK

Planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.

Clause 13.01-1 Coastal Inundation & Erosion

Objective: *To plan for and manage the potential coastal impacts of climate change.*

Strategies:

- *In planning for possible sea level rise, an increase of 0.2 metres over current 1 in 100 year flood levels by 2040 may be used for new development in close proximity to existing development (urban infill).*
- *Plan for possible sea level rise of 0.8 metres by 2100, and allow for the combined effects of tides, storm surges, coastal processes and local conditions such as topography and geology when assessing risks and coastal impacts associated with climate change.*
- *Consider the risks associated with climate change in planning and management decision making processes.*
- *Ensure that land subject to coastal hazards are identified and appropriately managed to ensure that future development is not at risk.*
- *Ensure that development or protective works seeking to respond to coastal hazard risks avoids detrimental impacts on coastal processes.*
- *Avoid development in identified coastal hazard areas susceptible to inundation (both river and coastal), erosion, landslip/landslide, acid sulfate soils, bushfire and geotechnical risk.*

CLAUSE 14 – NATURAL RESOURCE MANAGEMENT

Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development.

Clause 14.01-1 Protection of Agricultural Land

Objective: *To protect productive farmland which is of strategic significance in the local or regional context.*

CLAUSE 15 – BUILT ENVIRONMENT AND HERITAGE

Planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

Clause 15.01-1 Urban Design

Objective: *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-2 Urban Design Principles

Objective: To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.

Clause 15.01-3 Neighbourhood and Subdivision Design

Objective: *To ensure the design of subdivisions achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.*

Clause 15.02-1 Energy and Resource Efficiency

Objective: *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 15.03-1 Heritage Conservation

Objective: *To ensure the conservation of places of heritage significance.*

Clause 15.03-2 Aboriginal Cultural Heritage

Objective: *To ensure the protection and conservation of places of Aboriginal cultural heritage significance.*

CLAUSE 16 – HOUSING

Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure. New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space. Planning for housing should include providing land for affordable housing.

Clause 16.01-1 Integrated Housing

Objective: *To promote a housing market that meets community needs.*

Clause 16.01-2 Location of Residential Development

Objective: *To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.*

CLAUSE 17 ECONOMIC DEVELOPMENT

Planning is to provide for a strong and innovative economy, where all sectors of the economy are critical to economic prosperity.

Planning is to contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating decisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential.

Clause 17.01-1 Business

Objective: *To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.*

Clause 17.02-1 Industrial Land Development

Objective: *To ensure availability of land for industry.*

Strategies:

- *Identify land for industrial development in urban growth areas where:*
 - *Good access for employees, freight and road transport is available.*
 - *Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.*

- *Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.*
- *Protect industrial activity in industrial zones from the encroachment of unplanned commercial, residential and other sensitive uses which would adversely affect industry viability.*

Policy guidelines: *Planning must consider as relevant the Recommended Buffer Distances for Industrial Residual Air Emissions (Environmental Protection Authority, 1990).*

Clause 17.03-1 Facilitating Tourism

Objective: *To encourage tourism development to maximise the employment and long-term economic, social and cultural benefits of developing the State as a competitive domestic and international tourist destination.*

Strategies:

- *Encourage the development of a range of well designed and sited tourist facilities, including integrated resorts, motel accommodation and smaller scale operations such as host farm, bed and breakfast and retail opportunities.*
- *Seek to ensure that tourism facilities have access to suitable transport and be compatible with and build upon the assets and qualities of surrounding urban or rural activities and cultural and natural attractions.*

CLAUSE 18 TRANSPORT

Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

Clause 18.01-1 Land Use and Transport Planning

Objective: *To create a safe and sustainable transport system by integrating land-use and transport.*

Clause 18.01-2 Transport System

Objective: *To coordinate development of all transport modes to provide a comprehensive transport system.*

Strategies:

- *Reserve land for strategic transport infrastructure.*
- *Incorporate the provision of public transport and cycling infrastructure in all major new State and local government road projects.*
- *Locate transport routes to achieve the greatest overall benefit to the community and with regard to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.*
- *Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.*
- *Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.*

Clause 18.02-1 Sustainable Personal Transport

Objective: *To promote the use of sustainable personal transport.*

Strategies:

- *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
- *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
- *Ensure development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.*
- *Ensure cycling routes and infrastructure are constructed early in new developments.*
- *Improve access to the public transport network by:*
 - *Ensuring integration with walking and cycling networks.*

- *Providing end of trip facilities for pedestrians and cyclists at public transport interchanges.*

Clause 18.02-2 Cycling

Objective: To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

Strategies

- *Direct and connected bicycle infrastructure should be provided to and between key destinations including activity centres, public transport interchanges and major attractions.*
- *Cycling infrastructure (on-road bicycle lands off-road bicycle paths) should be planned to:*
 - *Separate cyclists from other road users, particularly motor vehicles.*
 - *Provide the most direct route practical.*
- *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals.*
- *Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.*

Clause 18.02-4 Management of the Road System

Objective: To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

18.02-5 Car Parking

Objective: To ensure an adequate supply of car parking that is appropriately designed and located.

Strategies:

- *Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the*

demand for off-street car parking, road capacity and the potential for demand management of car parking.

- *Encourage the efficient provision of car parking through the consolidation of car parking facilities.*
- *Prepare plans for the design and location of local car parking to:*
 - *Protect the role and function of nearby roads, enable easy and efficient use and the movement and delivery of goods.*
 - *Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.*
 - *Create a safe environment, particularly at night.*
 - *Facilitate the use of public transport.*

18.04-3 Planning for Airfields

Objective: To facilitate the siting of airfields and extensions to airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State's economic and transport infrastructure.

18.05-1 Develop Freight Links

Objective: To further develop the key Transport Gateways and freight links and maintain Victoria's position as the nation's premier logistics centre.

CLAUSE 19 INFRASTRUCTURE

Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.

Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities.

Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.

Strategic planning should facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.

19.02 Community infrastructure

19.02-1 Health facilities

Objective: *To assist the integration of health facilities with local and regional communities.*

Strategies

- *Facilitate the location of health-related facilities (including acute health, aged care, disability services and community care facilities) with consideration given to demographic trends, the existing and future demand requirements and the integration of services into communities.*
- *Plan public and private developments together, where possible, including some degree of flexibility in use.*
- *Locate hospitals and other large health service facilities in designated health precincts and areas highly accessible to public and private transport.*
- *Adequate car parking facilities should be provided for staff and visitors.*

19.02-2 Education Facilities

Objective: *To assist the integration of education facilities with local and regional communities.*

Strategies:

- *Ensure areas near to education facilities, adjoining streets and accessways are designed to encourage safe bicycle and pedestrian access.*
- *Develop libraries as community based learning centres.*

19.02-3 Cultural Facilities

Objective: *To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.*

19.02-4 Distribution of Social and Cultural Infrastructure

Objective: *To provide fairer distribution of and access to of social and cultural infrastructure.*

Strategies:

- *Identify and address gaps and deficiencies in social and cultural infrastructure.*
- *Encourage the location of social and cultural infrastructure in activity centres.*

19.03-2 Water Supply, Sewerage and Drainage

Objective: *To plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment.*

Strategies:

- *Ensure water quality in water supply catchments is protected from possible contamination by urban, industrial and agricultural land uses.*
- *Provide for sewerage at the time of subdivision, or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.*
- *Plan urban stormwater drainage systems to:*
 - *Coordinate with adjacent municipalities and take into account the catchment context.*

- *Include measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters.*
- *Prevent, where practicable, the intrusion of litter.*
- *Encourage the re-use of wastewater including urban run-off, treated sewage effluent and run-off from irrigated farmland where appropriate.*

19.03-3 Stormwater

Objective: *To reduce the impact of stormwater on bays and catchments.*

Strategies:

- *Support integrated planning of stormwater quality through a mix of on-site measures and developer contributions.*
- *Mitigate stormwater pollution from construction sites.*
- *Ensure stormwater and groundwater entering wetlands do not have a detrimental effect on wetlands and estuaries.*
- *Incorporate water-sensitive urban design techniques into developments to:*
 - *Protect and enhance natural water systems.*
 - *Integrate stormwater treatment into the landscape.*
 - *Protect quality of water.*
 - *Reduce run-off and peak flows.*
 - *Minimise drainage and infrastructure costs.*

19.03-4 Telecommunications

Objective: *To facilitate the orderly development, extension and maintenance of telecommunication infrastructure.*

LOCAL PLANNING POLICY FRAMEWORK (LPPF)

Local Planning Policies are tools used to implement the objectives and strategies of the Municipal Strategic Statement (MSS). Relevant Local Planning Policies to this project are outlined below.

CLAUSE 21.03 FACTORS INFLUENCING FUTURE PLANNING + DEVELOPMENT

Regional Coastal Context Statement

Moyne Shire forms part of the Coastal Region that incorporates the Victorian coast from Moonlight Head to the South Australian border and covers the municipalities of Corangamite Shire, Moyne Shire, Warrnambool City and Glenelg Shire. The Coastal Region has a number of highly valued environmental and scenic attributes and much of the coastline is protected by National Parks and coastal reserves.

The Coastal Region plays an important role in the economic development of the broader area and the State through a range of activities including tourism, agriculture, port activity, industrial activity and commercial fishing. Tourism in particular is a growing industry that is likely to remain a key component of the region's economy in the future.

Indigenous cultural heritage values of the Coastal Region coastline are significant. The Coastal Region also has significance in terms of its place in the development of European settlements in Victoria.

There are numerous settlements of various sizes within the Coastal Region that cater for permanent and seasonal residents. The Victorian Coastal Strategy recognises a range of attributes that exist within the Coastal Region generally, and also those values and threats existing within Moyne Shire that will require careful management to ensure ongoing protection and enhancement of important features in the coastal area.

The coastline within Moyne is recognised in the Victorian Coastal Strategy for its environmental and landscape values. The Great Ocean Road, which is a major focus of tourist activity, passes through Moyne Shire.

Under the Coastal Spaces Recommendations Report, (2006), coastal settlements in Moyne Shire have the following classified roles and functions:

- *Port Fairy – District Town with moderate growth capacity with some growth potential beyond existing urban zoned land or through infill but within defined settlement boundaries.*

The town of Port Fairy is recognised as an activity node in the Victorian Coastal Strategy and is identified as exhibiting the following values:

- *Natural and cultural values including sites of indigenous and non-indigenous significance, scenic landscapes, wildlife viewing and wetlands and ecosystems;*
- *Commercial fishing, shipping and boat harbour activities and residential development; and*
- *Tourism and recreation values including swimming and surfing beaches, recreational fishing and boating and a range of accommodation types.*

Port Fairy has significant regional heritage significance in terms of its role in European settlement of the area.

The area in the vicinity of Port Fairy is recognised in the Victorian Coastal Strategy as a priority area requiring management of a range of environmental threats including erosion/sedimentation and turbidity, altered coastal processes and marine pollution.

Port Fairy is recognised in the Victorian Coastal Strategy as a strategic location for improved boating facilities.

Objectives:

- *To define a sustainable urban/non-urban edge to the main townships and settlements within the Moyne Shire.*
- *To maintain compact urban forms that will allow for the ease of service delivery and minimal infrastructure costs. Unplanned developments that have potential to adversely affect the landscape and environmental qualities of the municipality, will not be supported.*
- *To identify, protect and promote the conservation and enhancement of Moyne's heritage places and precincts.*
- *To recognise the different requirements of the population by allowing the accommodation of the population of the municipality within a range of dwelling types suitable for the needs of the community.*

- *To recognise the significance of local Aboriginal heritage and appropriately protect sites of archaeological, cultural and scientific importance in accordance with relevant State and Commonwealth legislation, in consultation with the appointed Aboriginal authority.*
- *To prevent unwarranted alienation and fragmentation of valuable farming land by not supporting rural living and low density residential development, except in areas zoned for those purposes.*
- *To direct the built form and appearance of development in culturally and environmentally significant areas through appropriate design guidelines.*
- *To achieve a quality of residential development which conforms with accepted principles of sustainability and efficiency.*
- *To protect the Neighbourhood Character of Port Fairy.*
- *To ensure that new development in Port Fairy respects built form and/or the coastal and riverine location of the area, including existing character, the integrity of the dune formations, maintenance of floodplains, native vegetation and significant view lines to and from the coast.*
- *To protect and enhance the natural and man-made assets of Moyne Shire.*
- *To provide an environment with the capacity to support a range of community and leisure facilities.*
- *To identify flood prone land and ensure that new development is compatible with flood hazard*
- *To encourage energy efficiency in housing design and construction.*
- *To encourage the development of aged and special care accommodation within the Shire.*
- *To avoid residential and rural residential development on small rural lots or resubdivision of existing lots that may form isolated developments that are unrelated to existing townships and impact on farming activities and sensitive environments such as dunes, wetlands,*

estuaries, waterways, remnant areas of native vegetation or scenic volcanic landscapes like Tower Hill.

- *To manage development on the fringes of townships so that it enhances the character of the town's landscape setting.*
- *To retain the dominance of the landscape between townships.*
- *To avoid ribbon development along the coastal edge and along main roads such as the Great Ocean Road and Princes Highway and key tourist routes.*
- *To recognize that views, form an important part of the amenity of a property and to provide for a reasonable sharing of views of significant landscape features, including views of the ocean, coastal shoreline, estuaries, wetlands and notable cultural features.*

Townships and Settlements

- *Ensure that townships and settlements have a definite visual edge, delineating the boundary between urban development and the natural landscape beyond.*
- *Ensure that buildings and structures located at the edges of settlements are carefully sited and designed to integrate with existing topography and vegetation.*
- *Prevent the privatization of foreshores by requiring development adjacent to the coastal edge of settlements to maintain public access.*
- *Ensure that signage is located away from entrances and exits to townships wherever possible.*
- *Concentrate coastal tourist and commercial recreation development within existing settlements or close to existing settlements where existing infrastructure and community services can be utilised and consider proposed major developments outside existing settlements only when:*
 - *A genuine need has been demonstrated in response to a regional tourism product strength, outlines the desired visitor*

experience to be achieved and demonstrates consistency with regional tourism strategies;

- *Ensures minimal impact on environmental capability, and is subordinate to the visual and environmental qualities of a particular locality, minimises the overall footprint of a development and provides for significant benefits for environmental biodiversity;*
- *Accommodation should be specifically designed to prevent conversion to permanent residential occupation to protect the future overall availability of accommodation stock; and*
- *The need to provide for an appropriate scale and intensity of use and development relative to a site to manage the provision of additional services such as water and sewerage.*

- *Discourage residential and commercial development which are not dependent on a coastal location (i.e. require access to marine or estuarine waters or support coastal, estuarine or marine activity) from areas which are isolated or unrelated to settlements which contain adequate infrastructure and community services.*
- *Maintain coastal settlements with little or no existing infrastructure at their present development density.*
- *Facilitate the restructuring of existing small lot titles located in coastal locations and coastal townships as opportunities arise and where development of such lots will not result in significant environmental impacts.*
- *Screen commercial timber plantations that are located adjacent to either the Great Ocean Road or the Princes Highway with a 20 metre wide (minimum) indigenous or native vegetation buffer including understorey.*

CLAUSE 21.06 ENVIRONMENT

Clause 21.06 of the LPPF encourages protection and restoration of the natural environment, including waterways, landscaping, urban floodways and the coast.

The clause describes that the coast is under threat from the effects of climate change, including sea level rise and increased storm surges. Rising sea levels may threaten development from eroding shorelines, increased cliff instability and landward penetration of saline water within estuaries.

The potential risk hazard to coastal development needs to be considered in terms of siting, design and appropriateness to be located close to the coast and estuaries of the Shire.

Objectives of the Clause include:

- *To encourage restoration of degraded land, particularly stream frontages.*
- *To protect water quality by preventing urban run-off leading to erosion, siltation or degradation of waterways.*
- *To protect significant natural environments and where appropriate form effective open space an/or habitat corridors, along river and coastal areas.*
- *To protect and enhance landscaping, including street trees, on all major approach routes, access roads and local streets.*
- *To maintain the integrity of the existing urban floodways and to identify new floodway areas outside the urban areas.*
- *To integrate the effects on flood hazard from both a 100 year ARI flood event and storm tide with a 0.8 metre rise in sea levels projected to the year 2100 in assessing development of greenfield sites in Port Fairy.*
- *For urban infill development in Port Fairy, a projected sea level rise of 0.2 metres over current 1 in 100 year flood levels by 2040 will be used to assess development.*
- *To implement the requirements of the Port Fairy Local Floodplain Development Plan 2013 Incorporated Document.*
- *To ensure that waste disposal systems for residential, industrial, and commercial purposes are not detrimental to the environment.*

- *To develop and implement sensible fire management solutions that reduce risks to the community and recognise the balance between fire safety and healthy natural environments.*
- *To apply principles of ecologically sustainable development within the Municipality wherever feasible.*
- *To identify landscapes of high scenic value.*
- *To minimise stormwater run-off in urban and in rural areas.*
- *To ensure that the preferred character for significant coastal landscapes are protected and supported by appropriate development.*
- *To retain the open and rural character of views and outlooks, particularly from main road corridors.*
- *To retain clear views of the coastal cliffs and formations from coastal areas.*
- *To retain and enhance indigenous native vegetation in coastal and estuarine areas.*
- *To ensure that appropriate risk assessment is undertaken to consider the impact and hazards of sea level rise and climate change impacts.*
- *To avoid impacting the environment from the exposing of acid sulphate soils.*
- *To ensure that appropriate risk assessment is undertaken to consider the impact of potential acid sulphate soils.*

CLAUSE 21.07 ECONOMIC DEVELOPMENT

COMMERCIAL

Port Fairy, Koroit and Mortlake are the principal retail and service centres in the Shire, and also perform important commercial, community and administrative functions. As far as retailing is concerned however, their role is limited to convenience shopping, weekly shopping and a modest range of clothing and comparison merchandise. In this regard, Warrnambool provides a number of larger stores offering higher order

consumables such as durable household and non-food merchandise. Portland and to a lesser degree Hamilton also cater for similar needs, particularly for residents in the western part of the Shire.

