

## MASTER PLAN AND DEVELOPMENT OPPORTUNITIES

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Prepared for:

Wellington Shire Council

By:

Chris Dance Land Design Pty. Ltd.  
in association with  
Research Planning Design Group Pty. Ltd.  
Allom Lovell and Associates Pty. Ltd.  
Corporate and Leisure Marketing Pty. Ltd.  
WBM Oceanics Pty. Ltd.  
Andrew O'Brien and Associates Pty. Ltd.

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## 1.0 EXECUTIVE SUMMARY

The Port Albert Masterplan and Development Opportunities Study has been prepared to provide guidance and direction to the future development of the Port Albert township in both the public and private realm. In doing so, the study addresses the following aspects of the township:

- Conservation and interpretation of the historic places and buildings of Port Albert.
- Preservation and presentation of the natural environment (including the coast).
- Streetscape design and function.
- Vehicle and pedestrian circulation.
- The form and extent of future development.

**Analysis** of the existing township, and its setting, has identified a broad range of **issues**, in the following areas:

- Strategic Planning.
- Entry and circulation.
- Land Use and Activities.
- Environment and views.

The most significant of these **issues** for the future of Port Albert are:

- Ensuring appropriate future development of the town.
- Encouraging visitors to stop and stay in Port Albert. There is currently a short-fall in visitor accommodation as well as eating and shopping establishments.
- Managing town drainage. Port Albert is a flat, low-lying town with a significant amount of poorly drained land and open swale drains. This is attributable to the high level of mosquitoes and sandflies in the town.
- Planning for the impact of key sites, particularly Stockyard Point, Tarraville Road, the foreshore and harbour as well as the existing inland saltmarsh area
- Ensuring that Port Albert's natural and built heritage is more strongly integrated with visitor experiences as a defining 'point of difference' to the town.

In response to the issues, the Framework makes a range of **strategic and detailed recommendations**.

Key **outcomes** include:

- The development of built form design guidelines that respond to the existing scale and history of the town as well as the natural landscape.
- Re-development of the wharf and Fish Co-op building on Stockyard Point to increase the amount of casual berths and to provide a high-end alternative eating establishment in the town.
- Development of the existing inland saltmarsh area into a canal / marina with associated residential development, relocated parking and boating facilities, a relocated caravan park and a continuous pedestrian trail system.
- Development of a major foreshore park after the relocation of parking facilities and the caravan park.
- The provision of new street tree planting to Tarraville Road including improvements to existing drainage and the establishment of new pedestrian paths.
- The provision of new structured indigenous plantings to other streets within Port Albert.
- The re-establishment of a sea bathing area within the main harbour area.
- Improvements to the town's entry roundabout.
- The creation of a continuous pedestrian trail system around the town.
- The opening up of inland channels to Port Welshpool and beyond to Corner Inlet through selective dredging to allow the passage of larger vessels.

The **implementation** of the key outcomes of this study have been addressed in an **Implementation Strategy** which outlines:

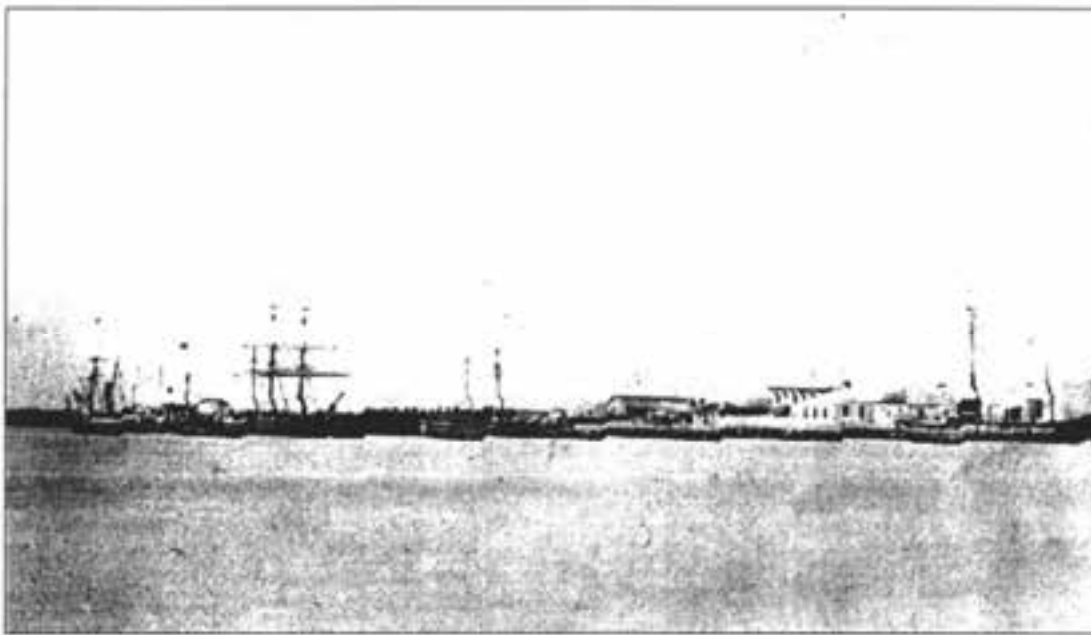
- Priority projects, and associated costs; and
- Proposed planning scheme amendments in order to embody the Masterplan within the statutory planning process.

## 2.0 THE PLACE

Port Albert is situated at the mouth of the Albert River in Gippsland, about 80 kilometres south of Sale and close to the start of the 90 Mile Beach. It holds a significant place in Victoria's maritime history.

### Gippsland's First Town

In January 1841, the paddle steamer *Clonmel* was wrecked on a sand bar in Corner Inlet off the Gippsland coast. The ship, which was registered in Sydney and was one of the first steam-powered vessels in Australia, was on its third voyage between Sydney and Melbourne. The mate on watch made an error in the foggy coastal conditions, causing the *Clonmel* to founder on the island which now bears its name. All on board reached the safety of the shore in an area now known as the Old Settlement Beach. From this less than auspicious beginning, the first township in Gippsland was established.



Port Albert 1864

### The Old Settlement

The relatively protected waters of the Port Albert coastline, coupled with the navigable passage through Corner Inlet, made the site an attractive one for port purposes. In 1841, the 'Gipps Land Company' selected an area between the Albert and Tarra Rivers as a Special Survey, and the first settlement of Port Albert was established near the Albert River.

It soon became apparent that a site further east near the Tarra River was more suitable for shipping. The Government also preferred to establish the port on this site, in the vicinity of Shipping Point, also now known as 'Stockyard Point'. The area was surveyed and some blocks were offered for public sale in the mid-1840s, although Port Albert town remained largely a 'private' town due to the Special Survey and Gipps Land Company ownership. Government services were then established in the new 'official' township, leaving the old port to be progressively abandoned.

### Port Albert Heyday

Port Albert, in the middle of the nineteenth century, was a thriving maritime centre and 'gateway' to Gippsland. Cattle, sheep and wool were exported from the town, as was gold from the 1850s. Many new settlers and immigrants disembarked there, some direct from Britain and Europe, before heading for the goldfields in the mountains or the new settlements of the hinterland. Goods and supplies were also shipped in for the growing numbers of Gippsland settlers. In the years before passable roads were established in the region, Port Albert provided the major link between Gippsland and the rest of the world.

Port Albert was developing rapidly, but its heyday proved to be short-lived.

### **Decline**

Gippsland's reliance on Port Albert declined in the 1860s and '70s. Coach services to Melbourne began in the 1860s, and the opening of the Gippsland Lakes to navigation offered alternative routes into the region. Of more importance, however, was the gradual spread of the railways into eastern Victoria in the 1870s and 1880s. Gippsland's subsequent expansion tended to follow that of the railway line, as it moved further into the hinterland and away from the coast.

Port Albert refused to die, however, and a robust fishing industry developed in the town in the second half of the nineteenth century. The railway eventually arrived in 1892, allowing the catch to be exported to Melbourne. Port Albert was renowned for flounder, with shark fishing gaining importance in the 1930s.

So, for a brief but vibrant period in the mid 1800's, Port Albert was one of the key ports in Victoria servicing all of eastern Victoria. Unlike the historic towns and ports of Western Victoria, however, it has not been subject to strong development pressures and essentially retains much of its original form, layout and aspect. In fact, the small scale and the scattered, lightweight character of its buildings contribute to the town's distinct character. The character of the Old Port is also still legible, notwithstanding the significant buildings and structures which have been lost in recent decades.

Port Albert's maritime history has played an important role in shaping its character. Even today, it is still regarded as an important commercial fishing port, being one of only a few naturally occurring inlets (i.e. boat launching places) along an often inhospitable stretch of coast. Not only does this natural embayment make the town seem tailor-made for commercial boat access, but renders it a perfect location for fishing, swimming and recreational boating. The excellent boat access has led to Port Albert's traditional role as a commercial fishing port merging with a growing role as a potential recreational boating destination.

Port Albert's natural environment is also significant with the town being surrounded by Ramsar listed wetlands, providing important migratory bird habitat. Its large fields of sea grass also provide significant fish habitat and nursery areas.

Based on this combination of historic, cultural and environmental values, Port Albert has great potential to develop as a "must see" destination in the Gippsland region. This potential, of course, must not over-ride Port Albert's existence as a real town. In fact, the future development of Port Albert must contribute to the improved quality of life of its constituents. It is in this way that the town will also appeal to those who don't live there - an attractive and comfortable "living" town (not a museum) that is proud of its cultural and natural heritage and offers a unique and memorable experience to those who - visit and return.

The challenge of this Brief is to therefore address an apparent dichotomy - to determine a future direction for Port Albert within a framework which distills and enhances the township's character, yet accommodates increasing demand for an increasingly diverse tourist and leisure market.



*Turnbull's Warehouse*

### 3.0 THE PROJECT

Fire and the sands of time have taken their toll on Port Albert with much of the built heritage of the town now lost. Today Port Albert is home to a modest fishing fleet and a small but significant collection of heritage buildings and places.

