

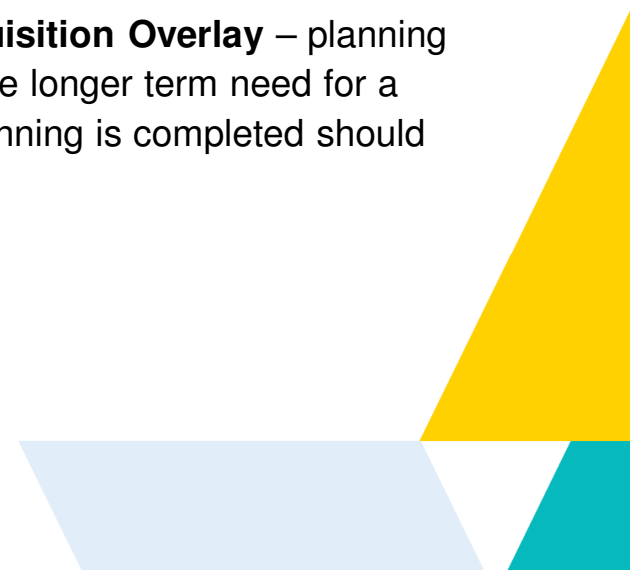
Planning Scheme Amendment C69moyn: Port Fairy Coastal and Structure Plan

Panel Hearing - 20 September 2022



DoT Submission June 2020

- > DoT supports the implementation of a land use framework that facilitates opportunities for residential, commercial and industrial growth within the settlement boundary and that facilitates projected population growth.
 - > It is important that implementation of the structure plan integrates with the short, medium and long term development of the transport network in a manner consistent with the principles of the Transport Integration Act (2010)
- > Key Points
 - > **Active transport** – future development should deliver active transport network
 - > **Buses** - current patronage levels are well served, will monitor future demand as residential development grows
 - > **Existing Public Acquisition Overlay** – planning study to investigate the longer term need for a bypass, until such planning is completed should retain the PAO.



Port Fairy Bypass Planning Study Overview

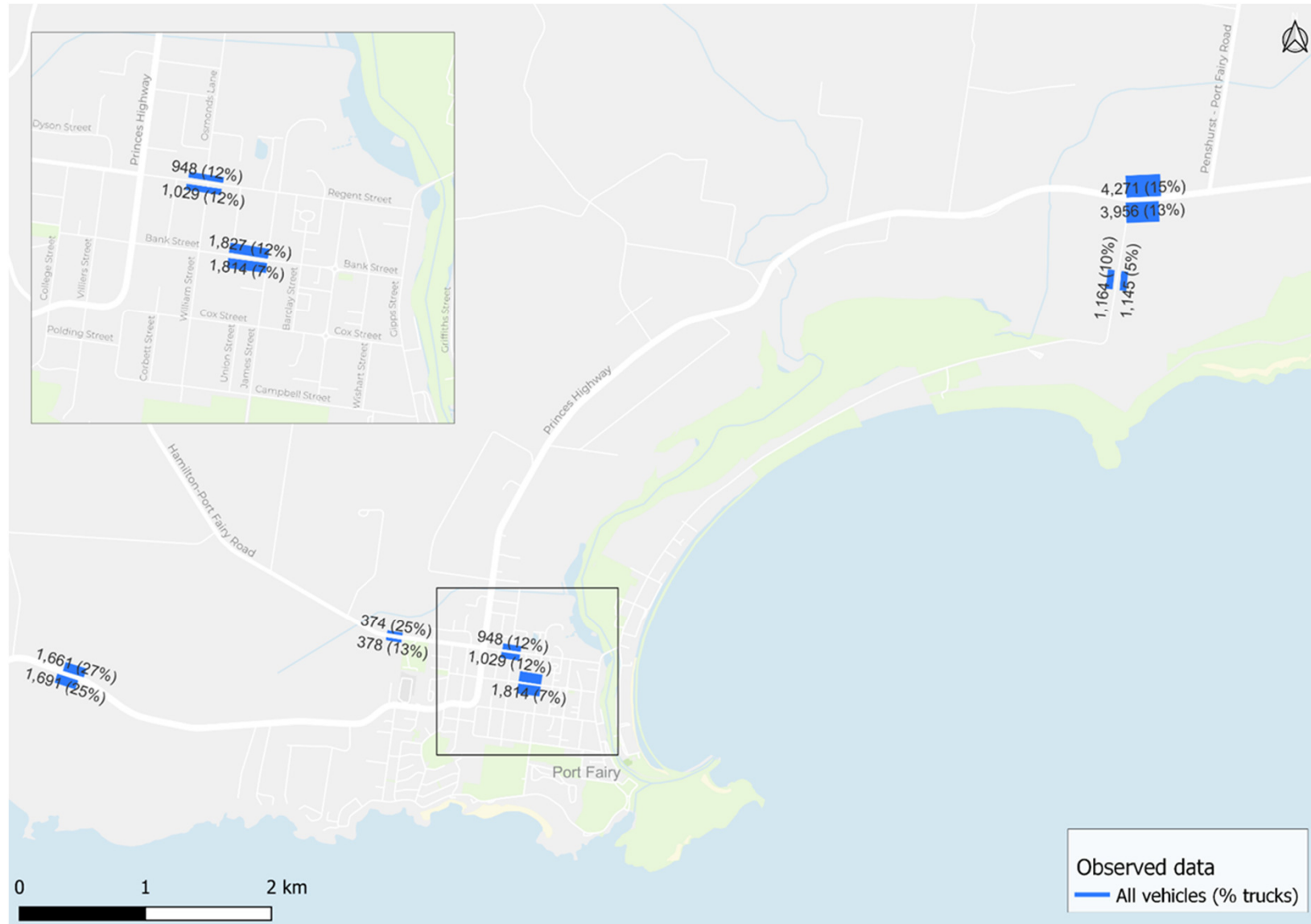
- > PAO for Port Fairy bypass set aside in the 1950s
- > Objective is to understand likely drivers for the bypass and constraints of future construction within the current PAO
- > Planning study scope
 - > Assess 'transport need' for the project
 - > Review of relevant plans and strategies
 - > Data collection and existing conditions review
 - > Movement and Place gap assessment
 - > Assessment against common drivers for regional bypasses