MANUFACTURING

Manufacturing endeavours are mainly focused on the processing of primary products and resources, or the production of particular specialised products. There are numerous well-established businesses in the Shire, including Clarke's Pies in Mortlake, the dairy factories in Koroit and Allansford, BAM Stone, Glaxo and Southwest Seafoods in Port Fairy.

TOURISM

Tourism is a key sector of the local economy and has significant growth potential. Tourists are attracted to the various heritage buildings and towns in the Shire, of which the following in Port Fairy are of particular interest:

- the historic commercial and residential buildings in Port Fairy,
- the Port Fairy Lighthouse, Battery Hill fortifications and historic lifeboat station,
- Motts Cottage, Port Fairy,
- Woodbine Homestead, Port Fairy.

The Shire has a well-established program of music festivals in Port Fairy, Koroit and Mortlake.

The Shire's historic character and beautiful landscapes are key attractions for tourists, who typically enjoy informal, independent travel around the various points of interest. As a result of visitors organising their own activities, existing tourism business relates to accommodation, food and some craft shopping. Some fishing charters exist, but in general the organised "guided tour businesses" are not present.

The provision of accommodation needs for independent visitors has significant potential and needs to be encouraged. High quality bed and

breakfast or farm stay accommodation catering for a wide range of budgets has become popular in Port Fairy in particular, whilst cottage, house and flat hire provides longer term holiday accommodation for domestic visitors. Camping grounds are popular in summer months and youth hostels also provide low cost visitor accommodation.

A range of dining opportunities exists throughout the Shire, from restaurants and cafes to take-away establishments. Given that the majority of accommodation is non-catering, the availability of both accommodation and restaurants is important.

The Great Ocean Road is a major component of the tourist infrastructure in the region. The number of travellers on the Great Ocean Road continues to expand and it compliments other attractions of southwest Victoria such as the whale nursery and the Shipwreck Coast.

Port Fairy is the only activity node in the Moyne Shire, as identified in the Victorian Coastal Strategy 2014. There is potential for further development of tourism in the Shire, provided that a base level of infrastructure is provided and information made available on places to visit and activities.

Objective: To support and facilitate the development of local employment opportunities.

CLAUSE 21.08 INFRASTRUCTURE & PARTICULAR USES

Objectives of Clause 21.08 include:

- *Maintain an efficient and comprehensive range of community facilities.*
- *Encourage development in locations where a range of infrastructure and appropriate community services are available.*
- *Where reticulated sewer is not available ensure that a high standard of effluent disposal is achieved and that all wastewater is retained within the site.*

- *Ensure that new developments in the small settlements and on urban/rural interface are adequately designed and serviced to take into account the risk of uncontrolled fire.*
- *Maintain and enhance public transport to and within Moyne.*
- *Provide facilities and services that satisfy the range of community needs for children, youth and the aged.*
- *Provide a range of recreational, cultural and entertainment facilities that serve the needs of all age groups in the community.*
- *Discourage any further expansion of Gaming venues or machines within Moyne.*

CLAUSE 21.09 LOCAL AREAS

Clause 21.09-3 Port Fairy

The current framework for Port Fairy is identified at Clause 21.09-03 of the Moyne Planning Scheme and includes:

A vision for Port Fairy under Clause 21.09-3 is:

- *To maintain and build Port Fairy as a strong economically sustainable settlement that provides services for the local community.*
- *To retain the distinctive character of Port Fairy based on the heritage features, the coastal location and high quality urban design.*
- *To recognise the constraints of the Moyne River floodplain on the development of land.*

The Clause includes policy relevant to:

Urban Character

- *The coastal and river character of Port Fairy should be retained and enhanced.*
- *The existing avenues of Norfolk Island Pines should be maintained and protected.*

- *The vegetation throughout Port Fairy should be maintained and protected.*
- *Existing commercial, residential heritage areas and other heritage sites and places in Port Fairy should be protected.*
- *For all new development:*
 - *New buildings and works should respect Port Fairy’s built form and /or the coastal location of the area.*
 - *Development should respect the historic built form and natural environment through the sensitive use of materials and colours.*
 - *New development should reinforce the traditional streetscape.*
 - *New development should respect traditional forms of landscaping and/or significant coastal vegetation.*
 - *The design of buildings and spaces should protect existing building stock and streetscapes of the Town Centre and the Moyne River Environs and new development should reflect the traditional elements of heritage buildings in Port Fairy.*
 - *Design and appearance controls for residential areas within Port Fairy should limit structural heights and encourage new structures to reflect the traditional elements of heritage buildings in the town.*

Housing

- *A range of residential opportunities is facilitated which protect and reflect the important historical and amenity values present in Port Fairy.*
- *Smaller lot subdivision and higher density types of residential development compatible with the character and appearance of the area be encouraged.*
- *Infill residential development should be encouraged to strengthen the population base within walking distance of the commercial area.*
- *Retirement and aged support based industries should be encouraged to develop within the town.*

Commercial

- *Port Fairy should remain the retailing, service and cultural centre for the surrounding districts.*
- *The consolidation of major retailing and commercial functions within the central commercial area of Port Fairy should be promoted.*
- *Carparking facilities within the Port Fairy central area should be upgraded.*
- *Streetscape improvements in the Port Fairy central area should be carried out.*
- *Provision should be made for the expansion of commercial activities within the central area.*
- *Non-retail activities should be allowed throughout the town where they are in harmony with the local neighbourhood and contribute to the village feel and to tourism.*
- *Limited commercial activities (non-retail) throughout Port Fairy should be encouraged.*
- *Home industries and craft based activities throughout Port Fairy should be encouraged.*
- *Advertising signage displayed in the commercial historic precincts of Port Fairy must be designed having regard to the Moyne Commercial Areas Signage Guidelines.*

Industrial

- *Industrial development in and around Port Fairy is promoted.*
- *Industry should be focused on the existing industrial areas and on land beyond the sewerage treatment plant.*
- *Industrial development should be located to minimise its visual impact, particularly near major access roads into and out of Port Fairy.*
- *Sufficient fully serviced and easily accessible industrial land should be provided to accommodate the needs of industries seeking to locate within Port Fairy.*

Infrastructure

- *The establishment or retention of community and engineering services necessary to support the needs of the community should be facilitated.*
- *Development of the wastewater treatment site in the northwest area of Port Fairy should be encouraged and supported.*
- *Existing infrastructure should be upgraded in a manner that reflects the character of Port Fairy.*

Tourism

- *Port Fairy should be promoted as an important tourist destination.*
- *Appropriate tourist infrastructure should be developed and encouraged without impacting upon the present scale and heritage values of Port Fairy.*
- *Provision should be made for suitable bus and caravan parking areas in the Port Fairy central area.*
- *Small-scale tourist related facilities and services that are consistent with the traditional design elements and character of heritage buildings and the historical function of the original settlement should be encouraged.*
- *The economic base of the town should be strengthened to provide employment and wealth generation.*
- *The unique coastal, river and harbour location of Port Fairy should be utilised to develop tourist-related activities that are sensitive to the character of the settlement.*

Accessibility

- *A high degree of accessibility within Port Fairy should be promoted.*
- *Safe, direct and convenient pedestrian and cycle routes between major residential areas, schools, public open spaces and the Port Fairy central area should be provided.*
- *Development of the Town Bypass should be pursued to better integrate Port Fairy as one consolidated unit, and to improve safety and amenity values and reduce noise.*

- *Better links between existing residential areas and the town centre should be established.*

Environmental

- *Significant environmental features which contribute to the appeal of Port Fairy, including the coastline, the Moyne River, the Lough and the significant areas of open space should be protected and promoted.*
- *The coastline and coastal dunes around Port Fairy should be protected from inappropriate development.*

Flooding

- *Avoid increasing risks to human life and property from flood damage.*
- *Minimise development on land liable to flooding and, where development is permitted, ensure that the siting of buildings and works takes into account the potential depth of flooding, the route of major floodways and the impact on the operation of the Moyne River floodplain and its tributaries.*
- *Ensure that all new development permitted on the floodplain maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard and local drainage conditions.*
- *Protect private and public assets from the impacts of flooding.*
- *Minimise the effects on the Moyne River and its tributaries from changes to natural flow regimes such as flood frequency, run-off volume and flow velocity.*
- *Strongly discourage the filling of land which is liable to flooding unless balanced cut and fill can be achieved as per the Glenelg Hopkins Catchment Management Authority Guidelines for Floodplain Cut and Fill.*
- *Ensure that new development does not have adverse impacts on neighbouring properties and environments in terms of flooding and water quality.*
- *In future planning such as structure planning or planning scheme amendments, the risks to the township associated with flooding from*

the Moyne River should be considered and seek to ensure the use of the floodplain is not excessively intensified.

- *Future development access needs to be considered to avoid access hazards associated with flooding.*

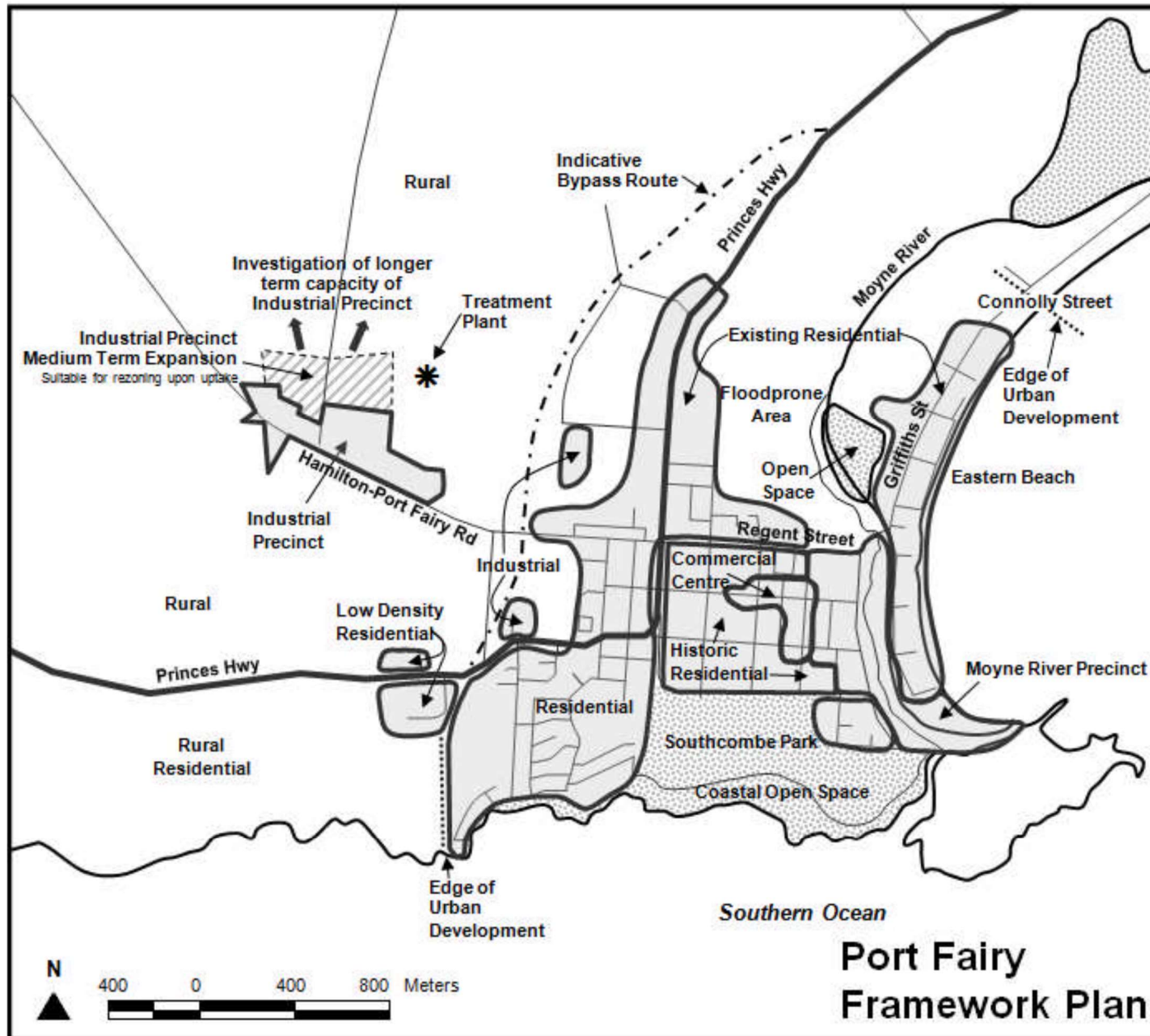
Exercise of Discretion

It is policy that:

- *An application for subdivision or a new dwelling should meet the following performance measures:*
 - *Access to habitable buildings be achieved from flood free areas via roads or other access ways that are subject to not more than 0.5 metre deep flood water for storm events up to and including the 1% Average Exceedence Probability standard. Where this cannot be achieved regard must be had to:*
 - *The number of persons likely to use the development and the likely adverse effects of the flood access hazard on potential future occupants;*
 - *The potential for measures to avoid or minimise the flood access risk, including emergency management and prevention plans.*
 - *That the use and development of land for habitable buildings is consistent with flood access hazards.*

21.09-3.1 Port Fairy Framework Plan

See overleaf



Port Fairy Framework Plan

3 SETTLEMENT

3.1 INTRODUCTION

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

This section provides details of the existing and project demographic context of Port Fairy and identifies issues and opportunities for the different land uses including residential, commercial, industrial, tourism and community.

3.2 SETTLEMENT BOUNDARY

State planning policy directs coastal towns to define a clear settlement boundary to manage population growth, adequate supply of land and protection of coastal values amongst other built and natural assets.

There are currently a series of definitive edges to the Port Fairy township that can be used to define the settlement boundary in these locations, including:

- The coastline to the east and south;
- The waterways of the Moyne River and Belfast Lough;
- *Port Fairy West Structure Plan 2015* identifies a western boundary edge south of the Princes Highway to the coast; and
- The Rural Conservation Zone at the north eastern edge of development on Griffiths Street that recognizes the environmental, cultural and significant landscape sensitivity of the primary coastal dune location beyond the current urban zoned land.

Between these defined areas are large tracts of land in the Rural Living Zone along Blackwood and Toolong Roads, and in the Farming Zone that create an ambiguous settlement edge.

ISSUES AND OPPORTUNITIES FOR SETTLEMENT BOUNDARY

The *Great South Coast Regional Plan 2014 – 2019* identifies Port Fairy as a District Town able to accommodate medium growth. Further policy direction is that settlement planning must ensure fifteen years supply of residential land is provided within the settlement boundary.

Urban Enterprise's *Economic and Tourism Land Use Analysis* provides detail on land supply and demand to 2041. The Analysis projects a 12 to 15 year supply of residential land in Port Fairy, indicating that new residential growth areas may need to be considered as part of this Plan.

The demand for new housing and infrastructure in Port Fairy may make it challenging to maintain local environmental values and coastal character including such things as the architectural styles, patterns of subdivision, amounts of vegetation and spaces between buildings. The Port Fairy community needs to identify the characteristics of the town that they wish to protect to ensure that outward growth of the town responds to the desired landscape and built form character.

In addition to the valued character and scale of the township, other considerations for defining the settlement boundary, may include:

- Avoid linear development along the coastal edge and along major transport routes, avoid flood prone areas and areas at risk from coastal hazard.
- Protecting viable agricultural land and avoiding creep of urban land uses within close proximity to agricultural areas that may compromise the viability of the rural / agricultural uses.

3.3 RESIDENTIAL LAND USE

Residential land in Port Fairy is generally included in the General Residential Zone (GRZ). The majority of this is standard residential allotments with freestanding houses. The GRZ extends in a northerly and westerly direction, as well as a strip of GRZ along Griffiths Street / Eastern Beach.

A 24.5 hectare strip of Mixed Use Zone (MUZ) exists on Albert Road at the northern approach to the township. The MUZ area is comprised of lower density residential development.

The Low Density Residential Zone (LDRZ) exists at either approach to the township along the Princes Highway general in the vicinity of Thistle Place (western entry) and Model Lane (eastern entry). This land is generally limited for standard urban development due to limitations posed by flooding and/ or inability to be serviced.

The Rural Living Zone (RLZ) buffers the township from the surrounding Farming Zone (FZ) and comprises large dwellings set within an open agricultural landscape setting or on primary coastal dune areas.

In 2016, Urban Enterprise undertook an analysis of existing residential land supply and demand in Port Fairy. Outcomes of the supply analysis will be matched against the demand assessment to determine the need for additional residential land in Port Fairy.

EXISTING RESIDENTIAL LAND USE SUPPLY

In 2016, the assessment of vacant lots and subdivision capacity found that there is a potential total lot capacity in Port Fairy of 324 lots. Of these, 228 lots are within 'greenfield' sites, with the balance smaller infill sites and single vacant lots in the existing urban town area.

Only one greenfield site was identified in the GRZ, with capacity for an additional 198 lots. Although not affected by overlays, this site was assessed as being subject to inundation as part of the Coastal Hazard Assessment prepared for Port Fairy. If the future residential lot yield is partly or wholly constrained, this would significantly reduce the overall supply of residential land in Port Fairy, given that this site comprises 62% of the GRZ greenfield lot capacity and over 50% of total residential lot capacity of the town.

There are significant constraints to residential land development created by flooding and heritage controls. The lack of competition in the greenfield

subdivision market is likely to lead to high land prices and increased risk that the rate of new supply being made available will decrease.