Wellington Shire Council and Tourism Victoria, however, recognize Port Albert as a town with significant tourism potential to both the national and international market and are prepared to undertake significant development initiatives to realize this potential. There is, therefore, a need to develop a comprehensive Master Plan to ensure the preservation of the Port Albert's heritage, to protect it from unsympathetic development and to provide a framework to guide development of sympathetic and sustainable tourism growth.

This Master Plan study has assessed heritage assets and values of Port Albert, considered activities and land use, prepared a development Master Plan and advised Council on recommended amendments to the Wellington Planning Scheme to implement the Master Plan and ensure the protection of Port Albert's heritage assets.

A Master Plan Steering Committee has overseen the project, comprising representatives from Wellington Shire Council, Tourism Victoria, Gippsland Ports, Heritage Victoria, the Department of Infrastructure and the local Port Albert community.

To ensure the study achieves the desired outcomes, Council has endorsed the aim of the Master Plan as being:

***“To create a nationally significant heritage port precinct by protecting, preserving and enhancing the natural and built heritage of Port Albert and encouraging sympathetic commercial and tourism investment within the port precinct.”***



***Port Albert Hotel and Wharf Street ( August 2001 )***

## 4.0 PREVIOUS STUDIES

Port Albert has been the subject of a number of recent planning studies in recent years.

The following reports, submissions and planning documents have been considered in the preparation of the Master Plan and form part of the background to the study:

<i>Graham Butler:</i>	Port Albert Conservation Study, 1982
<i>Shire of Alberton:</i>	Drainage of Township, Port Albert - Palmerston, 1983
<i>Tourism Victoria:</i>	Regional Tourism Development Plan, Phillip Island and Gippsland, 1997
<i>Spencer Sandilands:</i>	Wellington Shire Planning Scheme Submission, 1998
<i>Essential Economics:</i>	Wellington Shire Tourism Development Plan, 1998
<i>Wellington Shire Council:</i>	Port Albert Development Guidelines (draft), 1999
<i>State Boating Council:</i>	Victoria Recreational Boating Strategy, 2000
<i>State Boating Council:</i>	Regional Recreational Boating Strategy, Gippsland Coastal Region, 2000
<i>Gippsland Ports Committee of Management:</i>	Strategic Plan 2000 - 2003, 2000
<i>Gippsland Coastal Board:</i>	Draft Gippsland Boating Coastal Action Plan, 2001
<i>Victorian Coastal Council:</i>	Draft Victorian Coastal Strategy, 2001
<i>Shire of Wellington:</i>	Wellington Planning Scheme
<i>Port Albert, Magazine Point Marina:</i>	Summary of Proposed Development
<i>Department of Natural Resources and Environment (DNRE):</i>	Flood Planning Data



## 5.0 THE STUDY AREA

As shown on the map below, Port Albert is located approximately 180 kilometres south-east of Melbourne. By road, Port Albert is approximately 230 kilometres from Melbourne via the South Gippsland Highway or, alternatively, via the Princes Highway and then south from Traralgon.

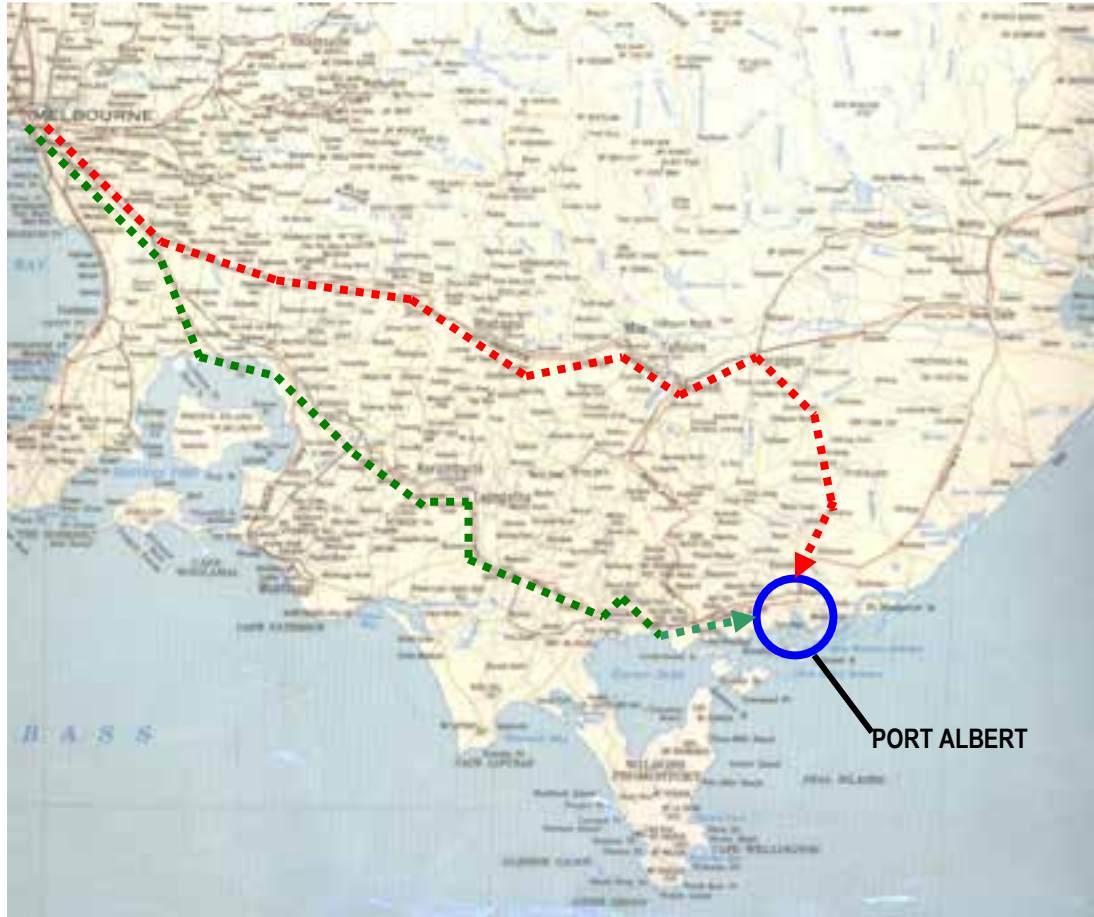


Figure 1  
Port Albert Regional Context

.....→  
**Traralgon (230 kms)**

**Melbourne to Port Albert, via**

.....→  
**Leongatha (230 kms)**

**Melbourne to Port Albert, via**

The map clearly indicates Port Albert's prominent position in relation to access to Wilsons Promontory and Corner Inlet to the west and the Ninety Mile Beach to the east.

As shown on the map below, the township of Port Albert begins at the main roundabout intersection in the north and terminates at Stockyard Point in the south.

The eastern and western sides of the township are fringed by existing stands of mangroves and a significant river estuarine environment. The urban or 'built' area of Port Albert is confined to a limited space with large areas of undeveloped infill land.



Figure 2.  
Port Albert Town Context



**Study Area**

## 6.0 THE PROCESS

The Urban Design Framework has been produced as the result of the following process:

### A. Review of Existing Information

This entailed a review of reports, maps, aerial photographs and policies.

### B. Analysis

A thorough analysis of Port Albert was carried out, in order to clearly understand the town and its context. This included:

- Physical Issues
- Planning Issues
- Tourism/Visitation Issues
- Heritage Issues

A background paper which discussed the issues and opportunities arising from the Analysis Phase was produced for review by the project steering committee, prior to the identification of Strategic Directions.

### C. Identification of Strategic Directions

Following review of the issues arising out of the Analysis phase, a range of Strategic Directions was identified. The Strategic Directions represented the “bridge” between the Analysis and the Master Plan, by responding to the issues raised, and providing the basis for the Master Plan recommendations.

### D. Master Plan

Following committee and steering committee review of the Strategic Directions, the Master Plan was produced. The Master Plan was produced in two stages:

- a draft plan, presented to the Steering Committee and also to the community;
- a final plan responding to feedback on the draft, which was placed on public exhibition.

### E. Community Consultation

The following process was undertaken in preparing the Master Plan:

- The analysis phase of the project was accompanied by discussions with key stakeholders to identify and clarify key issues.
- The analysis phase also included walking around Port Albert with both stakeholders and the community in order to gain a first hand understanding of the study area. This culminated in a short community workshop to draw out community views.
- A community information day was held at the Strategic Directions Stage to act as a forum for public discussions.
- A second workshop was held to explain the intent of the draft Master Plan and to demonstrate how earlier input had been incorporated.
- Discussions were again held with key stakeholders to gather responses to the draft Master Plan.
- There was a public display of the final Master Plan.



Images from the Community Information Day – Presentation of Strategic Directions  
Port Albert Yacht Club – December 2001.

## 7. ANALYSIS - IDENTIFICATION OF ISSUES

Analysis of Port Albert's heritage, urban form, and environmental, planning reveals a wide range of issues, as well, as opportunities for consideration in planning the town's future. These have been discussed in detail in a separate report, the *Port Albert Master Plan and Development Opportunities Study Background Paper (October 2001)*, and are briefly summarized below. The Background Paper should be referred to for a fuller discussion of these issues.

### 7.1 PLANNING CONTEXT: WELLINGTON SHIRE PLANNING SCHEME

The primary policy tool for determining the future use of land and the character and form of development within Port Albert is the Wellington Planning Scheme. The Planning Scheme provides Council and the community with opportunities to influence development, articulate a vision for the future form of the town and determine the extent of any growth. Like all other planning schemes within Victoria, the Wellington Planning Scheme primarily provides this opportunity when any new development or change in land use is proposed.

Within Port Albert, the Wellington Planning Scheme includes:

- Provisions that determine the parameters of future land use,
- Controls that aim to protect and enhance the heritage character of the town,
- Controls that are focussed on the design and form of new development in residential and commercial areas; and
- Provisions that offer a response to a set of local environmental issues including local flooding, coastal landscapes and the management of development in wetlands.