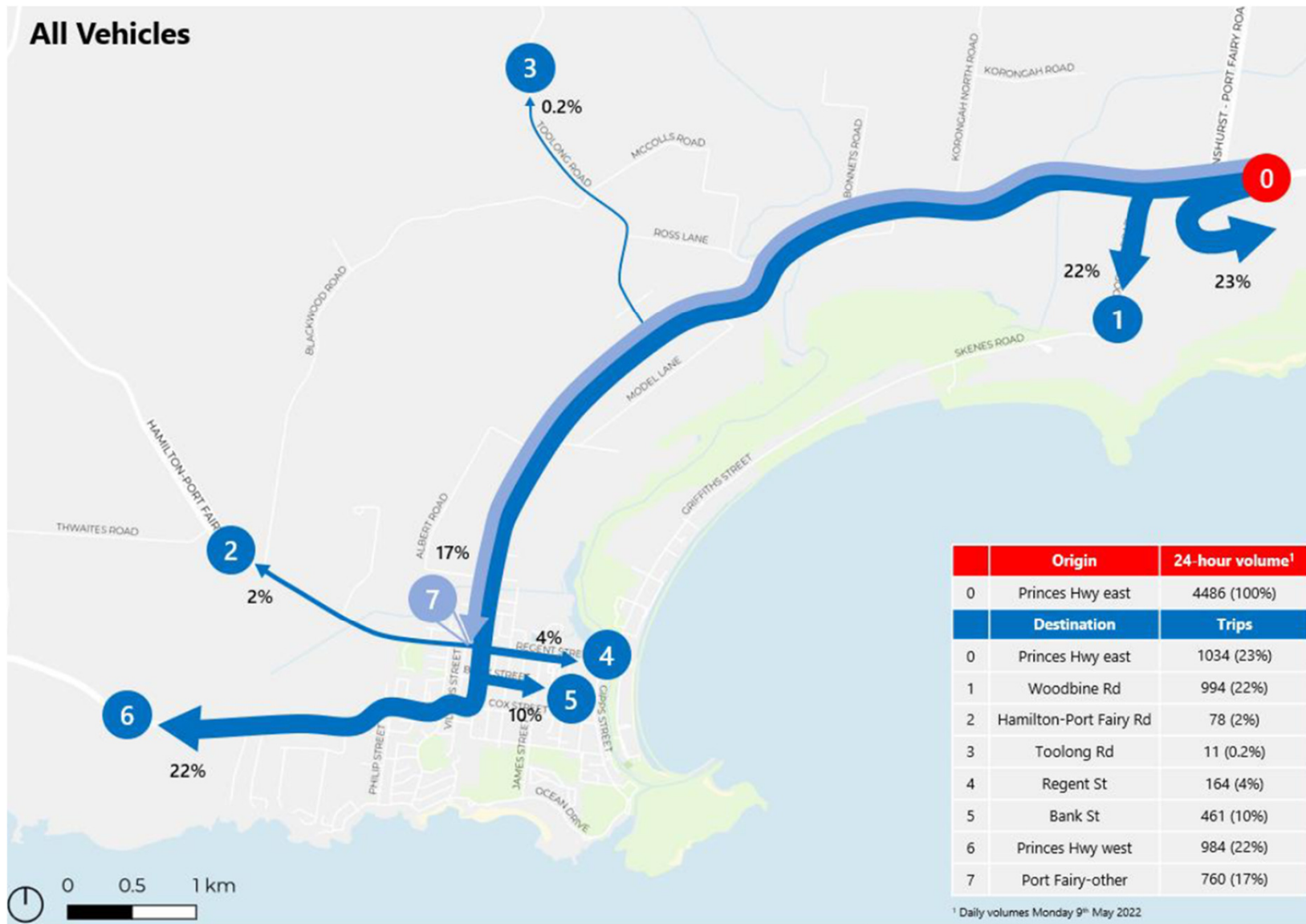
Existing conditions



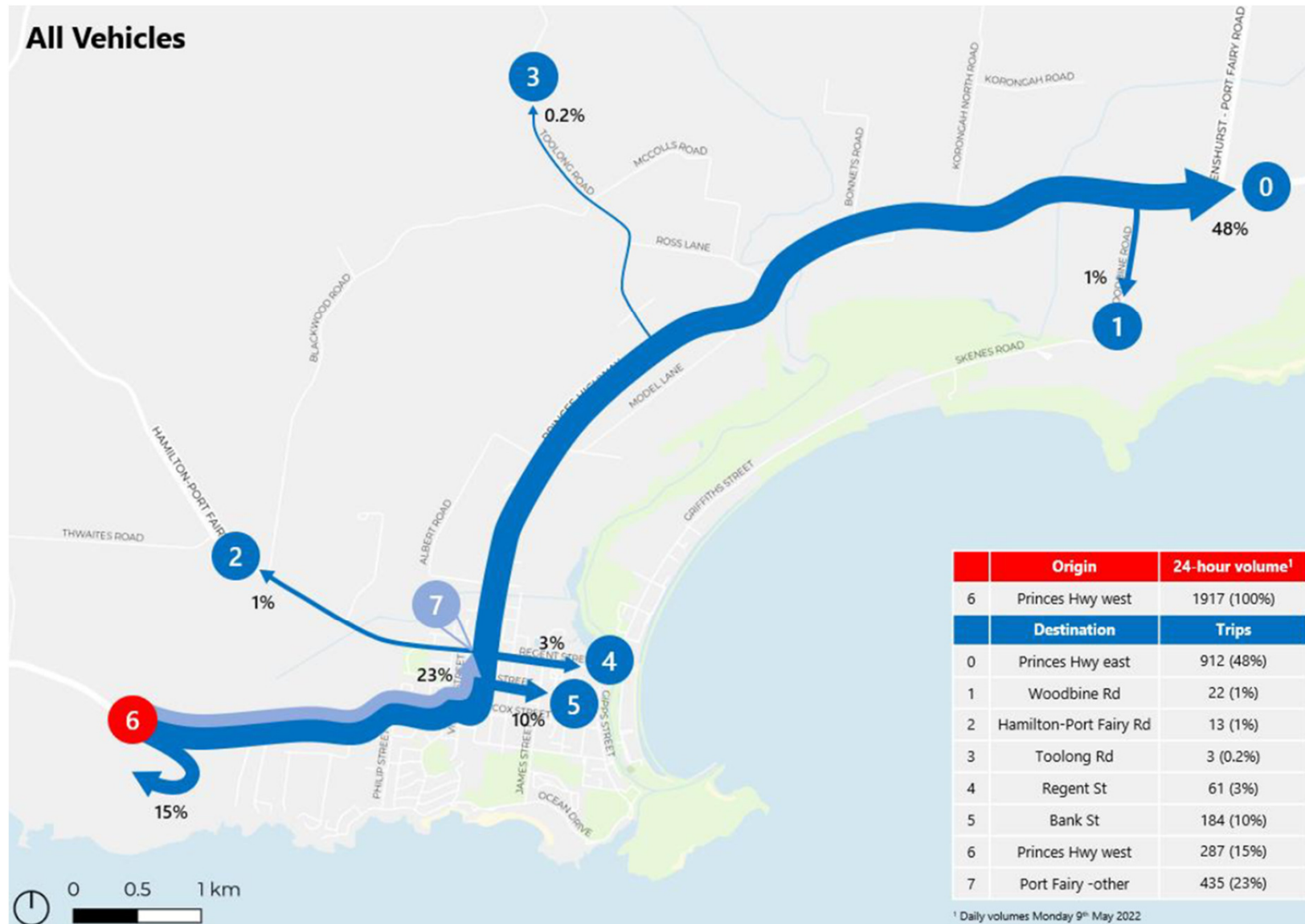
Traffic Demands



Origin / Destination Survey