It is expected that additional dwellings will be constructed through redevelopment of sites for units and shop-top housing, however many of these are likely to be made available to the holiday rental market as opposed to permanent residents.

Warrnambool is a key location for competitive housing supply, located only 25 minutes from Port Fairy with access to a significant jobs market, housing choice and seaside and regional lifestyle and amenity.

Warrnambool has an estimated 25 year supply of residential land for housing growth. Therefore, Warrnambool is unlikely to face a shortage of land for residential development and will be able to absorb demand over a 25-year period. Further land is available for new residential lots in Koroit.

Port Fairy's supply of land and housing is suited to the holiday home, lifestyle and early retiree markets. The higher prices for land and housing make Port Fairy less attractive to the family and first home buyer markets, for which Warrnambool is expected to see growth.

RESIDENTIAL LAND USE DEMAND

Building approvals in Port Fairy (Suburb) between 2005 and 2015 resulted in a net additional dwellings rate of 30 dwellings per annum, including 25 separate dwellings and 5 units per annum.

Over the past 10 years, 25 additional residential lots have been created through subdivisions per annum, with the most common type being two lot subdivisions. The release of new residential land in Port Fairy has relied on multiple small subdivisions, with limited Greenfield land available. This may have restricted the rate of new dwelling construction over the past 10 years.

Based on recent population growth, dwelling construction activity and State government projections, it is expected that between 18 and 40 new dwellings will be required each year in Port Fairy to meet population and

tourism demand. It is estimated that 85% of these dwellings will be separate dwellings, with the remainder being units. It is likely that demand for units will increase over the planning period to 2041.

There is currently between 12 and 15 years supply of residential land supply in Port Fairy (September 2016). Given that there has been a relative lack of greenfield supply made available to the market in recent years, it is likely that current supply is at the lower end of this range.

ISSUES AND OPPORTUNITIES FOR RESIDENTIAL LAND

General Residential

In 2013, the Victorian Government introduced three new residential zones into the Victorian Planning Provisions, including the Residential Growth Zone (RGZ), General Residential Zone (GRZ) and Neighbourhood Residential Zone (NRZ). All standard residential land in Port Fairy was included in the GRZ.

In 2016, the Victorian Government introduced the Smart Planning program to review and revise the planning system. On 27 March 2017, Amendment VC110 introduced further reformed residential zones including new mandatory building heights and density (garden area) requirements.

The changes establish a mandatory 11 metre (3 storey) height limit in the GRZ, a mandatory 9 metre (2 storey) height limit in the Neighbourhood Residential Zone (NRZ); and a discretionary 13.5 metre height limit in the Residential Growth Zone.

In addition to the mandatory height limits, the reforms include designation of mandatory 'garden area' requirements in the GRZ and NRZ but not in the RGZ. The basis for this change is to establish parameters for density by establishing minimum garden areas so that the density of new development respects the neighbourhood character of established residential areas.

Urban Enterprise have identified an approximate 12 to 15 year supply of residential land in Port Fairy and that it will be important for ongoing

opportunities for infill development and unit developments to be made available, to boost supply and support a range of markets including holiday rentals, permanent rentals and retirees seeking to downsize. For this reason, it is important that consideration be given to both the new height and density (garden area) controls for residential areas in Port Fairy.

Whilst the Residential Growth Zone (RGZ) and its discretionary three storey limit is considered inappropriate for Port Fairy, consideration should be given to whether the Neighbourhood Residential Zone (NRZ) can be used in heritage or sensitive landscape / environmental areas to compliment Overlay controls including the Heritage Overlay, Land Subject to Inundation Overlay, Flood Overlay or Significant Landscape Overlay. Further, where growth objectives are established as part of this Plan, that the three storey height limit and density (garden area) requirements of the GRZ can facilitate housing diversity and medium density in appropriate locations.

Anecdotal evidence suggests that the type of subdivision being created, particularly in a battle-axe configuration, is not favourable or catering to market demand.

Mixed Use

In accordance with Clause 32.04 of the Moyne Planning Scheme, the purpose of the Mixed Use Zone is amongst others to provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.

Council has no historical data providing strategic justification for inclusion of the land along Albert Road in the MUZ, which to date comprises low density residential development only. Given the MUZ provides for a range of uses, including commercial and industrial, the zone is considered inconsistent and incompatible with the established pattern of residential development of the land.

It is considered that the zoning of the land should be rezoned to a GRZ and/or LDRZ to reflect its opportunity for further residential development subject to environmental or other constraints. This would also provide

additional housing supply within an area in closer proximity to the town centre.

Low Density Residential

A purpose of the LDRZ, at Clause 32.03 of the Moyne Planning, is to provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.

The Schedule to the Low Density Residential Zone states that the minimum subdivision area of lots in this zone is 0.4 hectares.

Two areas of Low Density Residential Zone (LDRZ) exist at either approach to the township along the Princes Highway. The approximately 70 hectares of land around Thistle Place, west of Anna Catherine Drive and Phillip Street, was zoned LDRZ in 2016 as part of implementation of the *Port Fairy West Structure Plan (2014)*. The zoning recognises land cannot be developed for standard residential density due to its identified susceptibility to inundation (both river and coastal), landslip/landslide, acid sulfate soils, and erosion.

The other LDRZ area forms the north eastern gateway to Port Fairy on the Princes Highway from Warrnambool. It is centred around Model Lane and runs east from the Princes Highway toward the Moyne river plains. Parts of the LDRZ are subject to flooding and included in the Land Subject to Inundation Overlay (LSIO2) and Floodway Overlay (FO2). However, pockets closer to the Princes Highway and along Model Lane may present opportunity for general residential development and should be considered as part of the land supply analysis for Port Fairy.

Rural Living

The Rural Living Zone (RLZ) has been applied to substantial tracts of land surrounding the urban areas of Port Fairy. The land zoned RLZ has landscape significance and environmental constraints and as such is subject to the minimum lot size in the Schedule to this zone of four hectares.

The *Port Fairy West Structure Plan 2014* introduced a one-hectare minimum lot size to the westernmost boundary of the RLZ zoned land south of the Princes Highway and Thistle Place to the Southern Ocean. The area has been subject to development pressures over the years, in particular by tourism / accommodation proposals however is located on the primary dune and identified in the *Port Fairy Local Coastal Hazard Assessment 2013* as vulnerable to coastal inundation and erosion.

There may be opportunity to consider parts of the RLZ not subject to flooding or other environmental risk for long term future growth opportunity. However, the land in the RLZ is a substantial distance from the town centre and with no service infrastructure, should only be considered where access to services can be attained. Further, areas closer to the town centre should be developed prior to outer areas to avoid isolated development pockets around the periphery of the settlement.

3.4 COMMERCIAL LAND USE

The Port Fairy commercial core (town centre) is located within the Commercial 1 Zone (C1Z) and extends in an L-shape around 700m along Bank and Sackville Streets. The majority of the land within this area is subdivided into small shop allotments.

The town centre is a small neighbourhood centre providing food, groceries and convenience items, as well as being a tourist centre catering for the many thousands of visitors who come to the town each year. Tourism visitation is a key driver of the vitality and viability of the town centre, supporting a greater diversity and quantity of stores, restaurants and cafes that would otherwise not be possible if solely reliant on the permanent resident population. There is a significantly higher proportion of spending attributable to visitors than is usually the case for regional Victorian towns with a similar permanent resident population.

Urban Enterprise has undertaken a Commercial Land Assessment as part of the *Port Fairy Economic and Tourism Land Use Analysis 2016* (refer to

Appendix A). The findings of the assessment have been used to inform this commercial land use analysis.

EXISTING SUPPLY COMMERCIAL LAND

An assessment of commercial floorspace in the Port Fairy Town Centre estimates a total of 36,549 square metres of non-residential floorspace. The majority of floor space consists of retail space (42%) and hotel and accommodation space (34%).

The primary retail floor space activities consist of non-food goods, food services and food, groceries and liquor. Commercial floor space other than retail comprises primarily hotel and accommodation, office and community space. There are also four banks located in town, which is unique for a town the size of Port Fairy.

Interestingly, vacant shop space comprised only 1% of commercial floor space. This is very low for a regional town and suggests that demand may be outstripping supply.

FORECAST DEMAND FOR RETAIL FLOORSPACE

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 including:

- 1,100 square metres of food, groceries and liquor;
- 2,200 square metres of non-food retail;
- 1,500 square metres of food service; and
- 200 square metres of retail services.

Most of this space would be located in small and medium sized stores of the type which are already in the centre. There would 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.

FORECAST DEMAND FOR NON-RETAIL SPACE

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 for growth in retail and commercial floorspace equates to 10,400 square metres over the period 2016 to 2036. This includes additional retail (5,001sqm), office (1,323sqm) and hotel and accommodation (4,056sqm).

Assuming the rezoning of the site located at 6 Bank Street is approved, the site will add 1,852 square metres of commercial land to the Port Fairy town centre. Retail and commercial developments usually have a site coverage of between 30% and 50% to allow for on-site car parking, or higher if on street parking can be utilised. Assuming 50% site coverage, the rezoning could create the opportunity for approximately 900 square metres of additional commercial floorspace, which would reduce the required commercial floorspace from 10,400 square metres to approximately 9,500 square metres by 2036.

FUTURE COMMERCIAL ZONED LAND SUPPLY

Analysis of existing Commercial 1 Zoned land in the town centre using aerial imagery from 2013 (most recent available), cross checked with planning and building permit data shows that there are limited vacant sites or opportunities for significant expansion of commercial floorspace within existing commercial zoned land. There may be opportunity for redevelopment of existing commercial sites, however, there are currently no vacant commercially zoned sites available.

Council is currently selling land in Bank Street as part of Amendment C63 which will result in an additional 1,852sqm of commercial land adjacent to the centre retail area, therefore reducing overall requirement for future additional commercial floorspace of 9,500sqm by 2036.

There are three local industrial businesses such as trade supplies and mechanics operating within the town centre of Port Fairy. These parcels are likely to be better suited to commercial or residential uses in the future. These sites occupy 1,636 square metres of land and provide 536sqm of floorspace. Relocation of these sites to industrial land outside the town centre

ISSUES AND OPPORTUNITIES FOR COMMERCIAL LAND

Demand for the retail offering of the Port Fairy town centre is forecast to grow by one third over the next 20 years. Accommodating increased floorspace in the town centre without compromising the existing unique character of the town centre will be important to ensure the continuing attractiveness of the town centre as a retail, commercial and tourist destination.

It is important to maintain the primacy of the Port Fairy town centre, particularly for retail, food and dining, office and retail uses. There may be opportunity for some existing uses (such as mechanics, panel beaters) to be relocated outside the town centre to accommodate additional retail and commercial floorspace in the town.

Any proposals for anchor retailers, such as an additional supermarket should be discouraged from locating outside of the town centre, with potentially significant negative consequences on maintaining the vibrancy and vitality of the existing town centre.

The land required to accommodate retail and commercial floorspace requirements will depend on the availability of strategic development sites within the town, especially the provision of commercial space at upper levels. Retail and commercial developments usually have a site coverage of between 30% and 50% to allow for on-site car parking, or higher if on street parking can be utilised. Assuming 50% site coverage, an additional 1.9 ha of commercial land would be required to accommodate the projected 9,500 sqm of retail and commercial floorspace required.

The demand for increased commercial space may provide the opportunity to connect the Port Fairy town centre with the riverfront through an extension of the commercial area toward the river. Rezoning of 6 Bank Street via Amendment C63 could contribute to this objective.

6 Bank Street provides opportunity to satisfy underlying demand for additional new supermarket space. There is sufficient demand for a new supermarket or doubling of the size of the existing supermarket, with demand for approximately 1,100 square metres of food, groceries and liquor retail floorspace.

The current supermarket provides approximately 500-600 square metres of floorspace. Typically, the provision of supermarket floorspace is 0.35 square metres per capita. Based on the estimated 2016 population of Port Fairy of 3,000 residents, there is current demand of approximately 1,050 square metres of supermarket floorspace to cater to the resident population. Further, the presence of a significant visitor population in Port Fairy would significantly increase this baseline demand in peak periods. Although the site is likely not large enough to accommodate a full line supermarket, there may be opportunity for a smaller scale supermarket, similar to the scale of the existing supermarket on Sackville Street. A supermarket on this site would provide a retail anchor to the north-east of town and promote a greater connection of the town with the river environs. A supermarket could be developed as part of a mixed-use development, incorporating a supermarket on the ground floor and other commercial uses (accommodation, office) above. The suitability of a supermarket on this site would be subject to planning and car parking requirements, however, there may be opportunity to offset the requirement for car parking with new on street parking.

Few other opportunities exist for commercial development within the existing town centre without consolidation of sites.

Princes Street, between Cox Street and Bank Street may provide an opportunity for expansion of the town centre for appropriate commercial uses. Princes Street is bookended by Council's offices on the corner of

Princes Street and Cox Street, the Port Fairy Scout Hall on the corner of Bank Street and Princes Street and the Royal Oak Hotel on the corner of Bank Street and Princes Street.

Lots on the west side of Princes Street back onto the commercial zoned lots fronting Sackville Street and lots on the east side of Princes Street back onto Fishermans Walk (former rail reserve). It is estimated that these land parcels have a gross area of 12,700 square metres, which may provide additional commercial space to absorb future demand. However, opportunities for development of some land parcels may be constrained by heritage buildings and/or other factors. There is opportunity to investigate the potential of this land to transition to commercial uses, taking into consideration the relationship with the existing commercial centre, Fishermans Walk, differing land use interfaces and the potential to improve connections to the river environs and beaches.

There may be opportunity to explore potential commercial uses in Railway Place that would complement the tourism role of Port Fairy. A masterplan was completed for Railway Place in 2011. The Masterplan for Railway Place could be reviewed, taking into consideration the rezoning of 6 Bank Street and the objective to improve connections of the town centre to the river environs and beaches. Potential opportunities may include a bistro and/or events space or boutique brewery/distillery with capacity to hold events that temporarily utilise the surrounding open space. Consideration could also be given to its use as a tourist hub, leveraging off its association with the Warrnambool-Port Fairy Rail Trail and the Port Fairy Visitor Information Centre. The south side of Cox Street should also be considered.

Encouraging complementary uses to the neighbourhood commercial centre and tourism role of the Port Fairy town centre is important to ensure the continued vibrancy of the centre. Shop-top development should be encouraged to increased land use efficiency and opportunities for additional accommodation and commercial floorspace at upper levels.

3.5 INDUSTRIAL LAND USE

All industrial land in Port Fairy is within the Industrial 1 Zone, and includes:

- An industrial subdivision of 11 lots on Awabi Court at the western end of town;
- An area on the Hamilton Port Fairy Road. Multiple parcels comprising 11.3 hectares of this area are occupied by Bamstone, Australia's largest bluestone manufacturer. The Bamstone business is located adjacent to a large undeveloped area rezoned to IN1Z as part of Amendment C45 in 2010.
- At the eastern end of the Princes Highway at the corner with Sandspit Road is approximately 12.5 hectares of IN1Z land. Of this, Sun Pharmaceuticals occupies an approximately 6.8-hectare parcel. To the south and directly adjacent is an undeveloped parcel of approximately 5.7 hectares. Industrial businesses located on the Princes Highway include a car tyre and battery service centre, car mechanic, trailer sales business and smash repairs business, with one vacant lot.

EXISTING DEMAND / SUPPLY FOR INDUSTRIAL LAND

The State Government's *Urban Development Program Regional Industrial Report 2012 for the Shire of Moyne* [UDP Report] identified that as of 2012 there was 29.7 hectares of occupied / unavailable industrial land in Port Fairy with 23.7 hectares of land identified as supply (i.e. available). Therefore 44% of zoned industrial land was vacant.

The *UDP Report* identified from July 2006 to March 2012, there were only two subdivisions of zoned industrial land in Port Fairy, both of which were less than 0.1 hectares. Based on this consumption rate, and industrial land supply, there was in 2012, in excess of 15 years of additional supply in Port Fairy.

Recent building permit data between 2007 and 2016 show that there have been zero building permits issued within the IN1Z in Port Fairy indicating industrial zoned land in Port Fairy still exceeds 15 years supply.

FUTURE DEMAND / SUPPLY FOR INDUSTRIAL LAND

There is estimated demand for an additional 2.2ha of local industrial land required to 2041. It is expected that this land may be occupied by industrial uses that complement the tourism role of the town such as microbreweries, distilleries, artisan makers and creative industries that require appropriately zoned industrial land which is usually cheaper land in proximity to the town centre and tourism attractors.

In addition, there are three local industrial businesses such as trade supplies and mechanics operating within the town centre of Port Fairy. Relocation of these current industrial uses to areas outside of the town centre would increase the local industrial land requirement to approximately 2.4ha.

The two clusters of existing smaller industrial zoned lots are well utilised, with only two vacant lots less than one hectare identified. The requirement of 2.4 hectares of local industrial zoned land would therefore need to be provided through either subdivision of existing larger lots, or zoning of new industrial land.

ISSUES AND OPPORUNTIES FOR INDUSTRIAL LAND

Subdivision of Existing Larger Lots

Take up of large industrial lots has been slow in Port Fairy and across Moyne Shire. In Port Fairy, 37 hectares of former Farming Zone and Rural Living Zone land rezoned in 2010 to IN1Z has remained undeveloped.

Although the *UDP Report* found that there is significant supply of industrial land in Port Fairy which, on past development rates, equates to more than 15 years supply, slow take up of larger industrial lots may suggest that this type of industrial land is not well aligned to meeting demand. This land is strategic industrial land for major industrial operations. This land should be retained on the town periphery, near the proposed bypass route.