#### **Providing Direction: The Local Planning Policy Framework**

The Local Planning Policy Framework (LPPF) of the Wellington Planning Scheme provides some guidance for the desired direction of future development in Port Albert and the region. Specifically the Municipal Strategic Statement recognises the opportunities presented by the unique heritage and location of the township, and the availability of sewerage, for the development of tourist and accommodation facilities. Further, the natural and cultural values of the coastal environment are recognized as important planning issues. Specific Local Policies provide a local context for decisions relating to heritage and the value of the coastal environment.

#### **Controlling Land Use: Zoning of Land in Port Albert**

The majority of land within the urban area of Port Albert is within the **Residential 1 Zone**. This is a standard zone used in most residential situations across Victoria. It primarily provides for the development of dwellings on lots of 300m<sup>2</sup> or more. But it contains provisions that allow for a range of other land uses where it is considered appropriate, including medium and higher density housing as well as community and commercial facilities that are consistent with a residential area.

Commercial areas in the town are within the **Business 1 Zone** and **Business 4 Zone**. The Business 1 Zone applies to areas along Tarraville Road and Wharf Street including existing shops as well as the Raglan Street and Victoria Street intersections and private land on Shipping Point. This zone is widely used across the Shire for local shopping areas. It provides opportunities for the development of local retailing, as well as scope for other land uses such as appropriate residential development, accommodation and offices. The Business 4 Zone has been applied to land at the eastern extent of Bay Street. This zone allows for the development of larger scale retailing and related light manufacturing. There are some vacant areas within the existing B1Z (Wharf Street) and B4Z (Bay Street) area. While this provides scope for new commercial development, consideration should be given to whether there is reasonable demand for this, or whether a residential zone would be more appropriate.

Land on the fringes of the urban area is within the **Rural Zone**. The primary role of this zone is to support agriculture and other rural land uses. Other land uses, such as housing and commercial development may be possible subject to a permit.

Significant areas of land within the coastal area and in pockets throughout Port Albert and Palmerston are within various **Public Use Zones**. These zones are applied to public land and relate to land used for recreational, environmental, utilities and community uses.

The waters surrounding Port Albert are within the **Public Conservation and Resource Zone**.

### **Controlling Development and Impact: Overlays Applying to Port Albert**

There are a series of planning overlays applying to specific areas within Port Albert. Specifically, the overlays used in Port Albert include:

The **Environmental Significance Overlay 1**: provides for the protection of the coastal landscape in various areas along the coast. The overlay requires consideration of the visual and environmental impact of new development. In Port Albert it has been applied to the eastern side of Queen Street (within the Rural Zone)

The **Environmental Significance Overlay 2**: identifies coastal wetlands and provides scope for the inclusion of conditions on any planning permit to enhance and protect these wetlands through controlling the impact of works, requiring revegetation, and addressing longer term management of the area. There are a number of these areas on the fringes of Port Albert, although the core urban area is not included within the ESO2.

The **Heritage Overlay** has been applied to four specific heritage places in Port Albert as well as to a larger historic area. The effects of heritage overlay controls are to conserve and enhance places of natural and cultural significance, and those elements which contribute to the significance of places, and to ensure that development does not adversely affect heritage places. Permits are required from the Shire before subdivision or consolidation of land, demolition or removal of a listed building, external alterations to a building (or internal where interior controls apply), external painting, and other works. Permits are not required for routine maintenance.

The broader Heritage Overlay (HO34) extends from Stockyard Point (and includes much of the historic part of town) along Tarraville Road to beyond Raglan Street and along Bay Street.

The **Design and Development Overlay 3**: provides for control of the scale and form (particularly height lines) of new development in parts of coastal towns, including parts of Port Albert. The DDO3 has been applied to most areas of the town, with the exception of parts of the historic centre (including Stockyard Point) where the broad Heritage Overlay provides for many of the same issues, with a heritage focus.

While much of the township area is subject to inundation and tidal surge, there are no specific planning controls to address this issue. New flood mapping is being considered for inclusion in the planning scheme. Presently, flood issues are addressed when individual applications are received, or through the building approvals process.

### **What does this mean for future change?**

The types of land uses, and consequently planning controls, in Port Albert are similar to many other coastal towns. They provide for a mix of residential, recreational and commercial land uses. Within Port Albert, specific controls relating to the heritage value of the area and to the importance of the coastal landscape have specific implications for new development.

The current planning scheme provides scope for new development that is sensitive to heritage and design issues. This does not necessarily preclude increased residential and commercial growth, but rather sets a framework for the form and character of this development.

## **7.2 REGIONAL CONTEXT AND ECONOMIC ACTIVITY**

### **Overview**

Port Albert sits within a region characterized by agricultural activity and tourism-based development.

The town itself has a population of around 250 people, and a number of additional part time residents. The population includes a high, and growing proportion of older people and has experienced a significant decline in the number and proportion of young people (including young adults) in the last 20 years. This pattern of change is consistent with other parts of the region. In the hinterland of the region for example, farm numbers have declined<sup>1</sup>, as has employment in traditional industries. Unemployment in the area of the former Shire of Alberton was 7.8% at June 2001.

The townships immediate service centre is Yarram with Sale providing the major facilities for the Wellington Shire.

Port Albert, as part of the Yarram region, is facing a number of issues evident in most small rural regions but, surprisingly, not usually evident in coastal locations. These issues include:

### **Population**

- population decline is projected to continue
- population is ageing, especially on the coast
- young adults are moving out
- there is a lack of cultural or ethnic diversity

### **Employment**

- employment opportunities in the region have been greatly reduced
- unemployment rates have increased
- youth unemployment is exceptionally high

### **Social /issues**

- higher income earners are tending to move out
- a high proportion of the population are dependent on pensions or benefits
- rental accommodation is in short supply

These trends and factors, combined with a number of independent reports and on-going research, lead to the conclusion that a new sustainable future for Port Albert, as well as benefits to the region can be developed, based on:

- promoting tourism
- facilitating regular visits for holidays and weekends
- providing improved facilities for visitors
- encouraging temporary residents to remain

### **Tourism Market of Port Albert**

The segments identified in the Wellington Shire Tourism Development Plan will and do visit Port Albert for heritage and the wetlands, but they will not stay. These segments seek indulgence combined with high quality service and standards. Present visitor segments are the exact opposite to the experiential, learning, environmentally aware high income, educated segments that provide over 70% of the tourism spend.

This is the issue to resolve for Port Albert. What segments does it wish to/can it attract? These segments, which Port Albert cannot attract and which it aspires to attract are not mutually exclusive. However the vision of Port Albert seems to aspire to the top end segments, yet the delivery and product is aimed at the bottom end!

### **Supply Versus Demand**

The future growth of tourism for Port Albert can only be supply led. However, this requires very clear commitment to the long term positioning of the town, otherwise inappropriate, off-target infrastructure will be built and rapidly fail in the marketplace.

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<sup>1</sup> Although the scale and productivity of those remaining has increased, especially in the dairy industry.

### **7.3 LAND USE, ACTIVITY AND OWNERSHIP**

Port Albert has experienced slow housing growth in recent years due to range of factors such as high unemployment, a lack of community infrastructure, poor amenity of public open space, a lack of retail diversity and a sustained period of slow housing growth. Evidence of a variety of development periods (original port, holiday destination, newer permanent dwellings) are scattered throughout the town. Evidence of periods of decline are also strong characteristics of the land use and settlement pattern, with many vacant sites and building stock in disrepair.

The availability of land for development should be considered within the context of past development, landform issues and the aspirations and values of the community.

#### **Past Development**

The historic pattern of development in Port Albert has resulted in a particular form and scale of residential growth. In general, the nineteenth century cottages were modest in scale, as were the more recent holiday cottages. In recent years it is evident that larger scale residential development has occurred, resulting in two-story dwellings, large shedding and grander homes, reflecting permanency.

Equally, a number of areas have remained vacant, many of which are low-lying. Currently the zoning of some areas of vacant land on Wharf Street allows commercial development but it appears that a link between the commercial areas on Wharf Street and Tarraville Road appears unlikely.

#### **Landform, Topography and Services**

The flat topography of Port Albert has had significant bearing on the pattern of development. In addition, the historic pattern of sewerage and drainage has resulted in a number of areas remaining vacant, although recent changes have provided some capacity for infill development. A number of areas originally surveyed for development are within semi-tidal wetlands, other areas have high water tables or are subject to occasional inundation.

While these matters have had a role in creating the current pattern of growth, scope exists for change, especially where consideration is given to addressing risks associated with low lying land

#### **Community Character and Aspirations**

The character of the town, its economy and residents has a strong bearing on local land use. For example, non-residents own a considerable proportion of local land. Council rate records show a total of 116 non-resident landholders. At the 1996 census, 45% of all houses were vacant, reflecting a high winter vacancy rate.

This also suggests something of the form and a level of local housing investment, both now and in the future. Many coastal towns are experiencing the phenomenon of increasing rates of permanency as older people (particularly retirees) move to former holiday homes. The ageing of the local population is consistent with this type of shift. There are many small undeveloped (and under-developed) lots held by non-residents that may have future potential for housing investment.

Conversely, there are some considerable land holding owned by a small number of parties. This includes land on the fringes of the historic area (within the urban area) and land at the fringes of town. While there is presently some evidence of strong interest in exploring options for development of this land, no formal applications are being considered by Wellington Shire.

## 7.4 HERITAGE ASSETS AND VALUES

### **Heritage Assets**

Despite the loss of heritage places in recent years, Port Albert retains a range of places and items of cultural heritage significance including buildings, historical archaeological sites, and shipwrecks. These places have been identified and protected in various formats and are subject to a variety of controls, as described below.