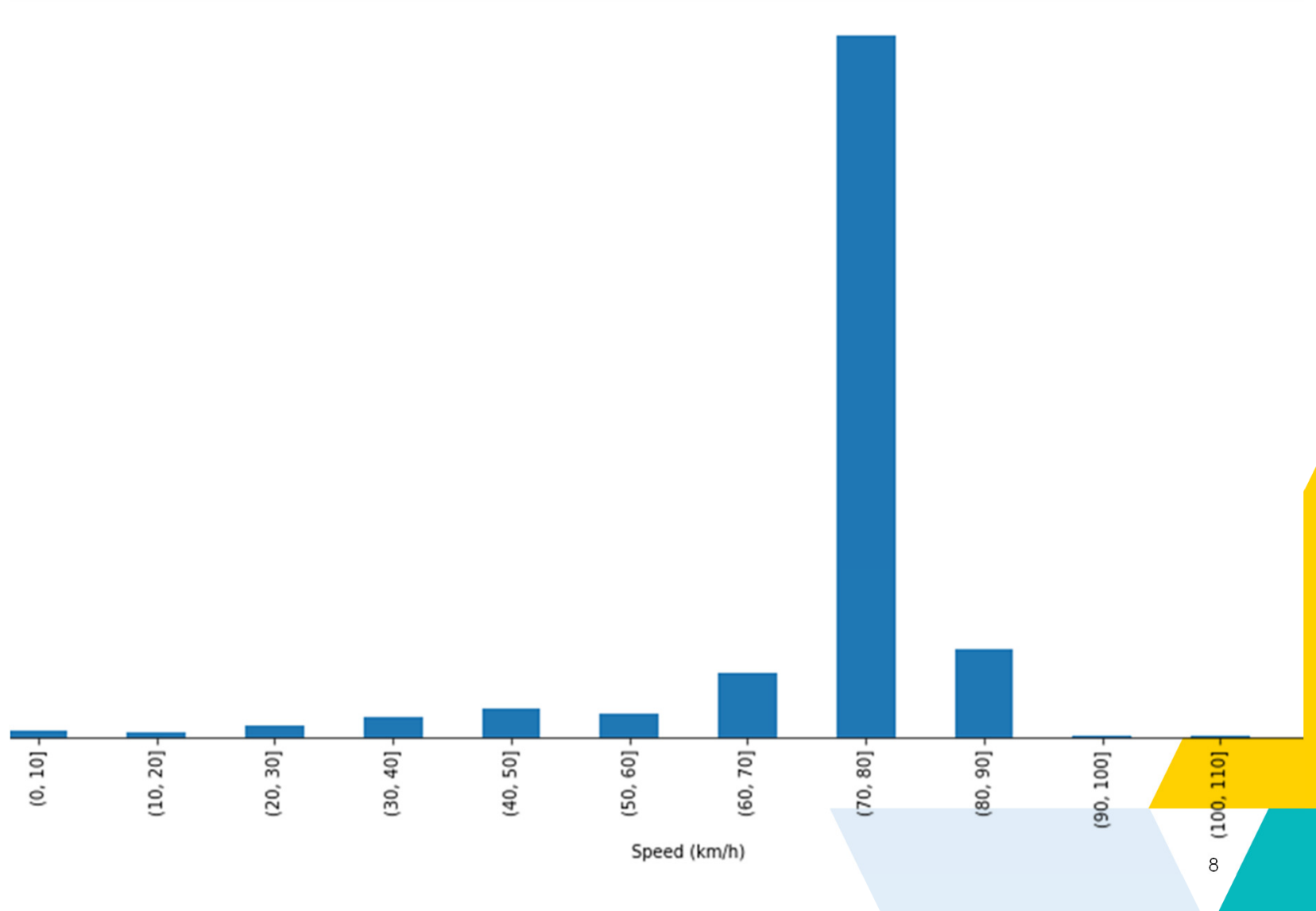


Origin / Destination Survey

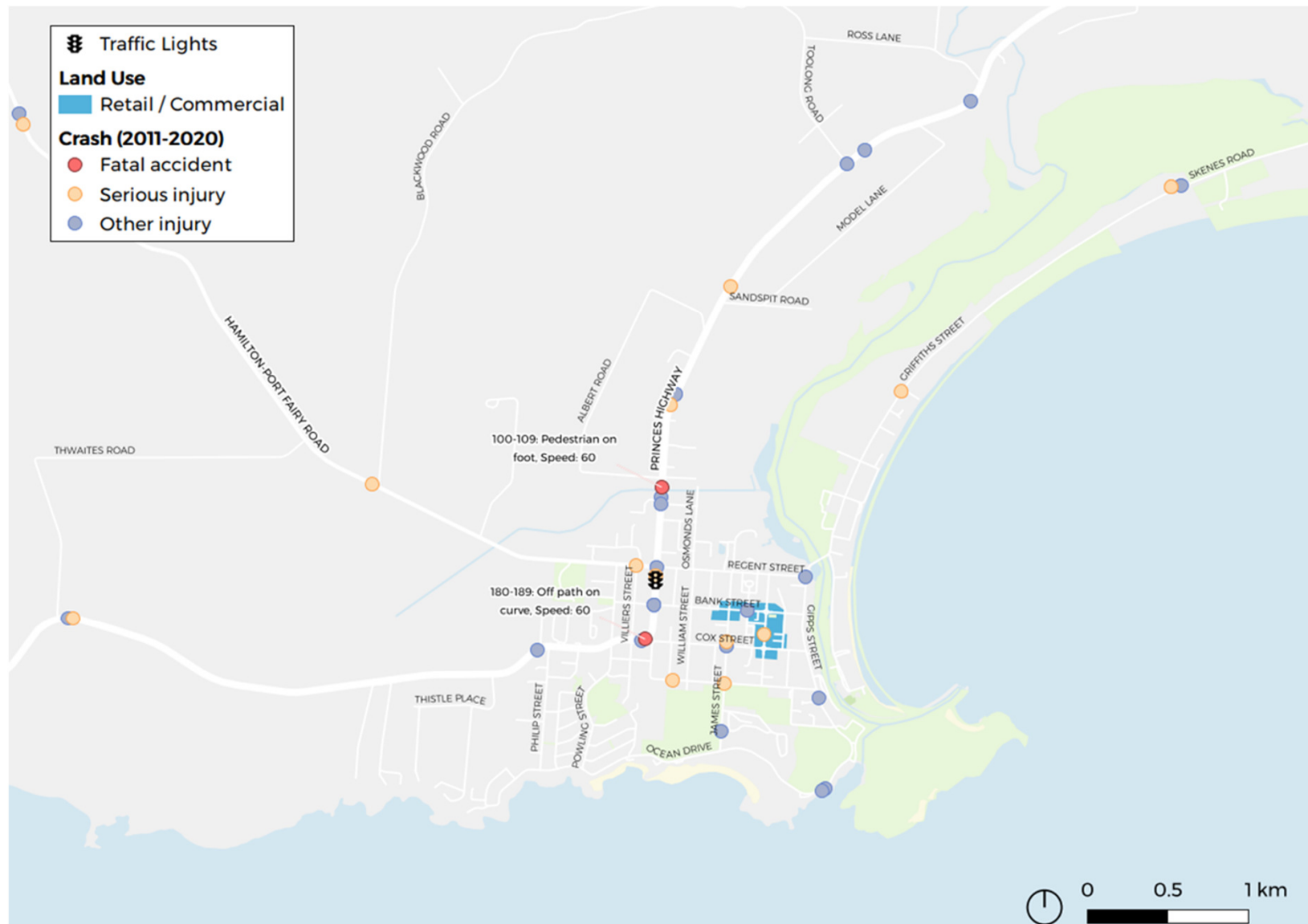


Travel speed through Port Fairy

Through trips speed distribution