An important consideration for industrial land in small towns such as Port Fairy is ensuring that there is sufficient land for established industrial

businesses to operate and to expand if required. Both major industrial businesses (BAM Stone and Sun Pharmaceuticals) appear to control vacant land in the Industrial 1 Zone adjacent to their current operations, indicating that each could expand unencumbered if demand warrants.

The Structure Plan should recognise the importance of these larger parcels in accommodating both existing and potential businesses and protect operations from reverse amenity impacts if required, including avoiding subdivision into smaller lots.

Zoning of New Industrial Land

The limited supply of smaller industrial lots and likely ongoing population driven demand indicates an opportunity for smaller/micro sized industrial lots in appropriate locations in Port Fairy. This is supported by the UDP Industrial Report which suggests that consideration could be given to encouraging development of smaller lot sizes to accommodate small local business. Demand for these lots are generally population driven and as the population grows so too will demand for industrial land to cater to these uses.

3.6 TOURIST ACCOMMODATION

Tourist accommodation including holiday homes are generally included within general residential or commercial zoned land. Caravan parks are predominantly located within the Public Park and Recreation Zone (PPRZ).

Tourism accommodation is generally scattered throughout the town however nodes exist around the town centre and key coastal / beach locations.

In September 2016, analysis undertaken by Urban Enterprise of accommodation in Port Fairy provides the following key findings:

- 343 commercial accommodation rooms/suites;
- 520 powered/unpowered caravan park sites (excludes Cabins);
- 130 shared/large group accommodation rooms;

- An estimated 400 houses (1,400 rooms), apartments and cottages available for rent, which provides a significant level of competition to established accommodation providers.

THE HOLIDAY HOME SECTOR

There are two methods commonly used for identifying holiday homes in a geographic area. The first is through an analysis of non-resident rate payers identified in Council's rates database. The second is analysis of unoccupied dwellings on census night.

Rates Database

Analysis of Council's rates database has shown that 60% of Port Fairy dwellings are owned by residents of Port Fairy, while 40% are owned by people living outside of the area. The 60% is likely to represent the owner occupier population, while the 40% will represent the majority of the holiday house and holiday rental dwellings.

The key issue with using non-resident ratepayers for determining the number of holiday homes is that it is not possible to differentiate between a permanent rental owned by a non-resident and a holiday home used for private use. This method is likely to slightly overestimate the number of holiday homes.

The rates database shows that there were 789 dwellings owned by non-residents of Port Fairy.

Unoccupied Dwellings on Census Night

The number of unoccupied dwellings on census night is also a good indicator for identifying the number of holiday homes. At the 2011 census, there were 686 unoccupied dwellings identified in Port Fairy.

Unoccupied dwellings on census night also includes vacant dwellings and permanent residents who were away from the place of residence on census night, and therefore can also overstate the number of holiday homes. The average across metropolitan Melbourne for unoccupied dwellings is 9%, and 36% of dwellings were unoccupied in Port Fairy.

Deducting the metropolitan Melbourne average (9%) equates to 27% unoccupied dwellings or 531 dwellings in Port Fairy likely to be holiday homes (based on 2016 dwellings owners).

This method is likely to give the minimum number of holiday homes.

TOURIST ACCOMMODATION

Port Fairy has a distinctive accommodation market characterised by a large supply of rented houses, units, apartments and cottages driven by the large holiday home sector and strong domestic family market. This form of accommodation competes with traditional supply of commercial accommodation.

There are no large scale commercial hotel accommodation establishments in Port Fairy and limited conference and event facilities, although the Comfort Inn does provide a range of room types combining to offer significant capacity for groups in apartments and cottages. The Victoria Hotel has capacity to host functions and conferences (up to 250 people), however, is not paired with accommodation.

The lack of conference facilities may be due to the distance from Melbourne, which increased the difficulty of attracting conferences. There may be an opportunity for a larger accommodation establishment that can cater to large group bookings, which leverages off an events space.

ISSUES AND OPPORTUNITIES FOR TOURIST ACCOMMODATION

An identified opportunity is for an increased supply of boutique luxury hotel accommodation, which would cater to international visitors as well as address the potential under supply of this type of accommodation for domestic visitor markets, primarily adult couples. Port Fairy has characteristics suited to the luxury accommodation market, including its heritage setting, quality food offer, boutique shopping and nature based assets. Further, there may be opportunity for a boutique luxury hotel to provide an events / function space which can cater for weddings and other events, appealing to a local, regional and state visitor market.

The boutique luxury accommodation appeals to the adult couple market given that rooms are generally smaller (eg.1 bedroom or studio) and typically provides a higher level of service, quality and amenity compared with rented housing. This means this accommodation type doesn't necessarily compete with the significant number of properties catering to the holiday rental market.

A lack of appropriately zoned land in strategic locations may be hindering the development of accommodation, which in turn, may be hindering the supply of appropriate accommodation tailored to the visitor market and limiting visitation growth to Port Fairy. Primary opportunities for encouraging increased commercial accommodation supply exist along the Moyne River waterfront, in the commercial core, and on land in between these two areas.

It is important to balance tourist accommodation with general residential housing supply.

3.7 THE PORT AREA

The 'port area' is situated on the Moyne River between the pedestrian bridge and on the east side of the river (Griffiths Street) extends to Battery Point. On the west side of the river (Gipps Street) it extends to Martins Point. Training walls built in the 1870's contain the river's flow path from the port area through to the ocean, initially aiming to remove the sand bar at the river mouth to enable vessel entry. The river mouth is now subject to dredging.

In addition to the working port, the port area comprises a range of commercial, recreational and tourism activities. It also contains a variety of supporting infrastructure including such things as the training walls, a wharf area, jetties, private and public moorings, a slipway, boat lifting area, boat ramp and car parking areas.

The working port area is identified as a "Local port' in the VCS and is located within the Public Use Zone (PUZ4 Transport). The greater extent of areas

and infrastructure that support port activities are included within the Public Park and Recreation Zone (PPRZ).

ISSUES AND OPPORTUNITIES FOR THE PORT

The port area is a tourist destination in Port Fairy and has significant cultural heritage, recreational and economic value to the town.

Growth in population, recreational boat ownership, tourism and the potential expansion of port industries may impact on the management of the and the maintenance and development of local port infrastructure.






















Port infrastructure is also at high risk of riverine and coastal flood inundation, predicted to increase in to the future due to the impacts of climate change including sea level rise. The *Cardno Coastal Planning Analysis 2017* supports the previous predictions for flooding included in the *Port Fairy Coastal Planning Hazard Assessment 2013*. The cost and vulnerability of port infrastructure needs to be considered in planning for the future of the Port, the infrastructure and local assets alongside the river edge.

Planning for the development of local port infrastructure to meet community demands and expectations needs to be balanced with ensuring environmental and social values are understood and considered.

Port Fairy Structure Plan

Settlement & Land Use

Legend

- settlement boundary 
- urban / rural interface 
- gateway 
- information centre 
- port / wharf 
- caravan park 
- school 
- commercial zone (C1Z) 
- general residential zone (GRZ1) 
- low density residential zone (LDRZ) 
- rural living zone (RLZ) 
- farm zone (FZ) 
- industrial zone (IN1Z) 
- mixed use zone (MUZ) 
- public conservation and resource zone (PCRZ) 
- public park and recreation zone (PPRZ) 
- public use zone (PUZ) 
- rural conservation zone (RCZ) 
- road zone (RDZ1) 
- road zone (RDZ2) 
- moynie river 

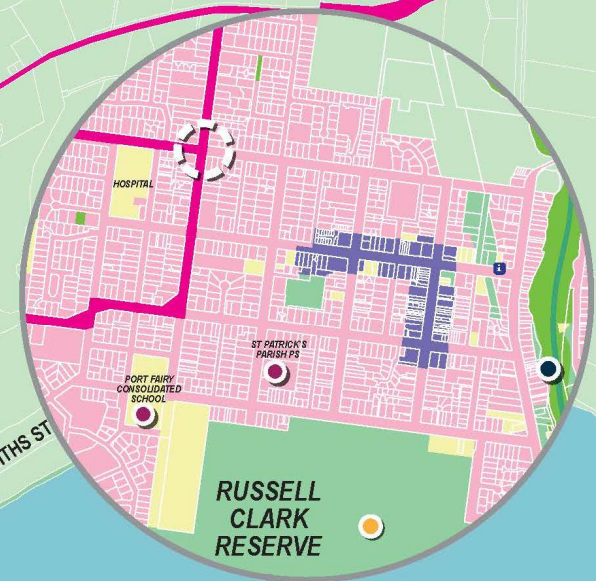
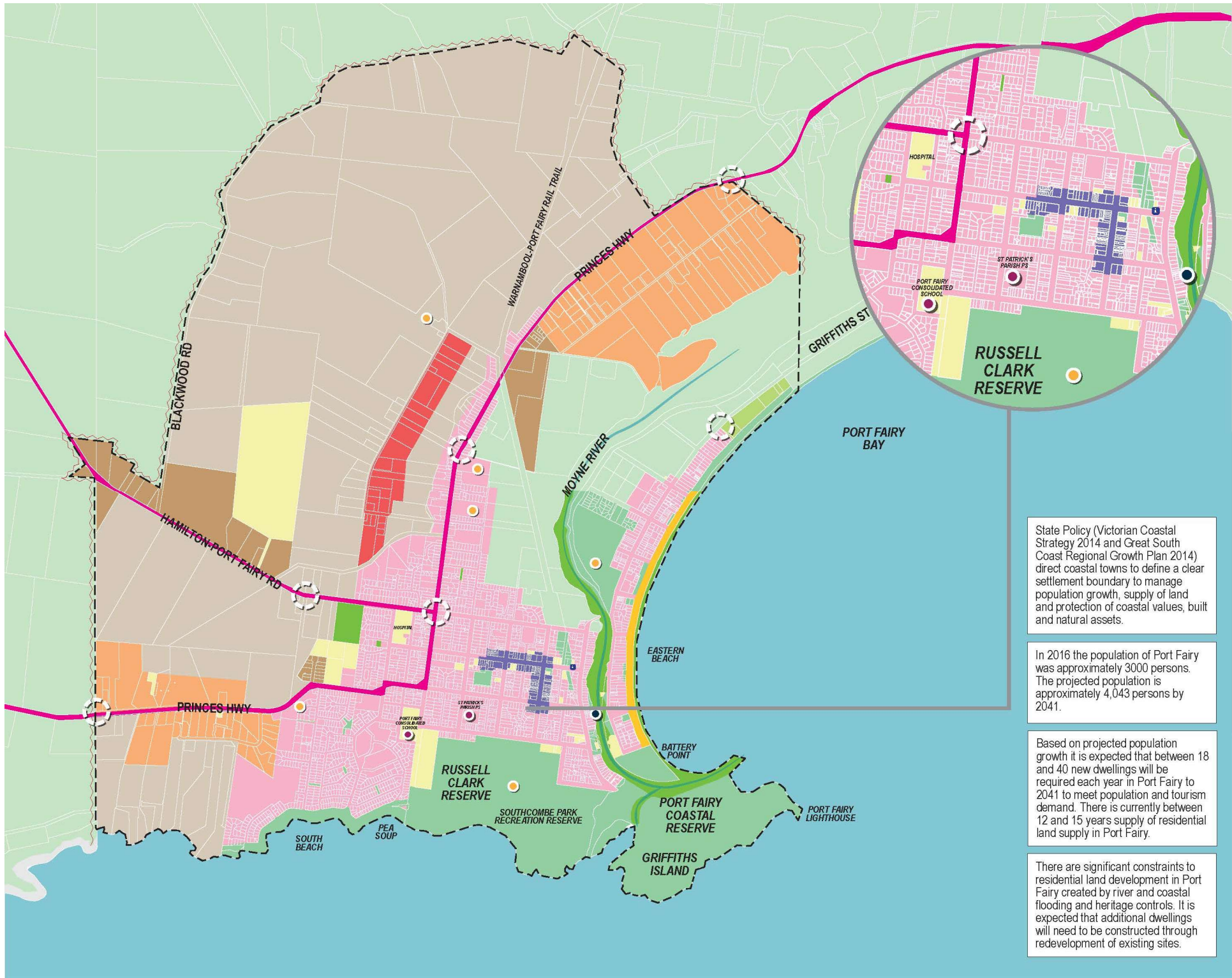
State Policy (Victorian Coastal Strategy 2014 and Great South Coast Regional Growth Plan 2014) direct coastal towns to define a clear settlement boundary to manage population growth, supply of land and protection of coastal values, built and natural assets.

In 2016 the population of Port Fairy was approximately 3000 persons. The projected population is approximately 4,043 persons by 2041.

Based on projected population growth it is expected that between 18 and 40 new dwellings will be required each year in Port Fairy to 2041 to meet population and tourism demand. There is currently between 12 and 15 years supply of residential land supply in Port Fairy.

There are significant constraints to residential land development in Port Fairy created by river and coastal flooding and heritage controls. It is expected that additional dwellings will need to be constructed through redevelopment of existing sites.

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4 ENVIRONMENTAL AND LANDSCAPE VALUES

4.1 INTRODUCTION

Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values. Further, it should protect sites and features of nature conservation, biodiversity, geological or landscape value.

4.2 BIODIVERSITY

Areas within the Port Fairy township, including Griffith Island, are nationally and internationally recognised sites and wildlife and wetland habitats designated under the Convention on Wetlands of International Importance (the Ramsar Convention), and sites utilised by species designated under the Japan-Australia Migratory Birds Agreement (JAMBA) or the China-Australia Migratory Birds Agreement (CAMBA).

Griffith Island, Southcombe Park wetlands, Russell Clarke Reserve and the Port Fairy Coastal Reserve amongst other wetland areas are located within the Public Park and Recreation Zone (PPRZ) and in parts the Environmental Significance Overlay (ESO1) and Land Subject to Inundation Overlay (LSIO). The statutory tools in the Moyne Planning Scheme assist in the protection and management of these sites containing high value biodiversity, in particular the breeding ground of the Shearwater bird.

These areas of high environment integrity, also provide social and economic benefits to the township with the open, vegetated and natural character of these areas contributing to extensive informal passive open space areas, and the habitat providing recreational activities including bird watching, coastal walks and other attributes highly valued by the community and tourists.

Development and incompatible land uses must be avoided or managed in these sensitive locations to ensure ongoing protection of the significant habitats.

4.3 COASTAL AREAS

One of Port Fairy's greatest assets is its coastal frontage to the Southern Ocean. The coast and marine environment provides recreation and tourism opportunities for the town and is a significant drawcard for visitors and residents including for the beaches, boating, fishing, whale watching, Surf life Saving and natural rugged landscape amongst many more.

Currently Victorian State policy provides different mechanisms for managing coastal areas. The *Victorian Coastal Strategy (2014)* is the State Government's policy commitment for coastal, estuarine and marine environments on both public and private land in Victoria. The directions of the VCS are included at Clause 12.02 of the Moyne Planning Scheme.

Of particular relevance to Port Fairy are the key issues identified in the VCS for the natural and built environment. This includes that the coast is under pressure from population growth, the competing demands placed on such a limited resource, a changing climate, ageing infrastructure, and at times, fragmented governance systems and financing arrangements.

The Strategy provides policies and actions for managing these pressures with the Victorian planning system, it also provides for a framework for sustainable residential, recreational and economic development on the coast. This includes managing population growth by defining a settlement boundary including utilising natural geomorphic boundaries and permanently reserved parks and conservation reserves are the preferred form of settlement boundaries.

The Regional Framework established in the *Great South Coast Regional Growth Plan, 2014* establishes land use policies, strategies and actions for coastal areas and management, including of relevance:

- Coordinate land use planning responses and further implement coastal action plans.
- Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.
- Identify clear settlement boundaries around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected.
- Encourage the use, development or management of private land adjacent to coastal Crown land to support the long-term maintenance and conservation of the coast's environmental assets.
- Avoid linear development along the coastal edge and major transport routes, and within rural landscapes, to preserve areas between settlements for non-urban use.

The *Western Regional Coastal Plan 2015-2020* establishes regional priorities for Port Fairy providing a context to Council's *draft Port Fairy Coastal Action Plan* which will complement land use planning with coastal planning at a local level in Port Fairy. The project is currently at draft stage and will feed into this Project as required.

The *Port Fairy Coastal Hazard Assessment 2013* has been updated as part of this Project by Cardno (Coastal Planning Analysis). The directions of Cardno's Coastal Planning Analysis are discussed further in Environmental Risk.

4.4 ENVIRONMENTAL SIGNIFICANCE

Areas included in the Environmental Significance Overlay (ESO1) in Port Fairy include where rural living development has occurred on the primary dune near Thistle Place and general residential areas along Griffiths Street between Eastern Beach and the Belfast Lough / Moyne River environs. Schedule 1 to the ESO – Coastal Areas and Estuaries statement of environment significance is:

The Shire's coast is of outstanding environmental significance and is of value as a conservation, scientific and tourism resource. It supports a range of vital commercial, recreational and tourist activities amongst a diverse range of ecosystems of which Childers Cove, the Bay of Islands, The Craggs and Lake Yambuk are particularly noteworthy.

Although the coastal areas of the Shire contain significant sites of biodiversity much of the adjacent land has been cleared of native vegetation and developed for rural land uses. This has resulted in fragmented patches of remnant vegetation, which have become more important to protect and sustain because of their role as habitat.

Estuaries such as Lake Yambuk, Moyne River, The Cutting (former Merri River entrance) represent unique ecosystems comprising coastal saltmarshes, rushes, sedges and seagrasses which link catchments to the coastal marine environment. They are also under pressure associated with adjoining land management and river mouth openings. 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.