### **Victorian Heritage Register**

Port Albert currently has three places listed on the Victorian Heritage Register (VHR), which is a statutory listing of the state's most significant places, objects and shipwrecks:

- Turnbull Orr and Company Bond Store and Office, 41-43 Wharf Street, Port Albert (VHR 1779), originally constructed in 1844 and are the oldest surviving buildings in Port Albert, and among the oldest in the Gippsland region.
- Immigration Depot, 6 Denison Street, Port Albert (VHR 498), was constructed in 1857-58 to house Gippsland-bound immigrants arriving at Port Albert, sometimes directly from England and Europe.
- Maritime Museum (former Bank of Victoria), 2 Bay Street, Port Albert (VHR 1210), constructed in c.1861. The bank is a reminder of the former importance of the port. Gold from the fields of Omeo, Dargo and later Walhalla, was stored there before being shipped to Melbourne.

Registration does not prevent a place from being altered or developed, but owners must first obtain a permit from Heritage Victoria before undertaking works to properties, such as demolition and extension, subdivision and construction of new buildings, excavation or alteration to registered archaeological sites, and any works which are not part of the regular maintenance of a property.

### **Heritage Overlay**

The extent and purpose of this overlay is described in Section 7.1.

### **Historic Archaeological Sites**

Although a comprehensive archaeological survey of Port Albert has not been undertaken, the township and surrounds are recognized by Heritage Victoria as being potentially one of the state's richest fields for historical archaeological study.

All archaeological relics and objects older than fifty years are automatically protected under the *Heritage Act 1995*, whether or not they have been recorded by Heritage Victoria and listed on the Heritage Inventory (a statutory list of known historical archaeological sites). Permission must be obtained from Heritage Victoria before a person knowingly disturbs or damages archaeological relics, including ruins, objects or abandoned features.

Two sites in and near Port Albert are included in the Victorian Heritage Inventory.

### **Historic Shipwrecks**

The waters off Port Albert are among the richest on the Victorian coast for shipwrecks and associated relics. Under the *Heritage Act 1995*, all wrecked ships and relics are automatically protected in Victoria, 75 years after they are lost.

There are currently approximately 20 known shipwrecks in nearby waters, many of which foundered on the Port Albert Bar. The stories of the ships which visited the Old Port, including their cargoes and destinations, can enlighten and inform about the history of Port Albert.



### **Identifying Heritage**

The *Port Albert Conservation Study*, produced in 1982 by Graeme Butler, is still the only comprehensive document of the town's heritage. It is now considerably out of date and warrants review, and moreover, many of the buildings identified in 1982 are no longer extant. Methodologies for heritage studies have also changed in recent years, with a broader and more inclusive approach taken for the identification and management of heritage places. The findings, with regard to heritage precincts, should also be reviewed.

### **Development Guidelines**

The Shire of Wellington published draft development guidelines for Port Albert in 1996 / 1999. The guidelines were aimed at ensuring that alterations to existing buildings, and new infill buildings, were compatible with the scale, form and character of the existing heritage places. Issues to do with height, massing, setbacks and materials are addressed. The guidelines also proposed that the large Heritage Area be broken into two smaller areas and that replicas or 'mock' heritage buildings be discouraged.

### **Interpretation**

Options for interpretation and presentation of the history and heritage of Port Albert are dealt with separately in this report. At present there is very little in the way of signage or other forms of public information to make visitors aware of the historic values and heritage of the area. Addressing this situation should be a priority for any development of the town, particularly the Old Port area.



**Stockyard Point – View when Approaching by Boat**  
(December 2001)

## 7.5 PORT ALBERT TOURISM PRODUCT

The following table summarizes an analysis of the existing tourism product provided by Port Albert, and identified gaps in this product provision, based on existing and potential visitor demand

EXISTING TOURISM PRODUCT	IDENTIFIED PRODUCT GAPS
<b>Natural</b>	
Nooramungana Marine & Coastal Park	Linkages, information.
Port Albert Foreshore	Swimming area, information on nearby beaches.
Mangroves & Mudflats - wetlands Port Albert Harbour & Islands Fish birds animals	Boardwalks / Accessibility / Interpretation  Viewing hutches / Interpretation.
<b>Cultural</b>	
Maritime Museum	Expansion possibilities
Historic Buildings	Interpretation
Wharf, jetty, boat launching ramps, car parking	Wharf needs outside seating and shade. Coin telescope with island information. Live fish viewing cage in wharf cut out. Daly fishing schools/demonstrations.
The Old Port Trail	Interpretation / signage
Port Albert Yacht Club	Major icon events. Small boat sailing school.
Port Albert Caravan Park	Backpacker accommodation with activity.
Port Albert Seabank Caravan Park	
Port Albert Hotel Motel (4 units)	4 star water-view lodge accommodation with up-market seafood restaurant.
Port Albert Holiday Homes (on market to be sold as private homes)	Increased quality visitor accommodation with emphasis on B&B.
Dalmarnock Cottage	Increased quality visitor accommodation
Gowrie House bed and breakfast	Increased quality visitor accommodation
Customs House Cafe	
Port Albert Seafood's	
Port Albert General Store	Visitor style bakery.
Shoreside Service Station	
Boat hire, boat chartered fishing trips	Scheduled summer theme cruises. Potential to develop year round boat storage. 50 berth full service marina.
Playground & BBQ	
Royal Volunteer Coastal Patrol	Statewide base for volunteer training
Port Albert Light Game & Sport Fishing Club Inc	

## 7.6 FLOODING AND DRAINAGE

The township of Port Albert sits upon low lying coastal peninsula adjacent to the waters of eastern Corner Inlet and bounded by the Tara and Albert Rivers to the east and west respectively.

Due to the town's proximity to the sea, the primary source of flooding is from elevated ocean water levels, which may be a result of flooding in the Tara and/or Albert Rivers or due to storm surge in Bass Strait, or a combination of these.

### 7.6.1 FLOODING

#### Existing Flood Levels

In 1983, a study was commissioned by Council to investigate flooding and drainage issues in Port Albert. That study identified a 100 year ocean level of 1.8m AHD (approximately 1.8m above mean sea level). The level of 1.8m AHD has been adopted by the FDTP for designation of the LSIO in Port Albert. The 1983 report recommended a minimum design floor level for future development in Port Albert of 2.4m AHD.

It should be noted that these levels, calculated in 1983, do not consider issues related to the greenhouse effect and predicted sea level rise due to global warming.

#### Design Flood Levels

The derivation of peak ocean storm surge levels is typically undertaken in consideration of the following:

##### Highest Astronomical Tide

Limited tidal data exists for Port Albert. Port Welshpool to the west has some tidal data, which, due to its proximity, is considered approximately equivalent to Port Albert. Port Welshpool data indicates HAT of 1.6m AHD.

##### Atmospheric Pressure

A typically adopted value for this component of ocean water level due to atmospheric pressure changes associated with storms is 0.3m.

##### Wind and Wave Setup

Wind and wave setup is an elevation in the near coast water levels due to the force of wind and wave stresses on the ocean surface pushing water up against the land. It is most extreme when winds are perpendicular and onshore to the coast. Prevailing wind conditions at Port Albert are from the southwest, parallel to the coast with some southeasterly winds also occurring.

However, due to the presence of the offshore barrier islands (e.g. Snake Island) wind and wave stresses at Port Albert are considered to be less extreme than would occur on say the Ninety Mile Beach coast. Accordingly, a minimal wind/wave setup component of 0.1m could be adopted.

##### Sea Level Rise Due to Greenhouse Effect

Global warming associated with the Greenhouse Effect is predicted to impact on ocean levels.

The medium 50 year level of 0.20m is typically adopted for the value of sea level rise due to the greenhouse effect in accordance with accepted industry practice.

#### Design Ocean Water Level

In consideration of these issues, the design ocean water level for Port Albert may need to be revised to a value of 2.2m AHD as follows:

$$\begin{array}{rclclclcl} \text{Water Level} & = & \text{Extreme Tide} & + & \text{Atmospheric pressure} & + & \text{Wind Setup} & + & \text{Greenhouse} \\ & = & 1.6 & + & 0.3 & + & 0.1 & + & 0.2 \\ & = & 2.2 & & & & & & \end{array}$$

#### Moderate Flooding

The town experiences flooding in parts due to tidal inundation at "normal" tide levels. Two to three times a year higher spring tides inundate parts of the town as ocean water back fills open drains and wetland fringe areas. For example, the properties to the north of Victoria Street / Bay Street are occasionally inundated by ocean waters inundating the salt marsh areas at the rear of the properties. No sea wall exists to protect these areas.

#### Summary

Development in Port Albert will be constrained by minimum floor levels set at an appropriate freeboard level above an adopted design flood level (often 0.3m above design flood level). In much of the township, whatever design flood level is adopted (1.8m or 2.2m AHD), there will be a need to provide fill to raise ground levels to a suitable minimum such that floor levels are above the design minimum. Currently, minimum floor level has been set by Council at 7.4m AHD.

## **7.6.2 DRAINAGE**

Localized onsite ponding of rainfall runoff resulting in saturated areas and surface flooding is recognized as a significant issue in Port Albert. There is a range of factors that contribute to this problem and are discussed below.

### **Drainage Infrastructure**

Surface drainage in the town is chiefly via grassed swale drains, brick lined open drains and some limited underground pipe infrastructure.

The efficiency and effectiveness of this drainage infrastructure is limited due to a number of factors including:

### **Lack of Adequate Drainage Grade**

The lack of sufficient grade to drain areas of the town is a direct consequence of the “lay of the land”. Accordingly, the conveyance potential of the drainage system is greatly reduced due simply to insufficient ground slope to drain areas via gravity. Within the drains, water flows very slowly and sediment from unsealed roads and other un-vegetated areas carried by the stormwater has the opportunity to deposit in the drains. This is a particular problem in closed underground drains where access and maintenance is difficult.

The build up of sediment in the drains can significantly reduce their carrying capacity. In addition, sediment may tend to build up in particular areas causing blockages and/or creating ponded areas. These, in turn, are ideal breeding locations for mosquitoes and sandflies which are perennial pests for residents and visitors. The prevalence of these insects has the potential to undermine future tourism markets.