Crash History



Movement & Place Gap Analysis

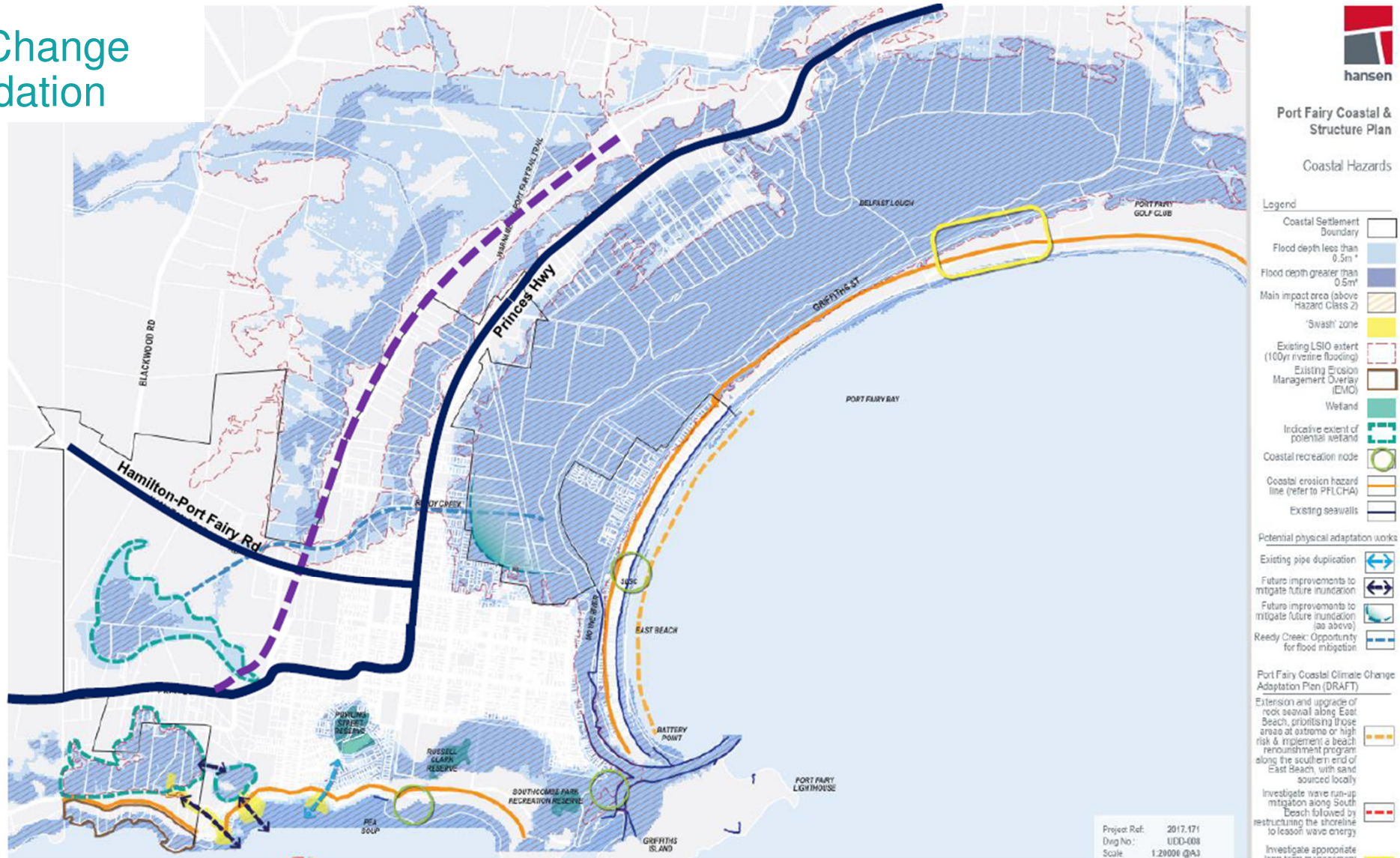
- ✘ Give-way priority at Princes Highway; Side roads have no crossing provision
- ✘ Give-way priority at Princes Highway; Footpaths for crossing on side-road
- ✘ Princes Highway crossing (unsignalised)
- ✘ Princes Highway crossing (signalised)
- Footpath (sealed) ~2-2.5m
- Footpath (sealed) ~1.5m
- Footpath (unsealed)
- ⋯ Rail trail
- Proposed intersection crossing improvement (PFCSP)
- Future signalised intersection (PFCSP)