Estuaries and their associated wetlands are an important component of the landscape and are biologically productive ecosystems, which provide the following functions:

- *Provide habitat for native flora and fauna such as the Orange bellied Parrot;*
- *Provide nursery and breeding sites for aquatic fauna;*
- *Trap sediments and assimilate and recycle nutrients;*
- *Provide landscape value and are a valuable recreation resource;*
- *Are sites of cultural, scientific, educational and economic significance, particularly with respect to fisheries.*

4.5 LANDSCAPE SIGNIFICANCE

Port Fairy's coastal and rural landscape setting is recognised in the Victorian Government's *Coastal Spaces Landscape Assessment Study 2006 (CSLAS)* which was implemented through the introduction of a Significant Landscape Overlay (SLO4 and SLO5) at Clause 42.03 in the Moyne Planning Scheme.

The SLOs bookend the urban area of Port Fairy with the SLO4 applying to land at the western edge of Port Fairy toward Portland (Lake Yambuk). SLO5 applies to land along Griffiths Street at the eastern edge of the town extending to Warrnambool.

The CSLAS (2006) generally describes the Port Fairy landscape character as the Port Fairy Stony Rises (Character Area 5.2), as follows:

Among very flat hinterland, this Character Area represents a region of more varied topography, characterised by small-scale hillocks with exposed basalt bedrock. Pastoral land use has led to the clearing of most remnant native vegetation, however ferny groundcover can be found at stony outcrops and mature coniferous shelterbelts are visible throughout the landscape. The area has a distinctly historical character due to its homesteads, dry stone walls and old shelterbelts. Island Swamp appears as a wide depression in the landscape and provides a large and flat feature within the undulating topography. The sheltered coastline at Port Fairy is lined with exposed development, with many dwellings located on particularly significant dunes along the coastline. Residential dwellings and historical homesteads are also scattered throughout the historical pastoral landscape.

More specifically, CSLAS (2006) provides a statement of nature and key elements for the two areas included in the SLO including the SLO4 Lake Yambuk to Port Fairy Coast that states:

The coast from Lake Yambuk to Port Fairy is a contrasting mix of rugged, rocky coastline and long sandy beaches and dunes. There are notable scenic features at Lake Yambuk and The Craggs and these, combined with the panoramic views to Lady Julia Percy Island, make this stretch of coast regionally significant.

Lake Yambuk is a picturesque inland lagoon that is trapped behind the dune system, and The Craggs is a notable headland with high cliffs just outside Port Fairy. This is a largely untouched and attractive coastal landscape that is accessible to visitors, but still offers a sense of seclusion and remoteness.

The landscape is notable in Victoria's Western region as the point at which the rolling volcanic plains intersect with the sea. It has high Aboriginal significance with many known heritage sites along the coast, around The Craggs and at Lake Yambuk, and offshore at Lady Julia Percy Island.

The statement of nature and key elements for the coast between Warrnambool and Port Fairy (SLO5) includes:

The coast between Port Fairy and Warrnambool is a landscape of regional significance, characterised by low dunes and rocky outcrops with inland waterways.

It is an open and uncluttered landscape that marks the edge of where Victoria's volcanic plains run into the sea. The rural hinterland provides a scenic backdrop for this landscape that also features significant waterways at the Merri River, Belfast Lough and Kelly's Swamp.

The Register of the National Estate lists this area for its Aboriginal significance, with ceremonial sites and middens at Thunder Point near Warrnambool, and Armstrong Bay near Killarney. The Register also includes this area as part of the whole Otway to Port

Fairy coastline that is noted for its diverse and rugged landscape qualities.

The SLOs are the statutory mechanism for managing land use and development along the coast and include character objectives to ensure and protect significant views, vegetation and natural character. Further, to retain either the undeveloped appearance or improve the appearance of development at prominent features, ridge tops, hill faces.

4.6 KEY ISSUES & OPPORTUNITIES

Port Fairy's significant biodiversity, coastal, estuarine and riverine environment and landscape character are under pressure from population growth, sustained urban development and tourism activities. These assets need to be protected through the various planning scheme zone and overlay controls to ensure that development does not encroach on sensitive and significant environments, and appropriate buffer zones are created from urban development.








A key to this objective will be defining a settlement boundary that limits where residential development can occur and utilising natural geomorphic boundaries and permanently reserved parks and conservation reserves as the preferred form of settlement boundaries.

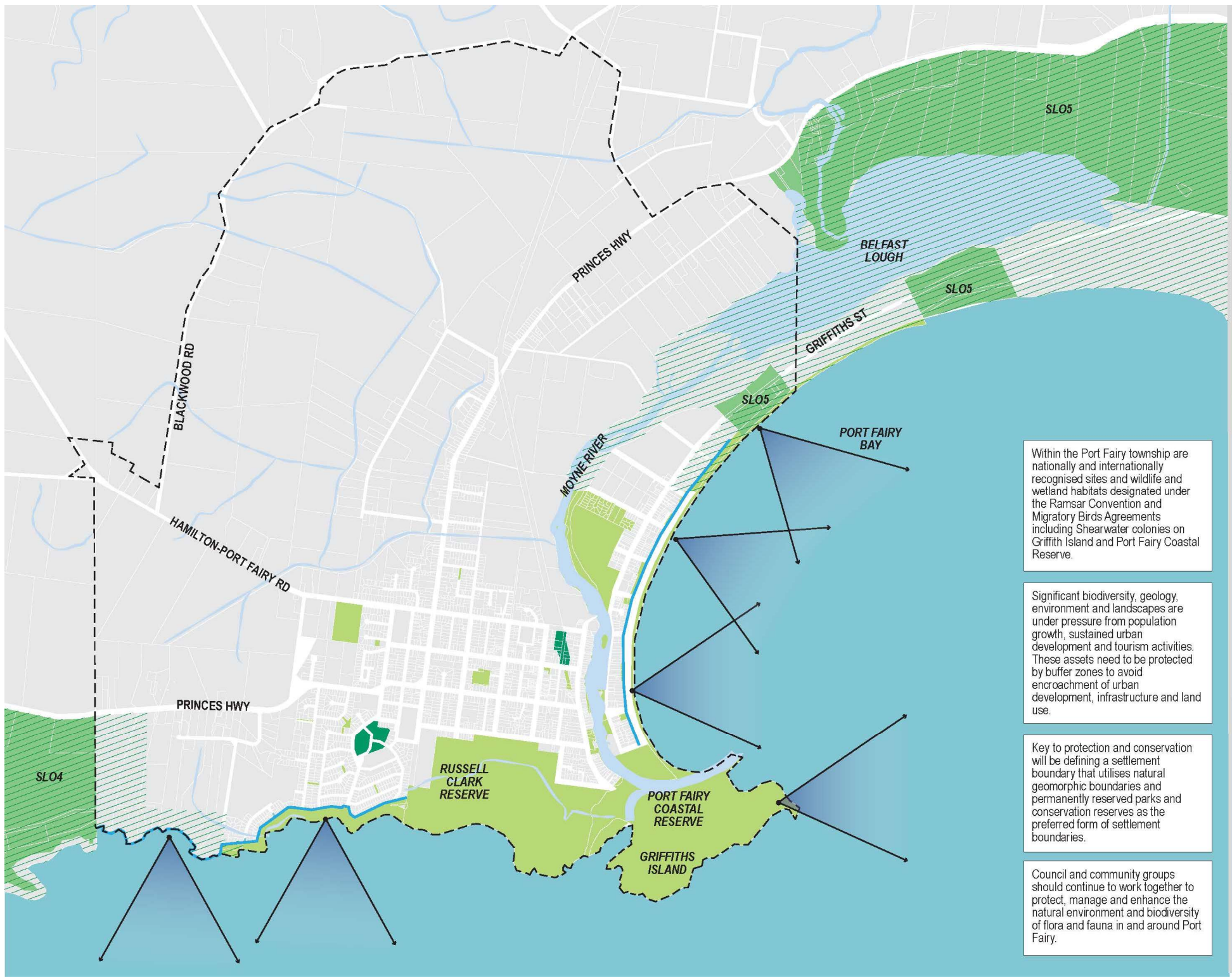
The Port Fairy community is active in supporting the environment through involvement in community groups and committees of management that are specific to an environmental / habitat area (e.g. Griffith Island Committee of Management / Port Fairy Coastal Action Group) and recreational pursuit (e.g. birdwatching / Surf Life Saving Club). Council and community groups should continue to work together to protect, manage and enhance the natural environment and biodiversity of flora and fauna in and around Port Fairy.

Port Fairy Structure Plan

Environmental & Landscape Values

legend

- proposed settlement boundary 
- key views to coast 
- coastal / urban interface 
- significant landscape overlay (SLO) 
- environmental significance overlay (ESO) 
- wetlands 
- open space 
- water body 



Within the Port Fairy township are nationally and internationally recognised sites and wildlife and wetland habitats designated under the Ramsar Convention and Migratory Birds Agreements including Shearwater colonies on Griffith Island and Port Fairy Coastal Reserve.

Significant biodiversity, geology, environment and landscapes are under pressure from population growth, sustained urban development and tourism activities. These assets need to be protected by buffer zones to avoid encroachment of urban development, infrastructure and land use.

Key to protection and conservation will be defining a settlement boundary that utilises natural geomorphic boundaries and permanently reserved parks and conservation reserves as the preferred form of settlement boundaries.

Council and community groups should continue to work together to protect, manage and enhance the natural environment and biodiversity of flora and fauna in and around Port Fairy.



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5 ENVIRONMENTAL RISK

5.1 INTRODUCTION

Planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.

5.2 COASTAL HAZARDS

The Moyne Council in partnership with the State Government has led local governments in Victoria in undertaking extensive research into the nature and extent of climate change on the coastline. The *Port Fairy Local Coastal Hazard Assessment (PFLCHA)* in 2013 included hydrodynamic modelling for parts, but not all, of the township.

The hazards identified can be summarized as contributed erosion of sandy beaches and dunes along with inundation of low lying areas. Inundation is more likely to occur when a storm surge coincides with a high tide and is expected to increase in frequency and severity over time as sea levels rise.

The key findings from the PFLCHA include:

Coastal Erosion Hazard

With the rock revetment in place on East Beach, the areas most impacted by the recession and erosion hazards for the 2080 planning horizon are located around Ocean Drive Beach and Pea Soup Beach. In the case of the East Beach rock revetment failure, a significant number of beachfront properties located along Griffith Street would likely be impacted.

Coastal Inundation Hazard

The areas most impacted by the coastal inundation hazard at present are located along Ocean Drive, the Moyne River Channel and the south of

Belfast Lough. The inundation hazard along Ocean Drive is mainly the result of wave run up, with the potential risk of wave impact to buildings and hazard to the safety of people and vehicles. The inundation hazard along the Moyne River Channel and the south of Belfast Lough is due to elevated water levels resulting from the tide, storm surge and catchment flooding. For the 2080 planning horizon, additional properties would most likely be impacted along Ocean Drive due to increased wave overtopping and south of the Belfast Lough due to riverine catchment influence.

The data has been used to inform planning permit applications and inclusion of areas subject to risk in the EMO and LSIO as part of implementation of the Port Fairy West Structure Plan.

Due to rapid understanding and improvements in technology and mapping capabilities, Cardno were appointed to prepare a *Coastal Planning Analysis* (2017) to update the 2013 data. Refer to Appendix 2 for a full copy of the Coastal Planning Analysis. The Analysis updates the PFLCHA and includes mapping of coastal inundation scenarios to 2100, including:

- Present Day (50 year ARI)
- Present Day (100-year ARI*)
- 2030 (100 year ARI with 0.2m SLR*)
- 2050 (100 year ARI with 0.4m SLR rel. 1990)
- 2080 (100 year ARI with 0.8m SLR rel. 1990)
- 2100 (100 year ARI with 1.2m SLR rel. 1990*)

Further, to facilitate good planning outcomes, the project has developed a range of outputs datasets that consider more than just the depth of inundation. By extending the hydrodynamic modelling to a fully dynamic regime incorporating both tidal and estuarine flows, the project has determined the following outputs for each scenario:

- Water Depth (m)
- Water Surface Elevation (m AHD)
- Time of Inundation above threshold (hours)

- Maximum flow velocity
- Direction of maximum velocity
- Flood Hazard Class, based on safety criteria as described in Australian Rainfall and Runoff. This is a classification based on a number of physical factors, including flood depth, flood velocity and the depth by velocity product. The classes are related to risk to human wellbeing in an inundation scenario.

ISSUES AND OPPORTUNITIES FOR COASTAL HAZARDS

The Victorian Coastal Strategy requires planning for 0.8m sea level rise or 0.4 metres for infill development. Port Fairy is fortunate to have extensive coastal hazard assessment mapping and analysis to determine the impact of sea level rise to 2021. As such, the data is able to inform inclusion of areas subject to current and future coastal flooding in the LSIO in the Moyne Planning Scheme. The data also informs the growth framework for the township.

Climate change and its relationship with coastal vulnerability present numerous challenges for planning in Port Fairy, particularly in relation to risk and uncertainty.

Because of the life expectancy of structures such as roads and buildings and the enduring nature of the coast's natural values, the impacts of climate change on coastal hazards need to be incorporated into decision-making processes now.

The Cardno *Coastal Planning Analysis 2017* maps provide a comprehensive analysis of the risk of coastal inundation at Port Fairy for sea level rises of up to 1.2 m. These maps can provide guidance for decision makers in developing appropriate planning controls for coastal inundation and coastal erosion.

The State government has directed that the EMO is not a tool to manage coastal flooding and the impacts of climate change sea level rise, and as

such it is likely that the LSIO will be the statutory tool implemented as part of this study where additional coastal flooding and erosion is identified.

There are differences between coastal inundation and riverine flooding that can be important when adopting a risk based approach to planning controls. This means that it is likely that schedules will be required to the Land Subject to Inundation Overlay and Floodway Overlay that appropriately consider the special conditions associated with coastal inundation, especially where that inundation is transient. Key aspects to consider are:

- The time of inundation is important in coastal flooding, especially for areas where the depth of water is low. This is because storm tides are predictable and warnings can be provided, meaning that there are design response that can limit floodplain risk to people and property.
- The appropriateness of freeboard limits for different areas, such as those fronting the open coast along Ocean Drive, and those along the tidal estuary.
- How to manage swash zones with regard to property protection.

5.3 COASTAL EROSION

The Erosion Management Overlay (EMO) Schedule 1 (Management of Coastal Hazard) applies to land in Port Fairy West near Thistle Place.

Coastal erosion is the inland movement of the coastline that results from the permanent removal of material from a part of the coast. While erosion/recession is a natural process that has formed the present coastal edge, it is a hazard if it can adversely affect human life, property or aspects of the natural environment. It is generally a short-term response that can occur as a result of extreme storms or as a result of seasonal variations such as the winter–summer cycle of erosion and accretion. Typically sandy shorelines may recover from these short-term episodes.

The EMO 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.

ISSUES AND OPPORTUNITIES FOR COASTAL EROSION

The State government has directed that the EMO is not a tool to manage coastal flooding and erosion resulting from the impacts of climate change sea level rise, and as such it is likely that the LSIO will be the statutory tool implemented as part of this study where additional coastal flooding and erosion is identified.

5.4 FLOODING

Port Fairy is subject to riverine and estuarine flooding and as such the Land Subject to Inundation Overlay (LSIO) and Flood Overlay (FO) apply across the settlement. Refer to Environmental Risk Map on page 25.

A comprehensive flood study, the **Port Fairy Regional Flood Study 2008** and an **Addendum Report 2010** investigated Moyne River and Belfast Lough related flood risk under current conditions and the uncertainty in both existing and future (based on assumed climate change impacts) flood behavior. The study implemented the Flood Overlay (FO) controls into the Moyne Planning Scheme.

The Port Fairy Local Floodplain Development Plan is an Incorporated Document at Clause 81 of the Moyne Planning Scheme.

ISSUES AND OPPORTUNITIES FOR FLOODING

The LSIO and FO apply across the Port Fairy township and may limit the development potential of areas on the Moyne River floodplain for future urban growth and development of land.

5.5 FORMER WASTE SITES

Two former waste disposal sites exist in the primary dune at the northern end of Eastern Beach and the Port Fairy Golf Course, along Griffith Street. Their location provides a definitive buffer to further development along Griffith Street.

The State Government owns the decommissioned nightsoil disposal site located in the dunes toward the northern end of East Beach. Rusty nightsoil cans, asbestos and miscellaneous forms of rubbish are now falling onto the beach as the dune continues to erode.

A municipal landfill operated in the dunes at the north end of East Beach between the nightsoil site and the Port Fairy Golf Course during the 1980s and 1990s. For a period in 2013 the dune separating the waste in the landfill from the ocean eroded at a rate of one metre per month. This is significantly accelerated in comparison to the long term historical recession rates of 30cm per year. Waste material consisting of metal, plastic and paper is now being exposed in the dune face and spilling onto the beach.

ISSUES AND OPPORTUNITIES FOR FORMER WASTE SITES

Council is seeking State Government funding to remove the waste from the decommissioned waste disposal and nightsoil sites and provide sand dune replacement.

In the meantime, Council should continue to further monitor erosion of the sites and maintain and upgrade the rock walls, matting and landscaping to avoid further seepage of the waste.

5.6 INDUSTRIAL BUFFER ZONES

There are two large industrial uses in Port Fairy including Bamstone on the Hamilton Port Fairy Road and Sun Pharmaceuticals at the eastern end of the Princes Highway at the corner with Sandspit Road.

ISSUES AND OPPORTUNITIES FOR INDUSTRIAL BUFFER ZONES

The Environmental Protection Authority (EPA) recommends separation distances are provided to industry to avoid incompatible land use and urban development being sited too close to potential negative noise and residual air emissions.

The *Recommended Buffer Distances for Industrial Residual Air Emissions* (EPA, 1990) include a 500 metre buffer from pharmaceutical production (Sun Pharmaceuticals), and a 100 metre buffer from concrete and stone manufacturing (BamStone).

A separation distance should be determined by measuring from the 'activity boundary' of the industrial activity to the nearest sensitive land use.