### **Elevated Ocean Levels**

Much of the stormwater pipe network discharges into the adjacent ocean areas via flap gated culverts. These are designed to allow stormwater out and not let ocean water in. However, during high tide the hydraulic energy of the tide (the tidal head) may be greater than the hydraulic energy of the water discharging from the pipes. As a result, the flap gate will remain closed and the stormwater will be unable to drain away.

### **High Groundwater Levels**

Due to the town’s proximity to the ocean, groundwater levels are typically controlled by ocean water levels and oscillate in response to tidal variation. The effect of this is that there is limited capacity for infiltration of rainfall directly into the groundwater system. In many cases the ponded water observed following significant rainfall may be groundwater at levels above the ground surface.

### **Poor Drainage Infrastructure Maintenance**

Council is responsible for the maintenance of stormwater drains in the town. The community identified poor maintenance of the drainage system by Council, both in terms of structural maintenance and regular cleaning/mowing of swales, as an issue.

### **Treatment Opportunities**

Stormwater re-use techniques provide opportunities to reduce the quantity of stormwater entering the drainage system. In turn, these re-use techniques can also improve water quality. Typical techniques might include:

- Infiltration beds, filter strips and swales
- Rainwater storage tanks
- Wetlands
- Retardation/sedimentation basins
- Porous pavements

However, there are limited opportunities to use these techniques in Port Albert due to the issues that already contribute to the existing drainage problems. As many of the techniques involve a groundwater recharge component, their applicability in Port Albert is limited.

One viable technique would be the use of rainwater tanks. In any future proposed development there will exist opportunities to incorporate rainwater storage tanks in the proposal. The tanks can be linked to onsite irrigation and for water re-use within the development, for example, for toilet cistern water.

### **Summary**

Existing drainage issues in the town relate primarily to the low lying and flat nature of the terrain upon which the town is located. Limited opportunities exist to improve current drainage problems, however, improved maintenance of existing drainage infrastructure is recognized as necessary to minimize existing problems. Future development has the opportunity to include water sensitive design features, including the use of rainwater tanks for the collection of stormwater for re-use within the development or elsewhere.

## **7.7 PORT AND COASTAL ISSUES**

### **7.7.1 PORT ISSUES**

Port Albert is an active recreational and commercial port. It supports a range of commercial fishing activities for which port facilities as well as safe navigation are required.

Clearly, commercial fishing in Corner Inlet and Port Albert is a thriving industry. As well, recreation fishing and boating are the focus of many visitors to the region. The Victorian Coastal Strategy and the Gippsland Regional Recreational Boating Strategy identifies Port Albert as a key location for facilities in the Gippsland region. In these documents, Port Albert is identified as a *safe harbour with regional boat ramp*. However, these documents also identify safety and navigational issues at Port Albert, and in particular the need for an “all weather” boat ramp.

The existing boat ramp is located on the eastern foreshore and is sheltered from the prevailing southwesterly winds. However, the ramp is quite exposed to wind and waves from the east (several community members identified this as a particular boating safety issue). Existing marina facilities are also located on the eastern foreshore and are similarly exposed to easterly winds and waves. The existing facilities are considered limited because they do not provide safe all weather conditions.

The community have also identified the need to review the existing marina and boat ramp facilities, both in terms of location and services provided.

Construction of a new marina facility would provide an opportunity to address the boating safety issues above as the facility would be sheltered from all directions. In providing safe anchorage and associated services, the opportunity to promote Port Albert as a safe boating destination is enhanced.

### **7.7.2 COASTAL PROTECTION**

Much of the foreshore surrounding Port Albert is protected from the erosive action of waves generated by wind or boat wash by a sea wall. The height of the sea wall varies and includes low areas but generally appears at or above maximum tide level. In other areas, particularly to the west, the foreshore is protected by stands of mangroves.

### **7.7.3 SWIMMING FACILITIES**

The town lacks safe and structured swimming facilities. Approximately 20 years ago, sea baths were located about where the boat ramp is today and were a feature of the town. At that time, the (then) Shire of Alberton removed the swimming enclosure due to public health risk issues associated with infiltration into the groundwater (and bathing areas) of pollutants, particularly coliforms from septic systems. The town is now sewerred, which is considered by many to have eliminated (or at least significantly reduced) the public health risk, and the community is keen to see the sea baths re-established to once again provide this valuable community facility.

However, any potential or perceived reduction in public health concerns due to the sewerred of the township would need to be determined by further microbiological analysis of the water quality, prior to any commitment being made by Council on this matter.

## 7.8 VEHICLE CIRCULATION AND PARKING

Port Albert does not appear to experience the vehicle traffic congestion and parking associated with many coastal towns. This is primarily due to the level of both resident and visitor populations and the fact that Port Albert is not located on a “through route”. There are, however, a number of detailed issues associated with the roads and public car parks of Port Albert:

### 7.8.1 ENTRY AND APPROACH

The roundabout at the entry to the town is one of the oldest (and best) in the state. It provides a location for speed control change – from the 80km/h to the north to the 60km/h (possibly future 50km/h) into the port. Signage is, however, visually intrusive.



### 7.8.2 ROAD EDGES

While appreciated by the local community as a part of Port Albert's character, open channels are a safety hazard for vehicles, pedestrians and cyclists. This is reflected in the need for the installation of spiked kerb units, to prevent vehicles from inadvertently entering the drains. These kerbs in themselves can also be hazardous. Open drains can also affect parking and access to the adjacent shops.

In some areas, brick-lined drainage channels have been installed, as an upgrade of the open earth channels. These channels, while admired by sections of the community, can also present the same hazards as earth channels.



### 7.8.3 BOAT RAMP CAR PARK

Circulation within the existing car park is problematic in a number of ways:

- The “EXIT ONLY” signage at the northern end of the car park requires unnecessary circulation through the car park, raising safety concerns.
- The boat ramp access is not well integrated with the car park as a whole.
- The raised spiked kerbs used to delineate parking bays are visually obtrusive.



### 7.8.4 UNNECESSARY TRAFFIC SIGNAGE

The broad pavement area along Wharf Street provides the opportunity to create a better street by amending kerb lines and pavement areas – and removing the need for visually intrusive signage.



## **7.9 URBAN DESIGN AND LANDSCAPE CHARACTER**

Due to both its geographical characteristics and its historical development, Port Albert has a clearly recognizable urban identity. The township is distinct from adjoining areas and clearly exists as a destination, not a place to pass through. This identity is reinforced by the township being strongly defined by its natural setting and topography.

The urban form of Port Albert is also very simple with a single main road (Tarraville Road/Wharf Street) which the majority of other roads intersect. This main road contains the majority of commercial and visitor activities and leads directly to the main wharf area which, historically, is Port Albert's main point of activity. The wharf remains a key attraction for visitors today.

The particular character of Port Albert is however derived from much more than just its heritage buildings and its settlement pattern. Of equal importance is its relationship to its natural setting and its visual characteristics, particularly views to the islands and to Wilsons Promontory.

Despite the strength of its urban form and physical setting, Port Albert is not well presented to visitors, particularly in an Urban Design sense.

### **7.9.1 SENSE OF ENTRY AND APPROACH**

Port Albert has a very well-defined "gateway" provided by the roundabout at the intersection of Tarraville Road, South Road, Lawrence Street and Old Port Road. The gateway appears as a dramatic void in an essentially green setting. Tarraville Road, through Port Albert, however, does not capitalize on this strong gateway, providing no clear sense of approach to the port and with no landscape character or streetscape theme in its own right.

### **7.9.2 VISTAS**

Arrival at the actual port area is announced by the intersection of Wharf Street and Bay Street. The importance of this intersection is not, however, apparent to the visitor. Vistas are dominated by infrastructure of various types and the lack of a streetscape theme on Wharf Street does not draw the visitor forward.

### **7.9.3 PRESENTATION OF HERITAGE BUILDINGS**

The heritage of Port Albert is most clearly portrayed and understood through its buildings. The explanation of these buildings and the history they represent is not explained to visitors in a clear and co-ordinated way.

### **7.9.4 VISITOR FACILITIES / SITE FURNITURE**

Standard urban furniture, such as seats, tables and litter bins are not provided in a co-ordinated way, in accordance with an overall approach. This applies to both the style and location of facilities.

Public toilets are provided in the vicinity of both the wharf and the memorial park. However, the wharf facility is old and of poor quality and visually detracts from the important westerly view to Wilson's Promontory.

Playground facilities are located in the memorial park but are inadequate for the level of visitation experienced at Port Albert. The landscape of the wharf area is characterized by the overuse of high pine log barriers which results in visual fragmentation and division of the wharf landscape.

### **7.9.5 SIGNAGE / ORIENTATION / NAVIGATION**

As with many urban centres and small towns, signage is overused in Port Albert. The impact is to dominate views, particularly around the foreshore and port and, therefore, to detract from the broader vistas of the wharf and the maritime landscape. While these signs have all been placed for a purpose, in many cases this purpose may have been achieved through alternative design means.

Road edge treatments have also led to the need for additional traffic control signage. Again, this need could be answered by alternate design means.



### **7.9.6 SIGNIFICANT NATURAL ENVIRONMENTS**

The surrounding environment of Port Albert is significant and includes:

#### ***Nooramunga Marine and Coastal Park***

Nooramunga Marine and Coastal Park covers over 30,000 hectares in Southeast Gippsland extending from Little Snake Island in the west to the start of the Ninety Mile Beach. The park is a significant habitat for birds and a range of small mammals, including the introduced Hog Deer. The seagrass beds provide important fish nursery areas.

#### ***Corner Inlet Ramsar Wetland***

The Corner Inlet Ramsar listed wetland includes Corner Inlet and Nooramunga. It covers an area of approximately 67,000 hectares and is Australia's most southern mainland Ramsar wetland. The Corner Inlet Ramsar wetland is recognized as of international zoological importance as habitat for migratory wading birds.