Future conditions



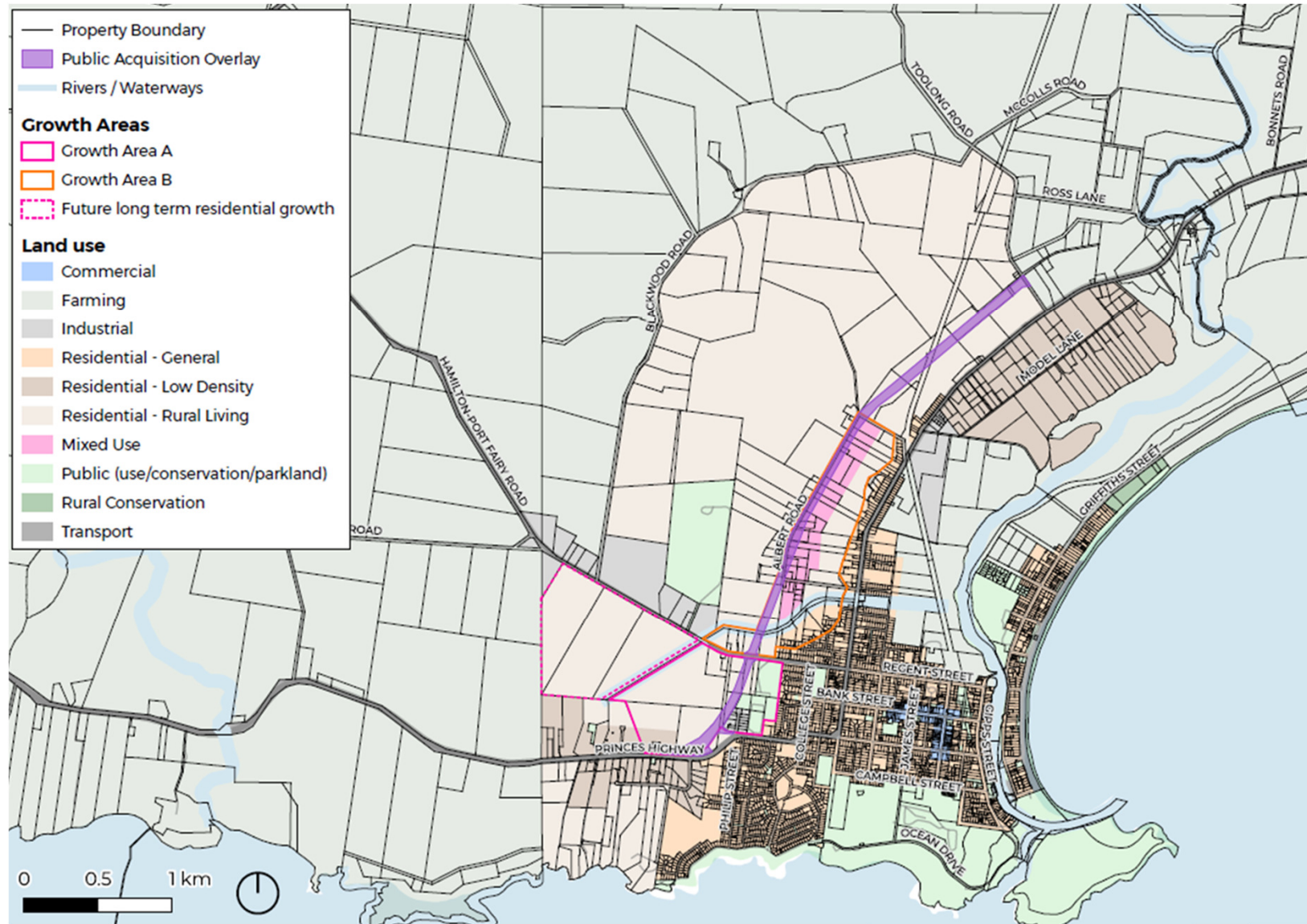
Climate Change and Inundation



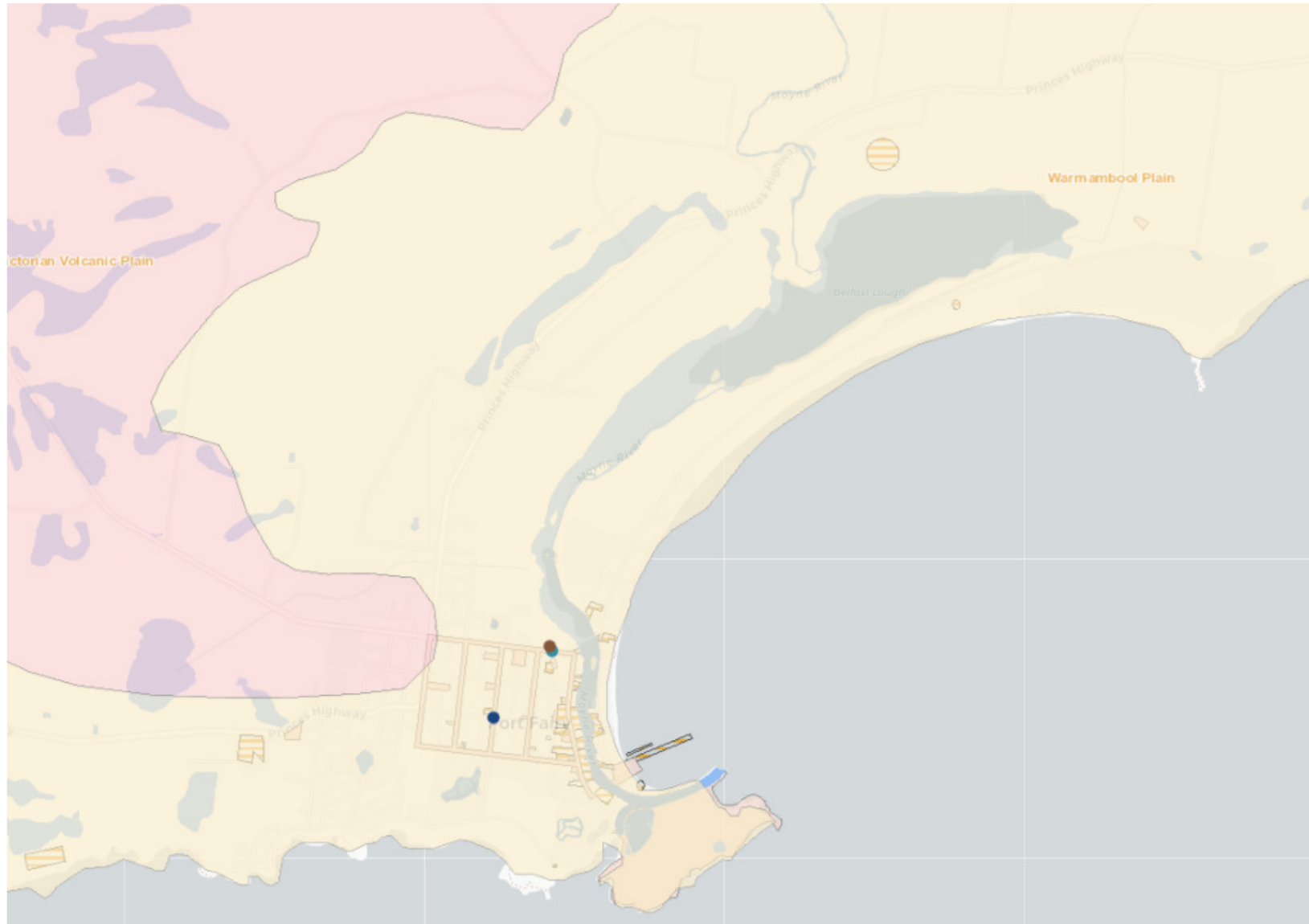
The location of the PAO



The Port Fairy Bypass PAO



Desktop Environmental and Cultural Heritage Assessment



Desktop Environmental and Cultural Heritage Assessment



Understanding the need for a Bypass



Key drivers for regional bypasses

- > Bypasses are primarily “... *an alternative route which enables through traffic to avoid urban or congested areas, or other obstructions to movement. Usually to divert heavy vehicles away from residential areas.*” (**Standards Australia, 2002**)
- > The following eight mechanisms for the need for a bypass identified:
 - > **Road Capacity**
 - > **Road Safety**
 - > **Freight Efficiency**
 - > **Social Disturbance**
 - > **Flood Immunity**

Next Steps