5.7 SOCIAL RISK & COMMUNITY

The impacts of environmental risk, including flooding and climate change, on Port Fairy are likely to be a significant and enduring feature of the future. Through understanding the drivers of change, variables, and direct and indirect impacts, effective response and resilience building is possible in Port Fairy.

Moyne Council has been involved in the National Climate Change Adaptation Research Facility (NCCARF) CoastAdapt Project. NCCARF works to support decision makers throughout Australia as they prepare for and manage the risks of climate change and sea-level rise. CoastAdapt includes tools and information on the science of climate change, risks, effective response options, and likely costs of action. It makes use of national data sets and research outputs developed over the past five years by Australian scientific organisations and includes clear guidance on good practice and links to case studies.

ISSUES AND OPPORTUNITIES FOR SOCIAL RISK & COMMUNITY

Port Fairy's ability to adapt and be resilient is supported and enhanced by its high level of social capital amongst the resident population that also includes the temporary residents through tourism and second homeowners.

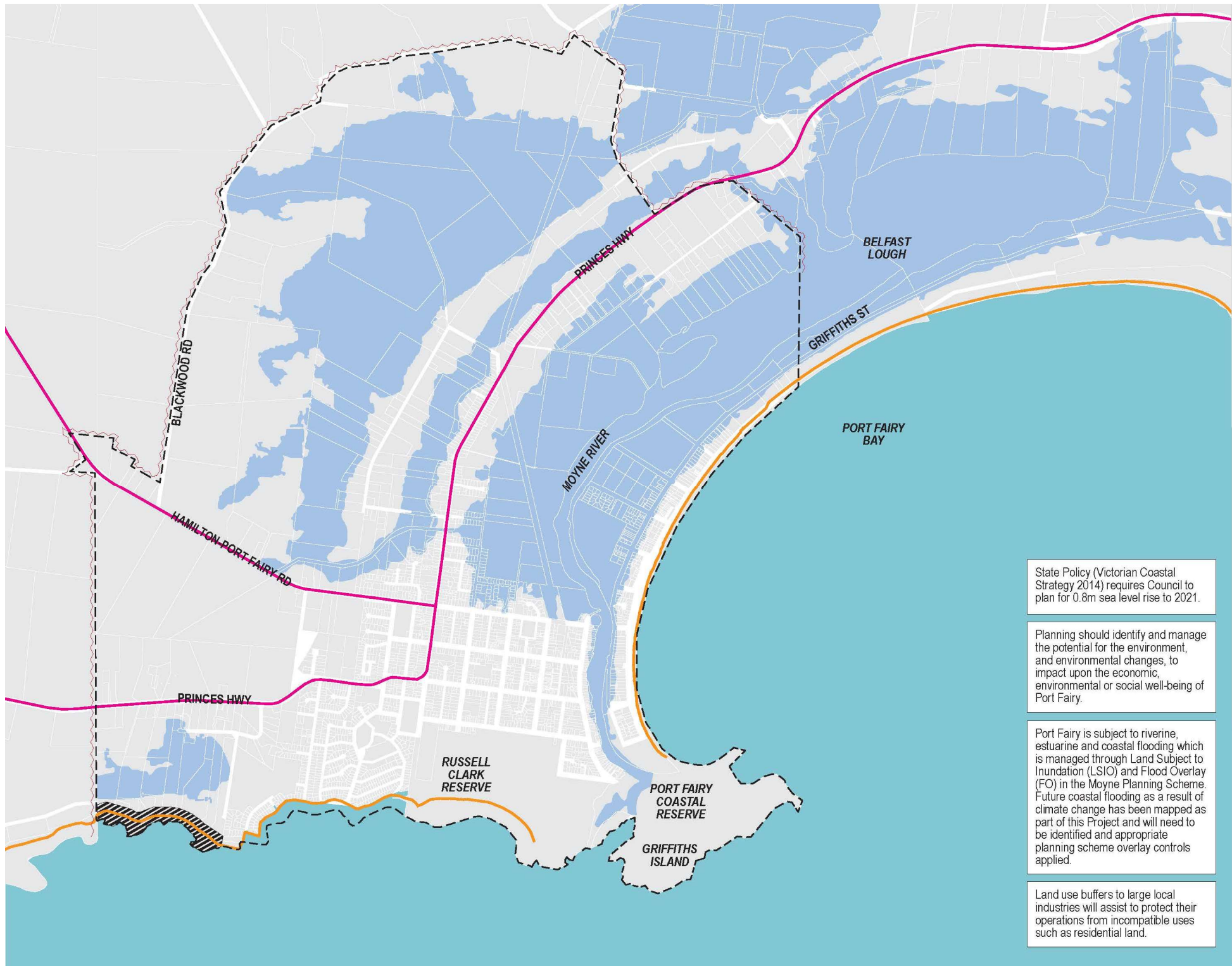
There are numerous community groups that support the local environment, industry, tourism, social and cultural activities of Port Fairy by volunteering their time, local knowledge and expertise. This includes local Indigenous people's knowledge that has sustainably managed the area for thousands of years.

It is important that all levels of government and community groups continue to work together to adapt and support community resilience into the future.

Port Fairy Structure Plan

Environmental Risk

- legend
- proposed settlement boundary 
 - urban / rural interface 
 - highway 
 - coastal / urban interface 
 - environmental management overlay (EMO) 
 - land subject to inundation (LSIO) / flood overlay (FO) 



State Policy (Victorian Coastal Strategy 2014) requires Council to plan for 0.8m sea level rise to 2021.

Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of Port Fairy.

Port Fairy is subject to riverine, estuarine and coastal flooding which is managed through Land Subject to Inundation (LSIO) and Flood Overlay (FO) in the Moyne Planning Scheme. Future coastal flooding as a result of climate change has been mapped as part of this Project and will need to be identified and appropriate planning scheme overlay controls applied.

Land use buffers to large local industries will assist to protect their operations from incompatible uses such as residential land.



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6 BUILT ENVIRONMENT & CULTURAL HERITAGE

6.1 INTRODUCTION

Port Fairy has a rich and diverse cultural heritage and character, which demonstrates the history of the area from the occupation of land by aboriginal clans through to post-contact era.

In accordance with Clause 15 of the Moyne Planning Scheme: Planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value. Creating quality built environments supports the social, cultural, economic and environmental wellbeing of our communities, cities and towns.

Land use and development planning must support the development and maintenance of communities with adequate and safe physical and social environments for their residents, through the appropriate location of uses and development and quality of urban design.

6.2 CULTURAL HERITAGE

ABORIGINAL CULTURAL HERITAGE

Port Fairy is rich in Aboriginal cultural history with powerful and unique spiritual and ancestral bonds to the land, waters and sea of the local Gunditjmara and Eastern Marr Traditional Owners. The Mallungundidji clan was centred on Griffith Island in Port Fairy and was the only Victorian Aboriginal community to be based on an island along the open coast.

The coastal rights, interests and aspirations of Traditional Owners are encapsulated in the concept of “Country” that encompasses spiritual, physical and heritage and stories to the coastal landscape, beaches and the diversity of marine life, plants and animals, as well as traditional activities

such as fishing and hunting. Traditional Owners do not distinguish between land and sea and they see their traditional rights and responsibilities for ‘country’ extending across terrestrial, coastal and marine environments.

The *Glenelg Hopkins Waterway Strategy 2014 – 2022* states the Traditional Owners have used the Moyne river, estuary and wetlands in Port Fairy as sources of food, medicines, fibre and implements over a 40,000-year period. There is physical evidence of historic use in the form of shell middens, oven mounds, stone quarries, fish traps and scarred trees. Some sites have no observable features but are important for their intangible links to places of spiritual or ceremonial significances, resources, trade, travel or stories.

POST-SETTLEMENT HERITAGE

Port Fairy was first settled by Europeans in 1828. Whalers and sealers from Tasmania established a lucrative whaling and sealing industry on nearby Griffith Island until the mid-1840’s. Trade at the port reached a peak during the 1850’s. Wealth created by the Victorian gold rush and surrounding farms created significant town growth. The Port Fairy area continued to prosper until the 1930’s depression.

Following the Second World War there was a resurgence in the rural economy creating more growth for the township. Today, an increase in tourist visits, holiday homes and people seeking to develop a rural lifestyle has kept Port Fairy’s population constant as surrounding areas generally experience a decline.

The post-contact cultural heritage places in Port Fairy illustrate the historic themes that were important in the development of the area and provide an historical explanation of the existing physical fabric and land use patterns. The majority of places reflect key historic themes, which had the greatest influence upon the distinctive pattern of Port Fairy.

Integral parts of the town's character are the historic buildings around the town's centre, the fishing port, Moyne River, Griffith Island and the nearby coastal areas.

Port Fairy has had local heritage overlay planning controls and policy applied to the area for several decades. This was the result of Port Fairy being the subject of one of the earliest heritage studies undertaken in Victoria in 1976. The most recent Heritage Overlay controls applied in 2016 as part of an update to the Port Fairy Heritage Study included 15 new precincts, 1 precinct extension, and 8 individual places.

There are approximately 50 heritage buildings also registered on the National Trust Heritage Register.

SIGNIFICANT TREES

The landscape character of the public realm is defined by the Norfolk Pine and other mature avenues of tree planting.

The Norfolk Island Pine Avenues on Campbell Street, Albert Street, Regent Street, Gipps Street, William Street, James Street and Sackville Street are included in Heritage Overlay No 48.

Tree controls form part of other Heritage Overlay precincts in the town centre.

ISSUES AND OPPORTUNITIES FOR CULTURAL HERITAGE

Aboriginal cultural heritage is a living culture based on the laws and customs of Traditional Owners, unlike post-settlement cultural heritage, it is not solely of archaeological significance. The Aboriginal cultural heritage landscapes and places of significance are recorded along the coast however none in Port Fairy are formally recognised through the Heritage Overlay (HO) of the Moyne Planning Scheme. The Significant Landscape Overlays (SLO4 and SLO5) that bookmark the Port Fairy township on the coast recognise the importance and presence of Aboriginal historical sites along the coastline, however the SLO does not extend within the

settlement boundary. A challenge for this Structure Plan will be to protect Aboriginal cultural heritage using the Planning Scheme provisions.

Both the Eastern Maar Aboriginal Corporation and Gunditj Mirring Traditional Owners Aboriginal Corporation were appointed as the Registered Aboriginal Parties for the south-western region of Victoria. It is vital that these groups have a key role in protecting Aboriginal cultural heritage in Port Fairy and attempts have been made to engage.

On-going engagement with the Traditional Owners will be necessary to achieve appropriate levels of protection and conservation of cultural heritage sites.

Port Fairy has become a popular holiday resort, a place for retirement and now a 'sea-change' destination because of its tangible and intangible heritage qualities. While this has brought substantial economic benefit to the town, it has also increased pressure on places of cultural significance. Continued updates to the Heritage Study and use of the Heritage Overlay to apply to significant buildings in Port Fairy will ensure protection and conservation of valuable heritage features throughout the town.

The construction of infrastructure including such things as drainage services and cross overs in the HO48 area will need to be designed so as not to impact negatively on the health of the heritage avenues of Norfolk Pines.

6.3 NEIGHBOURHOOD CHARACTER

Design Guidelines were prepared for Port Fairy in 2006, resulting in the inclusion of the majority of Port Fairy in one of nineteen Design and Development Overlays (DDO) at Clause 43.02 of the Moyne Planning Scheme. The DDOs include:

- Schedule 1 (DDO1) East Beach General
- Schedule 4 (DDO4) East Beach between Ritchie and Bourne Avenue
- Schedule 5 (DDO5) East Beach Tea Tree Area

- Schedule 6 (DDO6) Griffith Street North
- Schedule 7 (DDO7) Griffith Street South
- Schedule 8 (DDO8) Small Cottages Area
- Schedule 9 (DDO9) Gipps Street & Moyne River Area (East River Side)
- Schedule 10 (DDO10) Heritage Residential Area
- Schedule 11 (DDO11) Wishart Street
- Schedule 12 (DDO12) Heritage Commercial Area
- Schedule 13 (DDO13) South Beach
- Schedule 14 (DDO14) South Beach West
- Schedule 15 (DDO15) Town Entrances
- Schedule 16 (DDO16) Belfast Lough
- Schedule 17 (DDO17) Land North of Regent Street
- Schedule 18 (DDO18) South Beach Behind Foreshore
- Schedule 19 (DDO19) Hamilton Road Entrances
- Schedule 20 (DDO20) Thistle Place
- Schedule 21 (DDO21) Peripheral Areas

Each DDO has design guidelines for height, façade height, building bulk and mass; setbacks; carparking, garages and outbuildings; building materials and colours; landscaping and fencing; site coverage; frontage; and roof pitch and alignment.

ISSUES AND OPPORTUNITIES NEIGHBOURHOOD CHARACTER

It is generally considered that the DDOs have been effective in achieving good design outcomes in the township respectful of neighbourhood character. However, the strategic basis for the DDOs is over ten years old and over that period alternative planning scheme zones, overlays, ResCode standards and policies have been implemented into the Moyne Planning Scheme that may offer improved statutory tools to manage and guide the design and development of the built form, in particular controls on building heights and site coverage.






A large majority of the planning permit applications for development in Port Fairy are triggered by the requirements of the current DDOs. Anecdotally, the community and development industry find the DDOs and associated planning framework complex and difficult to interpret.

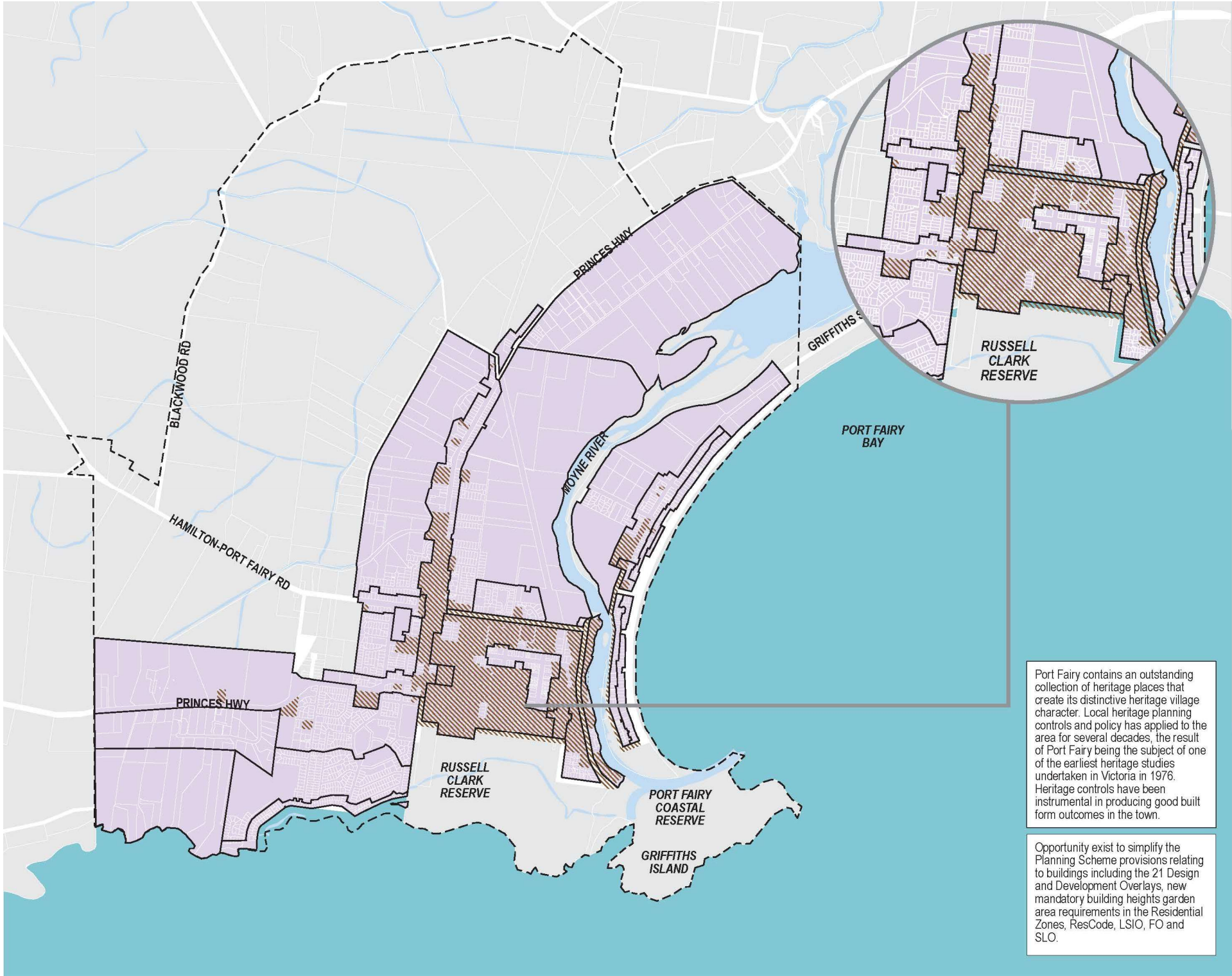
The Structure Plan provides the opportunity to review and strengthen the DDOs and all other zone and overlay controls that have implications for building design to ensure continued effectiveness and quality built form and subdivision outcomes. Further, to strengthen the Design Guidelines whilst simplifying the provisions to improve useability.

Port Fairy Structure Plan

Buildings

legend

- proposed settlement boundary 
- design and development overlay boundary 
- design and development overlay 
- heritage overlay within residential areas 
- water body 



Port Fairy contains an outstanding collection of heritage places that create its distinctive heritage village character. Local heritage planning controls and policy has applied to the area for several decades, the result of Port Fairy being the subject of one of the earliest heritage studies undertaken in Victoria in 1976. Heritage controls have been instrumental in producing good built form outcomes in the town.