Development in and of Port Albert, needs to be undertaken in a manner sympathetic to the objectives of the Environment Protection and Biodiversity Conservation (EPBC) Act. The risk of negative impact to the values of the Ramsar wetland is a primary concern.

### **7.9.7 TOWNSHIP RELATIONSHIP TO ENVIRONMENT**

As well as being poorly presented to visitors, the main road (Tarraville Road/Wharf Street) does not give visitors a clear indication of the broader environmental setting of Port Albert. This may be overcome through appropriate signage, manipulation of vistas and through appropriate landscape treatments in the public realm.

### **7.9.8 IMPROVED OPEN SPACE CONNECTIONS**

Port Albert is fortunate that virtually its entire waterfront area is unencumbered and is open to public access. This represents a major opportunity to expand the visitor experience from being focussed only on the heritage port area to include more remote areas such as the old port, the mangrove mudflats and the eastern saltmarsh. All of these areas could be connected by a shared path network linking back to the main street and main port.

### **7.9.9 REDEVELOPMENT OPPORTUNITIES**

In reviewing the patterns of land ownership and subdivision, and through discussions with stakeholders and the community, there are a number of key development opportunities with potential to respond to identified tourism demand and to attract new visitors to Port Albert.

- Vacant land within the vicinity of the wharf presents the opportunity for a mix of uses, focussing upon a higher quality of accommodation, along with retail and commercial uses, particularly food and beverage outlets. The end of the wharf is the single most significant location within Port Albert, in both heritage and visual terms, and is the logical destination for visitors to the town.
- In the event of any higher quality accommodation being successful at Stockyard Point, opportunities for further facilities of this kind could be located as follows:
  - Undeveloped land north of Stockyard Point, on the western shoreline; and
  - Tarraville Road, north of Bay Street.
- The physical condition of the fishing co-operative building at the end of the wharf, as well as the limited tenure of its lease, presents the opportunity to redevelop the building in order to provide a broader range and higher quality of food and beverage services.
- The significant proportion of undeveloped land within the residential areas of Port Albert provides the clear opportunity for infill development. This type of development is likely to provide for both residential demand (particularly for retirees) and for visitor accommodation to a level above that provided by the existing caravan park.

The urban design issues and opportunities are outlined in figures 3 and 4.

## 8.0 SUMMARY OF STRATEGIC DIRECTIONS

### 8.1 INTRODUCTION

A critical review of the key issues and opportunities outlined in the Issues and Background paper led to the identification of Strategic Directions for the Port Albert township. The Strategic Directions actually represent the “bridge “ between the Analysis and the Master Plan itself, being a response to the Issues and Opportunities, and providing the basis for the Master Plan.

The Strategic Directions are expressed as a series of broad recommendations, the physical implications of which will be developed in the Master Plan. They are outlined graphically in Figure 5 – The Activity Precincts Plan and Figure 6 – The Strategic Directions Plan.

### 8.2 BOATING ACCESS

- Improve access for larger boats from Port Albert to Corner Inlet and Port Welshpool. This would provide additional recreational boating opportunities for both fishing and sightseeing tours and potentially capture some of the Wilson’s Promontory visitation which is currently lost to Port Albert.
- Improve regional and state education of Port Albert’s key role as a boating destination.

### 8.3 STOCKYARD POINT

- Strengthen the role of Stockyard Point as the key visitor destination in Port Albert.
- Encourage a mix of uses on Stockyard Point, including accommodation, retail and food / beverage uses. All development would need to conform with a range of physical design guidelines in order to be compatible with (or incorporate, where appropriate) the existing heritage structures found on Stockyard Point. Development on Stockyard Point has the potential to address a range of issues in Port Albert such as:
  - increase in visitor expenditure in Port Albert;
  - provision for support infrastructure for tourism providers (tour operators etc.)
  - creation of a positive image for the point.
  - interpretation of Port Albert’s heritage and environment;
  - some provision of local employment opportunities;
  - improved quality and number of food / beverage outlets;
  - encouragement for overnight stays in Port Albert;
  - attracting a more varied range of visitors to Port Albert.
- Provide new public toilet and amenities associated with new development, allowing removal of the existing toilet block.
- Build upon the landscape character created by the existing stands of Norfolk Island Pines around the wharf/jetty area.
- Retain the existing working port character and operation of the Wharf Area.

### 8.4 MARINA DEVELOPMENT

- Encourage development of a new marina/harbour to provide improved boating facilities and accommodation opportunities. The proposal would respond to the anticipated growth of boating activity, generally, and position Port Albert to take advantage of that interest.

### 8.5 PORT ALBERT HARBOUR AND FORESHORE

- Maintain and improve public access along the Port Albert water’s edge, to encourage walking and cycling as a recreational activity in Port Albert and improve interaction with the natural environment in its various forms.
- Increase the amount of public open space on the foreshore through relocation of activities which are not “foreshore dependant”.
- Improve the provision for water-related recreation on the foreshore.
- Retain the focus on commercial boating activity in the harbour, while allowing for increased recreational activity.

## **8.6 TARRAVILLE ROAD AND THE PORT ALBERT GATEWAY**

- Build upon the strong sense of arrival created by the existing northern roundabout.
- Modify the landform within and around the roundabout to respond to poor drainage. Water may potentially be held as a permanent feature of the entry.
- Improve planting around the roundabout to create a more consistent and unified landscape, particularly through the use of indigenous vegetation. In conjunction with this, improved signage and lighting should also be considered.
- Improve the streetscape of Tarraville Road, developing an image in keeping with its role as Port Albert's main street and strengthening its connection to the harbour area and Stockyard Point.
- Encourage commercial/retail uses along Tarraville Road to help strengthen its "town centre" role, especially close to the Tarraville Road/Bay Street intersection.
- Highlight and utilize the current long views into "environmental" areas visible from the central part of Tarraville Road (the saltmarsh area to the east and the mangrove flats to the west). This would have a number of positive impacts including:
  - breaking the long "gun-barrel" effect of Tarraville Road;
  - adding a new landscape element into the Tarraville Road streetscape;
  - creating interaction with the "natural" environment of Port Albert, in keeping with the potential for an "eco-tourism" aspect to Port Albert visitation;
  - providing a point of physical connection between environmental trails and the main street system of the township;
- Extend and connect the existing pedestrian and bicycle circulation network.

## **8.7 LOCAL ENVIRONMENT**

- Improve awareness of the local environment, including local and migratory birdlife, local fauna and flora (especially the extensive mangrove and saltmarsh areas), and local aquatic life.

## **8.8 URBAN CHARACTER**

- Retain and develop an Urban Character that recognizes that Port Albert is small, modest and unpretentious fishing village with significant built and natural heritage. Future development should acknowledge the scale of current built form and the general cross-section of people who live in and regularly visit Port Albert.
- Develop a coordinated and consistent 'language' for streetscape and open space elements throughout the town, with similarities in colour, scale, style, materials etc. This will include vehicle barriers, seats, shelters, signs, litter bins, lights etc.
- Encourage development on existing undeveloped land, particularly in existing residential areas. A range of density/lot sizes should be considered, while maintaining important views and physical connections provided by the current settlement pattern.

## **8.9 CIRCULATION**

- Encourage walking and cycling as the key mode of circulation in Port Albert, recognizing the small scale, flat topography and sites of detailed interest in the town. Vehicle circulation should be simple and parking efficient and well located, so as to be unobtrusive.

## **8.10 DRAINAGE**

- Acknowledge the global occurrence of rising sea levels within the context of Port Albert's current low existing ground levels and generally flat geography. This could result in the development of building guidelines which direct future construction in taking account of this issue, particularly through accepted minimum floor levels.
- Develop appropriate alternative drainage details/treatments for Tarraville Road and other streets to help alleviate the current proliferation of standing water within the existing open drain system. The primary intent would be to preserve open drain details, making major infrastructure changes only where necessary.

## **8.11 LOCAL HISTORY**

- Develop a strategy for improved interpretation and signposting of Port Albert's history and heritage, which focuses on key themes such as:
    - Local indigenous history.
    - Maritime history, colonial shipping and port activities.
    - Role of the port in the Gippsland goldrushes.
    - Nineteenth century immigration, including goldrush immigration.
  - Increase the scope of historical interpretation and signposting of the Port Albert area's significant shipwrecks.
  - Protect, conserve and enhance existing historically significant buildings within the Port Albert township.
  - Improve physical links to the Old Settlement Beach area and increase awareness of its significant history, including being the site of the first European settlement in Gippsland in the early 1840s.
  - Investigate the possible existence of historic archaeological sites within the town and surrounding area.
  - Ensure that the Planning Scheme protects existing significant buildings whilst not impeding future good quality development.
  - Encourage expansion of the Port Albert Maritime Museum to improve the prominence of its collection for casual visitors to the town. Options for the museum's expansion could be as follows:
    - Possible future purchase / acquisition of the historic property adjacent to the north on Tarraville Road;
    - Possible future purchase / acquisition of existing residential properties to the east along Bay Street;
    - Possible future purchase / acquisition of the former Derwent Hotel on the opposite corner of the Bay Street / Tarraville Road intersection;
    - The creation of a museum annex elsewhere in the town, possibly located at a prominent site such as Magazine Point, the proposed marina development in the saltmarsh area or on the western shoreline;
    - The creation of 'live', permanent outdoor exhibits (possibly in a new foreshore park or even old ships permanently berthed in the harbour).
-

## **9.0 MASTER PLAN**

When considering the overall town structure in the Master Plan (which will achieve a unifying framework for Port Albert and also the strategies to achieve this framework), it has been a priority to have in view a long-term vision for Port Albert which embraces the following:

- Preserving a quality of life, reinforcing the sense of community, and providing facilities for both the local community and for visitors to Port Albert;
- Protecting the environmental, heritage and visual elements of the town, and ensuring development is consistent with these qualities;
- Fostering development that is beneficial for the town, retains its characteristics as a small coastal village and provides employment opportunities based principally on fishing, tourism, recreation and the environment.