Opportunity exist to simplify the Planning Scheme provisions relating to buildings including the 21 Design and Development Overlays, new mandatory building heights garden area requirements in the Residential Zones, ResCode, LSIO, FO and SLO.



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7 HOUSING

7.1 INTRODUCTION

Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure. New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space. Planning for housing should include providing land for affordable housing.

Urban Enterprise's *Economic and Tourism Land Use Analysis* provides a comprehensive analysis of housing in Port Fairy for which the following is a summary.

7.2 HOUSING MARKET

This section provides a profile of the housing market demand characteristics in Port Fairy.

DWELLING OCCUPANCY

Port Fairy had a low rate of occupied private dwellings in 2011 (63%) compared with the Moyne (80%) and Warrnambool (90%) municipalities, reflecting the presence of a substantial holiday home and short term rental sector.

DWELLING TYPES

In 2011, the ABS Census identifies the majority of housing stock in Port Fairy was detached (separate) housing (84%), followed by semi-detached dwellings (9%). Port Fairy had a higher proportion of semi-detached dwellings and a smaller proportion of flats, units and apartments in 2011, compared to Warrnambool.

DWELLING SIZE

The primary dwelling size was three bedrooms (590 dwellings or 51%), with approximately a quarter of the dwelling stock containing two bedrooms (272 dwellings or 24%), and four bedrooms (205 dwellings or 18%). Only 3% of dwellings in Port Fairy contained one bedroom (38 dwellings).

HOUSEHOLD SIZE

The average household size in Port Fairy was 2.2 people, which was less than the average in Moyne Shire (2.6) and Warrnambool (2.4).

The household size in Moyne (S), according to *Victoria in Future*, is projected to decrease from 2.5 persons in 2011 to 2.27 persons in 2031. The 2011 household size of Port Fairy (UCL) was 2.2 people per household. An equivalent proportional decrease would result in an average household size of 2 persons in Port Fairy by 2031.

HOUSEHOLD COMPOSITION

2011 ABS Census data shows that Port Fairy had a higher proportion of couple households without children (34%) and lone person households (31%) when compared to the other areas, with the lowest proportion of family households with children (22%).

This data reinforces that Port Fairy has traditionally been a lifestyle destination for older couples and not traditionally a family housing market. This data also reflects the low average household size of 2.2 people in 2011.

The projected change in household composition in Moyne between 2011 to 2031 is the proportion of families with children is projected to decrease by approximately 5%, whilst the proportion of households without children and lone person households are projected to increase by 3%.

If regional data is an indicator of the projected household composition in Port Fairy, then family households can be expected to decrease while couple and lone person households can be expected to increase. However,

it is noted that Port Fairy operates as a somewhat isolated housing market with unique characteristics that may not reflect broader regional or municipal trends.

DWELLING TENURE

47% of dwellings in Port Fairy were owned outright in 2011, which was higher than in Moyne (44%) and Warrnambool (36%). A smaller proportion of dwellings were owned with a mortgage in Port Fairy when compared to Warrnambool. A quarter of dwellings were being rented in Port Fairy in 2011, which compares to 31% in Warrnambool (this includes holiday rentals as well as permanent rentals).

COST OF HOUSING

Median House Price

In 2015, the median house price for Port Fairy in 2015 was \$450,000, which was over \$100,000 more than the median Warrnambool price and more than \$150,000 than the median price in Koroit.

Over the ten-year period 2005–2015, house prices grew at a rate of 4.40% per annum in Port Fairy, outpacing growth in Warrnambool and Koroit, but less than the Moyne average. Lower prices in Warrnambool and Koroit are likely to be more attractive to the family household market, in comparison to Port Fairy.

Median Unit Price

The median unit price in Port Fairy has been consistently higher than in Warrnambool. In 2015, the median unit price in Port Fairy was \$331,000, compared to \$257,000 in Warrnambool.

Median Vacant Land Price

The median vacant land price in Port Fairy has remained significantly higher than in Warrnambool, Moyne and Koroit over the past 10 years.

The median vacant land price in Koroit was approximately \$85,000 less than that of Port Fairy and \$40,000 less than that of Warrnambool, which is likely to attract families and first home buyers.

RENTAL HOUSING

As of March 2016, the median rental data shows there were a total of 51 dwellings that were rented on a permanent/long term basis. 2011 ABS data for Moyne notes that 939 dwellings were used for rent in Moyne (S). This suggests that a very high proportion of rental dwellings in Moyne are available for short term (holiday) rent, rather than long term rent (permanent residents). In a popular tourism destination such as Port Fairy, holiday rentals can often generate higher rental income than permanent rentals, while owners can also use the property as a holiday house at certain times of the year.

The median regional rent in Regional Victoria during the March 2016 quarter was \$280 per week. The majority of rental properties in Moyne (S) as of March 2016 had rental rates greater than \$280 per week. There are currently no one bedroom properties listed as available for rent in Moyne.

ISSUES AND OPPORTUNITIES FOR HOUSING

State and local planning policy recognises it is important that a greater diversity of housing options be provided in order to meet the needs of the local population and to limit housing affordability pressures.

New housing, particularly that aimed at smaller older households, should be encouraged to locate on sites in or close to the town centre and that are within walking distance of public transport and local services such as shops, medical facilities, parks and education.

The Port Fairy housing stock is characterised by freestanding dwellings, along with beachside holiday homes and a range of other dwellings generally with three or more bedrooms. The size of dwellings and number of bedrooms is in stark contrast to the age and household types of the Port

Fairy population, with a median household size of 2.2 persons per dwelling and 65% of households in 2011 having only 1 or 2 people (lone person households or couples without children). Given that projections are for a further ageing of the population and proportional increases in lone person and couple only households, there is a clear market gap for smaller dwellings and units in Port Fairy. This gap is likely to increase in the future.

Housing stock is characterised by freestanding dwellings, many of which have significant heritage value. Housing should be encouraged to support the preferred character objectives and aspirations for Port Fairy.

A significant proportion of dwellings in Port Fairy are unoccupied (37% in 2011), reflecting the substantial holiday home and holiday rental sector. The majority of the dwelling stock is detached housing (84%), with 9% semi-detached dwellings and 4% flat, units or apartments. Based on observations, many of the smaller and non-detached dwellings are holiday rentals and therefore not available to permanent residents.

House prices in Port Fairy are significantly higher than nearby towns of Warrnambool and Koroit. The attractiveness of Port Fairy as a tourism destination and therefore for holiday home owners increases competition – this factor, combined with a relatively limited supply of new residential land, places upward pressure on local housing prices.

The high cost of housing - both in terms of purchase prices and rents – restricts opportunities to live in Port Fairy for some market segments, especially first home buyers, young families and some smaller households. This is further exacerbated by the large proportion of non-resident dwellings dedicated to short term (holiday) rentals, limiting the number of properties available for longer term rent.

There is both a shortage of rental stock available for permanent residents and a lack of affordable rental housing in Port Fairy. The limited supply of long term rental properties has resulted in high median rents and an absence of smaller and more affordable rental properties, a key gap in the local housing market. Affordable rental housing is particularly important

to service employees within the tourism industry, which typically relies on a younger workforce, has lower wages and is more seasonal than other industries.

Anecdotally, demand for long term rental accommodation exceeds supply in Port Fairy. It will be important for ongoing opportunities for unit developments to be made available, to support a range of markets including holiday rentals, permanent rentals and retirees seeking to downsize.

Discussions with local real estate agents indicated that the short term/holiday rental market is becoming saturated, underpinned by an increase in supply generated by short stay accommodation platforms such as Air BnB. This has led to a recent shift towards buyers of investment properties (many of which are purchased as ‘future’ holiday or retirement homes) choosing to make the property available on the long term rental market. However, a significant proportion of the dwelling stock remains unsuitable to the long term rental market, given the large dwelling sizes and high rents.

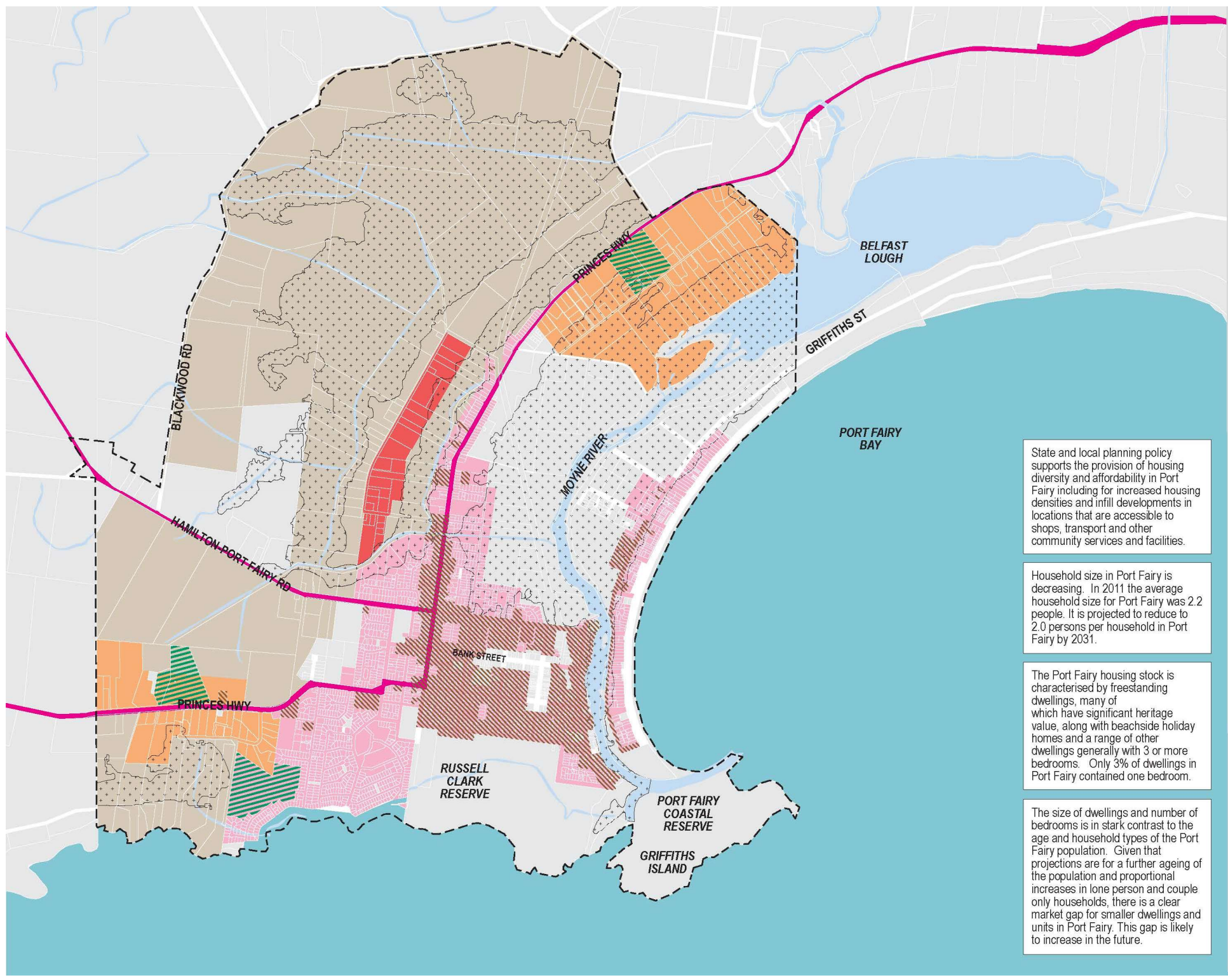
Given the comparatively cheaper cost of housing and vacant land in both Koroit and Warrnambool, young families and first home buyers are more attracted to these markets, both of which are within 25 minutes drive of Port Fairy. However, anecdotally there has been an increase in the number of young families moving to Port Fairy (in the last 5 years), indicating a slight shift from the traditional retiree market.

Port Fairy Structure Plan

Housing

legend

- proposed settlement boundary 
- strategic redevelopment site - green field 
- HO areas where density may be potentially limited 
- areas where development may potentially be limited by flooding 
- general residential zone (GRZ1) 
- low density rural zone (LDRZ) 
- rural living zone (RLZ) 
- mixed use zone (MUZ) 
- road zone (RDZ1) 
- water body 



State and local planning policy supports the provision of housing diversity and affordability in Port Fairy including for increased housing densities and infill developments in locations that are accessible to shops, transport and other community services and facilities.

Household size in Port Fairy is decreasing. In 2011 the average household size for Port Fairy was 2.2 people. It is projected to reduce to 2.0 persons per household in Port Fairy by 2031.

The Port Fairy housing stock is characterised by freestanding dwellings, many of which have significant heritage value, along with beachside holiday homes and a range of other dwellings generally with 3 or more bedrooms. Only 3% of dwellings in Port Fairy contained one bedroom.

The size of dwellings and number of bedrooms is in stark contrast to the age and household types of the Port Fairy population. Given that projections are for a further ageing of the population and proportional increases in lone person and couple only households, there is a clear market gap for smaller dwellings and units in Port Fairy. This gap is likely to increase in the future.



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8 TRANSPORT

8.1 INTRODUCTION

The Port Fairy Coastal and Structure Plan should ensure an integrated, equitable and sustainable transport system exists in Port Fairy.

8.2 ROADS

The primary road access to Port Fairy (VicRoads roads in the Road Zone Category 1 – RDZ1) include: the Princes Highway linking to Warrnambool, Geelong and Melbourne to the east, and Portland to the west; and the Hamilton-Port Fairy Road linking to Hamilton in the north.

The secondary road access is along Griffiths Street however the Moyne River bridge crossing has a load limit restricting use of the secondary access by larger vehicles and freight.

Within the town, the older town centre features a grid street layout in contrast to peripheral residential areas where road layout has followed subdivision and an ad hoc road network created.

ISSUES AND OPPORTUNITIES FOR ROADS

Road Link Across Moyne River

Griffiths Street bridge provides the only vehicle connection across the river linking the town centre to Eastern Beach, the Golf Course, Recreation Reserve, Boating facilities, Caravan Parks and residential areas.

Demonstrated during the bridge upgrade in early 2017, if the road bridge is inaccessible the areas and services of the town on the east side of the bridge are completely inaccessible to the town centre and vice versa.

The bridge and Griffiths Street are susceptible to flooding which may potentially limit use of the second access (primary access for Eastern beach

area) suggesting that an alternate road crossing of Moyne River needs to be considered to minimise risk and maximise movement within the town.

VicRoads Bypass

The Princes Highway faces increasing usage by heavy vehicle traffic due to expansion in the tourism, forestry and agricultural industries in Moyne and surrounding municipalities. Without an alternate route, the traffic has to travel through the Port Fairy township.

VicRoads has earmarked land to the north-west of the Highway including in a Public Acquisition Overlay (PAO) for a future town by-pass route. Preliminary consultation with VicRoads suggests that the Bypass has not been considered for funding approval. It is important that the Plan advocate for building on the Bypass to reduce traffic in the town and improve safety for all road users including pedestrians and cyclists.

Connection & Movement

The grid street layout in the older parts of town facilitate movement and access between residential areas and the town centre. In contrast, residential areas to the west and north of Port Fairy have no direct road connection to the central town grid and are dependent on the Princes Highway. Future residential growth areas and subdivision must be designed and provide a coordinated and connected street network to avoid similar movement isolation from other areas within town.

8.3 WALKING & CYCLING

Paramount to creating a sustainable township is ensuring a safe, comfortable and accessible pedestrian and cyclist environment.

The generally flat topography of Port Fairy and existing extensive shared pathways and footpath network throughout the town facilitates walking and cycling as a mode of transport.

Often pedestrian and bicycle access is via informal street spaces or on grassy verges with no footpaths resulting in a shared roadway for vehicles, cyclists and pedestrians. This informality is valued by residents and visitors and a contributing feature of the character of Port Fairy.

ISSUES AND OPPORTUNITIES FOR WALKING AND CYCLING

Council's *Cycling Strategy* makes recommendations for on and off road cycling and shared pathways and should be incorporated into this Plan.

There is limited cycling infrastructure in key areas i.e. bike racks for secure parking. There is potential to install more bicycle parking facilities in and around the town centre, community facilities and key destinations points including beach access points.

A Bike Share Scheme should be considered to maximise sustainable transport use within the town centre, and as an activity to encourage tourists and visitors to explore the town and promote sustainable transport.

Future residential areas will require new pedestrian and cycle links from outer residential areas to the town centre and activity nodes. Pedestrian and cycling access should be facilitated as a priority from existing residential areas and new residential areas to encourage walking and cycling for the health and environmental benefits.

Balancing retention of informal character and safe and accessible services needs to be considered.

Pedestrian safety can be improved throughout the town. There are a series of crossing points across the Princes Highway that would benefit from traffic installations i.e. median strip.

The pedestrian bridge across the Moyne River is well utilised from either side. Identification of the western entry could be improved with signage
Issues and opportunities for car parking

and lighting. The rail trail could be extended to the bridge crossing to link the Rail Trail with the shared pathway network in other areas of Port Fairy.

8.4 PUBLIC TRANSPORT NETWORK

V/Line bus services link Port Fairy to Warrnambool, Mt Gambier and Ararat. All services stop at the Visitor Information Centre, with the No. 8 V/Line bus to Warrnambool via Koroit also stopping at Villiers Street/Polding Street and the Port Fairy Hospital.

Port Fairy is not directly serviced by passenger rail. The V/Line train service between Melbourne and Warrnambool, connected to by bus services, currently runs four services per day. In April 2017, the Victorian State Government announced it will fund a \$200 million upgrade to the Warrnambool Line (Barwon South West region). This will include additional daily services. It will be important that bus services from Port Fairy to Warrnambool coordinate with any new service schedule, including additional services to improve public transport access for Port Fairy residents and visitors.

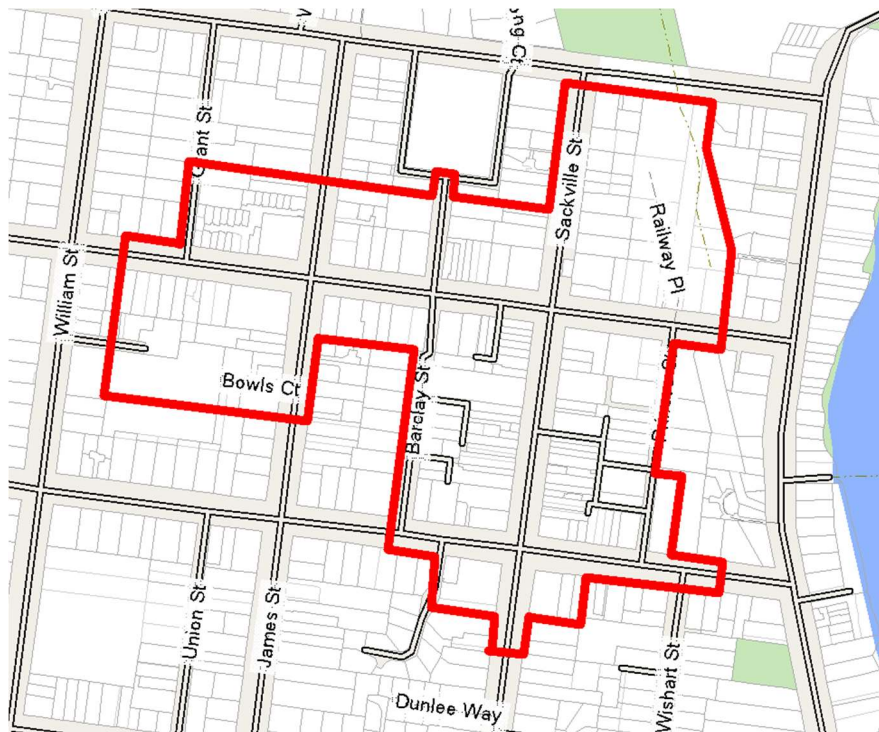
8.5 CAR PARKING

Car parking in Port Fairy comprises formal and informal car parking, including:

- formal designated, sealed and marked car parking areas at major destinations including beach access points, recreation reserves, community facilities and Council offices;
- on-road horizontal and vertical marked bays in the town centre area and inner residential areas; and
- informal car parking on grassy verges, nature strips and public open spaces in peripheral town areas, Railway Place and around the Port and boating facilities.

Council has prepared a draft *Port Fairy Town Centre Car Parking Strategy 2016* in response to perceived development pressures in the central commercial area and a desire to retain the liveability of the township. The Strategy identifies the existing supply of parking spaces in and around Port Fairy town centre is 827, the majority of these spaces provided on the street at Council expense.

MAP: PORT FAIRY TOWN CENTRE CAR PARKING STRATEGY 2016 STUDY AREA



Like many coastal towns, during peak holiday periods and the Port Fairy Folk Festival, demand for car parking can often exceed supply at key destinations. It is a customary approach to car parking to aim to cater for the 85th percentile of absolute peak demand. That is cope with normal busy periods but not provide parking that would otherwise sit vacant for

the great majority of the year with substantial opportunity costs and poor urban design outcomes.

The Strategy identifies that even at peak holiday times, the peak parking demand does not overwhelm the existing supply of on-street spaces.

This suggests that the excess public car-parking capacity is currently at least 289 spaces. This excess caters for peak holiday demand. However, 207 of these spaces are provided in informal areas including nature strips and the grassed areas of Railway Place. In the future, then, some improvement in existing spaces may be required to cater for demand. This could include formalising existing informal spaces and providing signage directing visitors to parking places.

Recommendations of the draft Strategy include introduction of a cash in lieu payment scheme in the town centre for developments that require a parking exemption and need off-site parking given the nature of the streetscape and the size of the allotments in the Port Fairy town centre. To date, most spaces have been provided with the Council effectively providing most parking spaces at no cost to the developer, but full cost to Council.

ISSUES AND OPPORTUNITIES FOR CAR PARKING

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 i.e. informal edges versus sealed and lined parking bays to cater for summer periods.

The recommendations of the *Town Centre Car Parking Strategy* will be integrated into the Coastal and Structure Planning Project.

Other approaches to reducing car parking demand is to provide alternative transport modes around the town include improving cycling and pedestrian networks and infrastructure to reduce reliance on the car for travel and movement for short trips within the town.

8.6 PORT

The historic Port of Port Fairy is operated and managed by Council. It is a working port used by commercial fishing enterprises and recreational boaters and anglers. Situated on the Moyne River in Port Fairy, the Port has berths that can be rented on a casual or more permanent basis.

Some of the commercial operations that use the Port include abalone, cray, shark and squid fishing operations, as well as charter boat operators. Recreational users include yachts, recreational anglers and leisure craft, and the picturesque Port and wharf area is popular with locals and visitors alike.

ISSUES AND OPPORTUNITIES FOR PORT

The Port requires dredging of the Moyne River mouth to ensure all year access to the Port. The Port operations are dependent on funding of the dredging program and at risk should funding revenues cease.

8.7 AIRPORT / AIRFIELD

Moyne Shire Council owns and operates a working airstrip on the outskirts of Port Fairy on Skenes Road (Golf Links Road) and is a dry weather strip only. The airstrip is 900 metres long and is unsealed / grass. The airstrip is closed over the winter period.

Port Fairy Structure Plan

Transport & Infrastructure

Legend

- proposed settlement boundary 
- public acquisition overlay for bypass 
- highway 
- local connector road 
- pedestrian/shared path 
- primary access 
- secondary access 
- vehicle link across river 
- pedestrian link across river 
- potential extended rail trail 
- poor connection between north town and central town centre 
- proposed draft port fairy parking overlay 
- V Line bus stop 
- open space 
- water body 



Load Limit on Moyne River bridge restricts heavy vehicle traffic using Griffith Street as secondary access.

New residential areas to the north and west of the township have poor road and pathway connections to the town centre.

Opportunities for bike / pedestrian shared pathway network around the township, including a Bike Share Scheme at key destinations nodes such as Surf Life Saving Club, Town Centre, Wharf and Battery Point.

Advocate to VicRoads to build Port Fairy Bypass.



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9 INFRASTRUCTURE

9.1 INTRODUCTION

Clause 19 (Infrastructure) of the Moyne Planning Scheme states planning for development of social and physical infrastructure should:

- *Enable it to be provided in a way that is efficient, equitable, accessible and timely.*
- *Recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities.*
- *Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.*
- *Facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.*

9.2 COMMUNITY INFRASTRUCTURE

HEALTH FACILITIES

The Port Fairy hospital is operated by Moyne Health Services and located in Villiers Street, Port Fairy. It comprises an acute hospital, urgent care services, residential aged care, and a range of primary, allied health and community care services in Port Fairy. The hospital is a major asset to the community and is unusual for a town of Port Fairy's size.

The Moyne Health website indicates the following services are provided at the Port Fairy Hospital:

- Adult/community education
- Aged Care information/referral
- Audiology
- Community Health Care
- Counselling
- Dietetics
- Drug and/or alcohol information/referral
- Emergency medical
- Health information/referral
- Hospital Services
- Nursing
- Occupational therapy
- Pathology - General
- Physiotherapy
- Podiatry
- Sexual health
- Specialist Radiology/Imaging
- Speech pathology/therapy

EDUCATION FACILITIES

PRE-SCHOOL

The Port Fairy Community Services Centre is an integrated service hub for the Moyne Shire children's services, and includes:

- sessional kindergarten and long day care;
- Maternal and Child Health services;
- Consulting rooms for visiting specialists;
- Community meeting rooms for groups such as Red Cross and playgroup; and
- Council meeting room and some Council Community Support staff.

The service operates from 7.30am to 6.00pm Monday to Friday for children from 0-6 years.

SCHOOLS

There are two Primary Schools located in Port Fairy, the Port Fairy Consolidated School and St Patricks Parish School. Anecdotal evidence and indicates that both schools are experiencing growth in student numbers.

The Principal of St Patrick's Parish Primary School informed that the school has had a steady enrolment increase for the last 9 years. The enrolment in 2008 was 119 children and in 2017 will be 183 students. Over the last 3 years particularly, as well as local enrolments, the school had two to three families each year moving in to the area, mostly from other areas in Victoria. The school is currently in the initial stages of developing a new facilities master plan, which will include some additional learning spaces to cater for the increased enrolment, as well as the refurbishment of some current spaces.

There are no secondary or tertiary education institutions in Port Fairy, with students travelling to Warrnambool and Hamilton for education beyond primary school.

LIBRARY

Port Fairy is served by the Corangamite library service in Sackville Street. The Corangamite Regional Library Corporation provides a public library service to four municipalities: the Shires of Colac Otway, Corangamite and Moyne and the City of Warrnambool.

CULTURAL FACILITIES

PUBLIC ART

Public Art is scattered throughout the public areas in Port Fairy township, and plays a strong role in communicating and identifying heritage and historic markers, to enhance place and street beautification,

acknowledgment of significant events such as the Port Fairy Folk Festival, and the creation of local identity.

Council's *Art and Culture Strategy 2012* identifies that public art contributes to the heritage and style of the community, supports and expresses cultural life and community aspirations and promotes the municipality as a creative and vibrant place, encouraging economic growth and private investment.

Public art should aim for artistic excellence and encourage the creation of high quality contemporary art. The Strategy identifies opportunity for development of public art on Port Fairy and on the Port Fairy to Warrnambool Rail Trail.

HALLS AND THEATRES

The Reardon Theatre in Bank Street comprises a community hall and rooms available for casual and regular group hire.

Community meetings spaces are available at the Port Fairy Yacht Club, Community Centre and Port Fairy Community Services Centre.

OPEN SPACES / RECREATION

Open space is defined as a network of spaces providing opportunities for a range of active and leisure pursuits; including parks and reserves, sporting facilities, conservation and natural areas, waterways and lakes and linear reserves and paths.

Port Fairy is well serviced with open space and recreation facilities including: a 25 metre Indoor Swimming Pool and Gym; Indoor Cricket Centre; two full size recreational ovals with stadiums (cricket and football); Bowling Green; Surf Life Saving Club; multiple playgrounds; seating and BBQ areas.

Other formally designed parks and open spaces include:

- Port Fairy Botanic Gardens – the gardens were established in 1859 in Griffiths Street.
- Apex Park – on top of the sand dune in Rogers Place (East Beach) comprising a toilet and shower block, picnic seating and barbeques. Direct access to East Beach including a sealed car parking area.
- Battery Hill - between the Moyne River and East Beach and the end of the Griffith Street peninsula, the park contains several large cannons and gun emplacements remnants of the early 19th century. The park includes sandy walking tracks amongst remnant vegetation with views from Battery Point across East Beach and over the port area.
- Charles Mills Reserve – adjacent to Battery Point on the river side in Griffiths Street, the park provides views over the Moyne River and port area with a picnic table, barbeque facilities, sealed car parking and public toilets.
- Martins Point – on the Gipps Street southern end of the port overlooking Griffiths Island and the river, the park provides picnic tables, a children’s playground, public toilets, and barbeques. Large Norfolk pines provide shade.
- Pioneer Park – in a newer residential area on Baxter Street, the park is a small area with seats and tables on the Portland side of the highway.
- Russell Clarke Reserve – in James Street is a large passive recreation space incorporating wetlands, open grassy areas and small shrubby areas.

ISSUES AND OPPORTUNITIES COMMUNITY INFRASTRUCTURE

A *Moyne Open Space Strategy* is currently being prepared for the whole of Moyne Shire including Port Fairy. The outcomes and recommendations of the Strategy will inform this Project, including a full audit of existing facilities in Port Fairy and recommendations for additional facilities to support population growth if required.

Port Fairy has a wide range of community infrastructure that should be retained and enhanced to support the health, wellbeing and sense of place of the community.

9.3 DEVELOPMENT INFRASTRUCTURE

ELECTRICITY AND GAS

Port Fairy is connected to electricity and gas.

WATER SUPPLY

Port Fairy is serviced by reticulated water supply.

SEWER

Areas in the urban town centre areas (general residential zone and commercial zone) are serviced with reticulated sewerage. Due to flooding and other environmental constraints, much of the areas in the farm zone and low density living areas do not have a reticulated sewer system. On-site waste disposal and septic tanks are utilised in these areas.

STORMWATER

There is limited drainage infrastructure in Port Fairy which creates significant issues for flooding and disposal of stormwater at times of flooding and inundation.

TELECOMMUNICATIONS

Mobile telephone coverage is inconsistent across Port Fairy and dependent on carrier for quality of service.

ISSUES & OPPORTUNITIES DEVELOPMENT INFRASTRUCTURE

To date, drainage infrastructure development i.e. kerb and channel have not been supported due to implications for character, and/or impact of

infrastructure on the root systems of the Norfolk Pine Trees that feature in much of the town centre. Drainage infrastructure will need to be installed and existing infrastructure to support development and growth into the future. Water sensitive urban design and other options that can manage drainage and not detract from character should be considered.

Given the environmental sensitivities in many peripheral areas, urban growth should be directed to locations where reticulated services are available in order to make the most effective use of those services and to avoid adverse environmental impacts associated with the use of septic tanks.

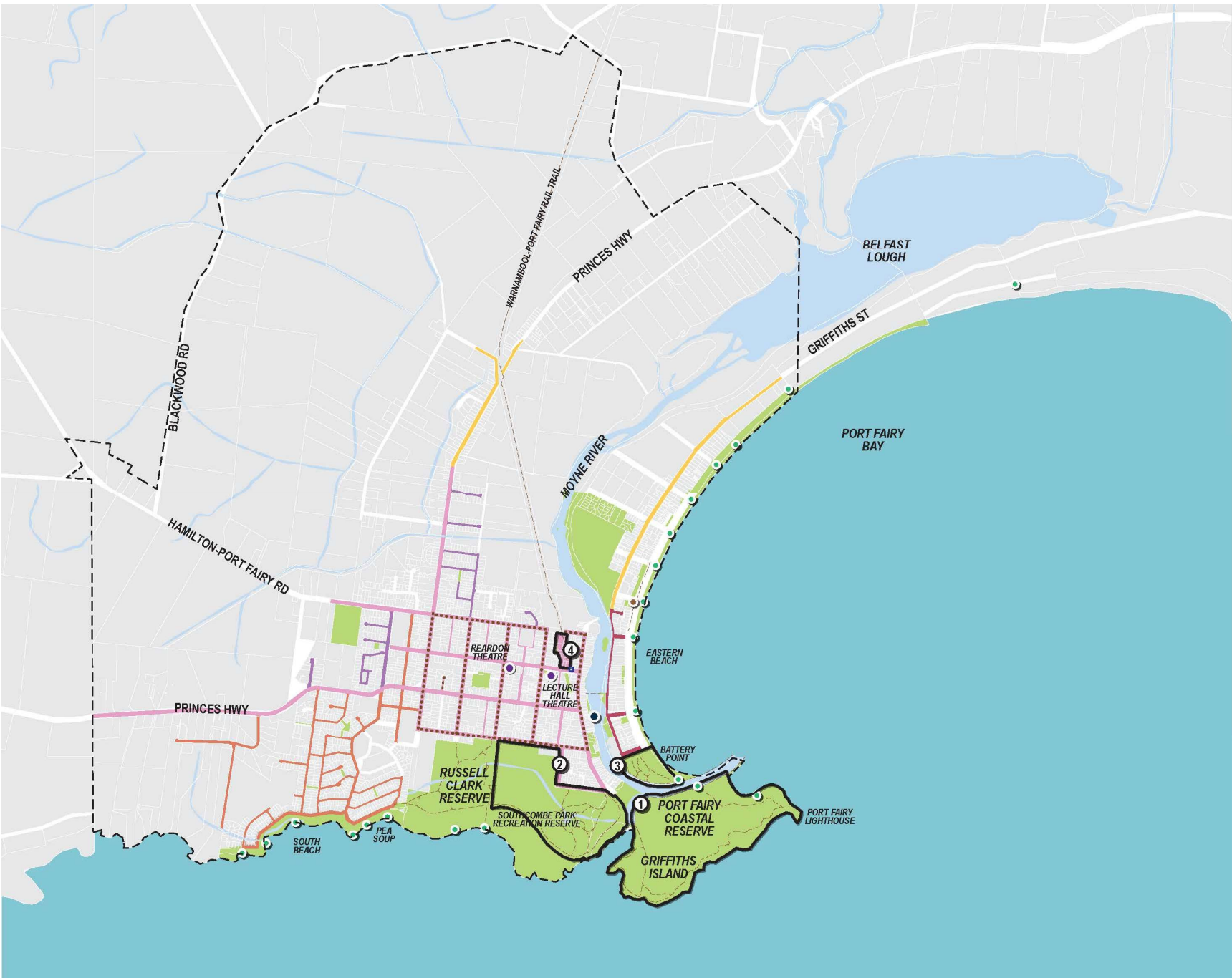


Port Fairy Structure Plan

Spaces

legend

- proposed settlement boundary 
- pedestrian / shared path 
- beach access 
- visitor information centre 
- port fairy surf life saving club 
- port fairy port/ wharf (regional/ recreation boating facility) 
- theatres 
- open space 
- water body 
- precinct boundaries
 - griffith island management plan 2011-2016 
 - southcomb park rec reserve draft masterplan aug 2015 
 - battery point master plan 
 - railway place master plan 
- tree management plan
 - area 1 
 - area 2 
 - area 3 
 - area 4 
 - area 5 
 - vic heritage register trees H2239 



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