The implementation of the Master Plan for Port Albert will result in a town with the following key elements:

### **9.1 STOCKYARD POINT**

Whilst its heritage values are high, so too is Stockyard Point's attractiveness to holiday makers and other visitors. This precinct with its heritage buildings, punctuated with striking Norfolk Island Pines, forms the conclusion to the trip from Yarram. It is at once the point of historic arrival and departure. It still supports many of the buildings which served that historic purpose and it is the visual finale to the promontory on which Port Albert resides.

Stockyard Point will play a climactic role in Port Albert in the 21st Century, as it did in the 19th Century, with fishing and tourism industry activity, accommodation and food and beverage service being most prominent. Architectural and heritage appreciation, bird and nature study, geomorphology and navigation will also play an important part as an addition to, and not a substitution for, current usage patterns.

Given its orientation and location, Stockyard Point will become a truly enjoyable and memorable space.

### **9.2 MAGAZINE POINT MARINA**

The proposed marina and canal development would be linked to Port Albert Channel by an east-west canal, whose mouth would be located just north of the tin shed at Magazine Point. When fully developed, the marina and canal development will have the following characteristics:

- a range of housing types close to the water;
- boat mooring, some of which would be linked to housing units;
- marine slip, launching and servicing facilities (perhaps a chandlery);
- tourist accommodation, including a new and higher quality caravan / cabin park;
- public access around the perimeter of the marina through a "natural" environment where possible, with combined vehicle and pedestrian access;
- a visual presence within the central part of Tarraville Road, introducing a view of enclosed water and many an varied vessels within an attractive maritime environment.

### **9.3 PORT ALBERT HARBOUR AND FORESHORE**

The foreshore area is a focal point in town. Visitor amenity is therefore a high priority for this area, as is the need to place greater visual emphasis on the harbour, particularly in creating a direct visual link between the town and the sea. In order to further enhance the amenity and attractiveness of the foreshore, some existing facilities and features will be relocated and new facilities added, creating an enlarged foreshore park which is an integral part of the current pedestrian network of Port Albert.

### **9.4 TARRAVILLE ROAD**

The arrival to Port Albert promises much, but currently delivers a boring elongated main street before leading finally to a beautiful vista and experience at Stockyard Point. Tarraville Road is the weakness in this scenario and will be uplifted by:

- a strong streetscape theme, particularly tree plantings;
- a footpath and trail network linking the road to the main foreshore, Stockyard Point and the eastern and western foreshores.
- sensitive infill development along the road, strengthening the commercial "town centre" role of Tarraville Road;
- the visual impact of the new marina, with both its maritime and urban character;
- improvements to drainage;

### **9.5 AN INTEGRATED PATHWAY NETWORK**

A pathway network is proposed to encourage and enhance pedestrian movement through the township and its environs. Key sites such as Stockyard Point, the Magazine Point Marina, the foreshore park, Tarraville Road, and the mangroves will be linked via this system, with viewing and seating opportunities provided at key points.

### **9.6 THE NATURAL ENVIRONMENT**

The environment of Port Albert has great diversity and habitat value, and holds much interest for visitors. The proposals of the Master Plan will enable greater visual and pedestrian access to these areas, linking them with the overall pedestrian network proposed for the town.

### **9.7 CONSOLIDATED DEVELOPMENT**

The development interest in Port Albert will be directed so that a range of building densities and accommodation types will have been consolidated within the existing town structure.

The following sections of the report outline a range of detailed strategies and actions for these key aspects of Port Albert. These actions and strategies are built upon the strategic directions already described, and apply to the physical context of Port Albert.

Refer to Figures No. 7 and 8

## **9.8 DETAILED STRATEGIES AND ACTIONS**

### **9.8.1 STOCKYARD POINT**

#### **Objectives**

1. To develop a visitor focus with a strong character and an integrated pedestrian-friendly environment, confirming Stockyard Point as the key destination in Port Albert. As such, the area will provide a range of visitor services and facilities, including food/beverage, accommodation and retail uses.
2. To improve the efficiency, access and amenity of vehicular circulation.
3. To protect the integrity and distinct nature of existing heritage buildings.
4. To create a distinct and memorable visual image for Stockyard Point based on the existing landscape character.
5. To maintain key sight lines from Stockyard Point, as well as the essential characteristics of views to Stockyard Point from the town and the water.
6. To support the existing “working port” function of Stockyard Point

#### **Key Actions/Strategies**

1. Encourage mixed-use development on private land south of the Port Albert Hotel. Such development could include the following uses:
  - visitor accommodation;
  - retail;
  - food/beverage;
  - tourist information/services.Any development in this area must conform to a range of urban design criteria, including:
  - protection of existing westerly views to Wilson’s Promontory;
  - protection of the character of existing views to the Point from the sea, and from the town;
  - response to the scale and form of existing buildings on the point, as outlined in the Port Albert Design Guidelines for Built Form;
  - consideration of pedestrian amenity, along both Wharf Street and the western sea wall.
2. Retain all existing public land in public ownership.
3. Renovate the existing Government Wharf building as an upgraded restaurant/café. This development should incorporate the following uses:
  - provision for both the existing take-away function, as well as a separate restaurant;
  - public toilets;
  - covered public seating areas;
  - commercial fish-handling functions;
  - limited tourist information;
  - allowance for circulation of wharf vehicles as required.The development of a new restaurant would also build upon some of the existing strengths of Port Albert including:
  - the local fishing industry;
  - panoramic views to the sea and to Wilson’s Promontory;
  - existing wharf infrastructure;
  - the existing visitor focus provided by the wharf.Development on this site must conform to a range of design criteria, including:
  - protection of existing easterly views;
  - protection of the open character of the southern end of Stockyard Point;
  - preservation of existing port functions
  - response to the scale and form of existing buildings on the point.
4. Construct new moorings and boardwalk against the eastern sea wall, enabling additional boats to be moored, and providing an alternative pedestrian access.
5. Reconstruct Wharf Street to create a wider open space zone on the eastern side, allowing for improved pedestrian amenity through additional furniture and improved pavements.
6. Provide additional interpretive signage, explaining both the coastal and marine processes, and the history of the area.
7. Remove the existing public toilet block once a new facility has been constructed.

## **9.8.2 MAGAZINE POINT MARINA**

### **Objectives**

1. To provide improved boat mooring and launching facilities.
2. To provide additional permanent and temporary accommodation.
3. To provide a dedicated trailer parking facility.
4. To integrate this area as a genuine open space corridor, within the overall open space system of Port Albert.
5. To improve pedestrian access within this environment, and enhance the overall pedestrian system of Port Albert.
6. To reinstate indigenous vegetation.

### **Key Actions/Strategies**

1. Encourage the construction of a new marina development on private land east of Tarraville Road. The development should have the following characteristics:
  - supply of additional public and private boat moorings;
  - connection into the stormwater system of the town, contributing to improvement in the town's drainage capacity;
  - dwellings at a range of densities, providing increased variety in both permanent and visitor accommodation;
  - continuous pedestrian and cycle trails at the waters edge, integrated with the broader trails system of the town;
  - new public car/boat trailer parking and boat launching and servicing facilities, allowing the relocation of the existing foreshore car park;
  - revegetation of the peripheries of the land, providing continuity of habitat;
  - new caravan park, with an improved range of facilities, allowing the relocation of the existing foreshore caravan park.
2. Provide strong thematic and visual connection between the marina and Tarraville Road, so that the strong maritime image of the marina is not hidden, but makes a strong contribution to the image of the town. This should be done by utilizing part of the Raglan Street road reserve, or the adjoining sewerage authority land to create a canal linking the road and the marina.
3. Encourage the Port Albert Maritime Museum to use part of the marina land for the both water-based and land-based displays, as part of the interpretation of Port Albert's maritime heritage.

### **Alternatives / Option**

#### *a) Extend canal marina development to the western shoreline.*

Extending the canal across Tarraville Road and all the way to the western shore would provide a dramatic landscape feature when driving along Tarraville Road and would provide an additional natural flushing mechanism for any proposed inland canal / marina development.

The relocation of the caravan park and the boat trailer parking / launching would still apply with this proposal.

(Refer Figure No.9)



### 9.8.3 PORT ALBERT HARBOUR AND FORESHORE

#### **Objectives**

1. To highlight this area as a key activity zone in Port Albert.
2. To maintain and enhance visual and physical access to the foreshore and harbour.
3. To broaden the passive and informal recreation focus of the foreshore.
4. To integrate this space into the overall open space and pedestrian circulation network for Port Albert.
5. To support and enhance boating activity within the harbour.
6. To reinforce the image and character of the harbour.
7. To establish thematic connections between the foreshore, Tarraville Road and Stockyard Point.

#### **Key Actions/Strategies**

1. Relocate the existing foreshore caravan park (once current lease arrangements have expired) to a new site within the proposed Magazine Point Marina. This would enable the existing caravan park site to be returned to public open space ("foreshore park").  
The prominent location of the caravan park site also suggests a potential use for a restaurant or perhaps quality accommodation. This should only occur as a "catalytic" development once demand has been proven, or if similar developments on private land do not eventuate.  
In the short term the visual qualities of the existing caravan park should be improved, particularly through improved shade and screen plantings. In this way the caravan park will make a more positive contribution to the character of the foreshore and contribute to the experience of visitors using the foreshore, as well as allowing early planting for the proposed foreshore park.
2. Once the proposed Magazine Point Marina is developed, an alternate site should be developed for a higher quality boat trailer parking and boat launching facility. When this occurs the existing parking should be removed from the foreshore, allowing the site to be returned to public open space. Boat launching may be retained in its present location, primarily for emergency rescue craft.
3. Once the existing car and trailer parking, and, ultimately, the caravan park are relocated, a major foreshore park should be developed as the main focus for passive and informal recreation in Port Albert. This park would extend from Stockyard Point to Magazine Point, and would provide for a range of recreation activities including walking, informal sports, picnic and barbecues, reading, boat and nature observation etc.  
Appropriate facilities in the park would include barbecues, picnic tables and shelters, playground equipment, outdoor showers, public toilets, seats, car parks etc. The park would be characterized by its open informal nature, ensuring that views to the sea are clear, especially from the Tarraville Road / Bay Street intersection. Key points, however, such as the memorial gardens and Magazine Point, would be marked by stands of Norfolk Island Pines, creating a visual link with the character of Stockyard Point.
4. Reinststate a supervised public sea baths within the harbour area. The baths should incorporate a beach area, subject to technical feasibility and the quality of soils.
5. Provide additional public mooring berths, subject to demand analysis. The preferred location for these facilities would be adjacent the existing caravan park.
6. Develop the old water tower as a public lookout to capitalize on the outstanding views of the surrounding area from the only major elevated spot in the township. This would be subject to a detailed structural analysis of the tower, risk assessment and costing.
7. Provide additional and improved playground facilities within the harbour area.

#### **9.8.4 TARRAVILLE ROAD**

##### **Objectives**

1. To create an attractive main street which contributes to the image of Port Albert
2. To provide a positive context for development, particularly retail and commercial development on Tarraville Road.
3. To create a sense of progression, leading visitors to the harbour and Stockyard Point.
4. To improve pedestrian amenity, in order to encourage visitors to walk around Port Albert, and to make Tarraville Road part of an integrated pedestrian network in Port Albert.

##### **Key Actions/Strategies**

1. Install consistent tree planting of a single species along Tarraville Road between the main entry roundabout and the intersection with Bay Street. These trees should not be Norfolk Island Pines in order to emphasize the distinct landscape character of the Point. Rather, the proposed species should be Australian and be able to cope with the harsher coastal conditions. Suggested species include:
  - Gippsland Manna Gum (*Eucalyptus viminalis* subsp. *pyroriana*);
  - Sydney Red Gum (*Angophora costata*).
2. Place existing overhead power lines underground, to assist in the long-term viability of new street tree plantings and to improve the general visual appearance of the street.
3. Install new street lighting, following the relocation of overhead power lines. These should not be explicitly “heritage” fittings, but rather contemporary fittings complementary to older style buildings and furniture.
4. Introduce appropriate information signage, directing visitors to the following key points:
  - Stockyard Point Wharf;
  - The proposed Magazine Point Marina;
  - The proposed Memorial Garden Foreshore; and
  - The Maritime Museum.
5. Extend “natural” plantings from nearby wetland and saltmarsh areas into Tarraville Road, particularly near the corner of Tarraville Road and Raglan Street, connecting with the proposed Magazine Point Marina. Such planting will not only connect the main road through town with these more “hidden” areas, but will provide additional interest on Tarraville Road itself.
6. Provide thematic bench seats at appropriate locations along Tarraville Road. The proposed bench is the City of Melbourne Park Seat.
7. Construct formal footpaths on both sides of Tarraville Road. These should be constructed of a stabilized gravel, such as Stratford gravel, rather than concrete or asphalt.
8. Encourage further commercial/retail development on Tarraville Road between Bay Street and Raglan Street, consolidating this section as the commercial “town centre”, in keeping with its historic role.

### **9.8.5 PORT ALBERT GATEWAY**

#### **Objectives**

1. To signify imminent arrival in Port Albert;
2. To create a memorable image at the entry to town;
3. To provide a degree of information to drivers about destinations in Port Albert;
4. To display the key urban design themes within Port Albert – its environment and its maritime heritage;

#### **Key Actions/Strategies**

1. Plant Norfolk Island Pines to the outside perimeter of the existing roundabout, using their strong form to visually mark the entry and to introduce the species as an important landscape theme in Port Albert.
2. Install low indigenous plantings to the outside perimeter of the roundabout as a strong visual derivation of the wetland areas in town, and also to deal with poorly drained areas adjacent to the roundabout. Existing exotic planting, such as ivy and pampas grass, should be removed.
3. Re-grade the roundabout to create a more strongly directional character, leading visually into Port Albert's main street, Tarraville Road.
4. Relocate the existing sculptures within the roundabout to give them greater presence and make them a more integrated part of the visual composition of the roundabout landscape.

### 9.8.6 URBAN FORM

#### Objectives

1. To consolidate and utilize existing residential land.
2. To direct land uses and building types, heights and densities, an integrated urban character is encouraged.
3. To maintain key sight lines over the surrounding landscape.
4. To create thematic connections within the town.

#### Key Actions/Strategies

1. Review the draft Port Albert Design Guidelines for Built Form and apply these to all new developments.
2. Consolidate all vacant residential land before releasing new residential allotments on the periphery of town. This could be achieved via the proposed Planning Scheme Amendments (i.e. introduce a Local Policy to define the preferred development zones and densities for Port Albert.
3. Establish theme tree plantings (using indigenous vegetation) along road reserves. These plantings should:
  - maintain/enhance views to key area, particularly to the sea, the islands and Wilsons Promontory;
  - assist in directing vehicles and pedestrians;
  - maintain residential amenity;
  - connect open space areas and activity nodes.Suggested species are:
  - (Drooping She-oak) *Allocasuarina verticillata*
  - (Coast Banksia) *Banksia integrifolia*
  - with (Coastal Manna Gum) *Eucalyptus viminalis* subsp. *pyroriana* at key intersections.
4. Consolidate Tarraville Road, between Raglan and Bay Streets, and Wharf Street, as the key commercial areas of Port Albert, reflecting historic land use patterns. This would be achieved through appropriate zoning adjoining these roads.
5. Highlight key intersections/points within the urban form of Port Albert through the strategic planting of “marker trees” (suggested species: Norfolk Island Pine (*Araucaria heterophylla*)). Places to be highlighted will be:
  - Stockyard Point;
  - the Tarraville Road/Bay Street intersection;
  - the Tarraville/Raglan Street intersection;
  - Magazine Point; and
  - the Port Albert Gateway.

In this way, the existing form of Port Albert will be emphasized and highlighted and will contribute to the overall character of the town.

### **9.8.7 CIRCULATION**

#### **Objectives**

1. to develop an integrated pedestrian circulation system utilizing both existing streets and open space;
2. to ensure that vehicle movement and parking is adequately provided for but does not dominate, particularly in areas of key activity;
3. to ensure that vehicular circulation associated with the “working port” nature of Port Albert is catered for;
4. to provide for trailer circulation and parking which does not unduly impact on pedestrian amenity and space values.

#### **Key Actions/Strategies**

1. Construct footpaths of a stabilized gravel, such as Stratford gravel, which was the original road pavement in Port Albert.
2. Construct/upgrade formal paths on both sides of Tarraville Road, using stabilized gravel.
3. Reconstruct roads on Stockyard Point to improve pedestrian amenity and increase open space, while maintaining parking and vehicle circulation. Utilize a light aggregate, such as Stratford gravel, as the road topping.
4. Ensure that the Magazine Point Marina development includes water edge pedestrian circulation, connected to the main footpath system.
5. Relocate boat trailer parking to a less visually prominent site, as part of the Magazine Point Marina site.
6. Construct a continuous primary pedestrian path, connecting all key points in Port Albert and linking with the general street system.
7. Utilize existing unmade road reserves for access in new developments and for pedestrian access so that the existing urban form and original layout of Port Albert is maintained.

### **9.8.8 INFRASTRUCTURE**

#### **Objectives**

1. To improve the existing stormwater drainage system, so that “ponding” water is minimized.
2. To reduce the unnecessary visual impact of infrastructure.
3. To provide additional boating infrastructure, sufficient to meet anticipated future need.

#### **Key Actions/Strategies**

1. Develop building guidelines (in addition to the Port Albert Design Guidelines for Built Form), which direct future construction in taking account of flooding and sea level rises, particularly through accepted minimum floor levels and dealing with stormwater.
  2. Clean out lined and unlined swale drainage – this is a low cost, highly visible activity that will provide the community with an immediate reduction in nuisance flooding and ponded water.
  3. Undertake an assessment of the condition and structural integrity of pipe and other drainage infrastructure.
  4. Develop and implement a program of removing sediment and other blockages from the pipe drainage system.
  5. Develop an ongoing drainage maintenance plan for the town and make appropriate budgetary allowances.
  6. Develop and implement a prioritized short-medium term capital works program to replace structurally deficient infrastructure.
  7. Future development has the opportunity to include water sensitive design features, including the use of rainwater tanks for the collection of stormwater for re-use within the development or elsewhere.
  8. Underground existing powerlines in Tarraville Road.
  9. Provide additional casual boat moorings as part of the Magazine Point Marina development.
  10. Provide additional casual boat mooring on the main harbour in the vicinity of the existing caravan park site.
  11. Provide a new boat launching ramp as part of the proposed Magazine Point Marina development (refer also to Section 9.2).
-

## **10.0 HERITAGE**

### **10.1 STATEMENT OF SIGNIFICANCE**

#### **Port Albert**

Port Albert is of outstanding significance as Gippsland's first town and port and one of Victoria's oldest ports (with Port Fairy and Portland). It was also strategically located in the mid-nineteenth century, and played a brief but important role in trade between the mainland and Van Diemen's Land, and between Australia and New Zealand.

Port Albert was the nearest mainland port to Van Diemen's Land when markets opened up there in the early 1840s, following a substantial increase in convict transportation. Live cattle from the pastoral stations of the Gippsland hinterland were shipped out to Hobart Town. Cattle were also later shipped to the New Zealand goldfields from the port, again emphasising Port Albert's strategic location in the mid-19th century.

The town also played a crucial role in the settlement and development of Gippsland between the 1840s and 1860s. Before the opening up of overland routes to Melbourne and navigation on the Gippsland Lakes and rivers, Port Albert was the key trading centre, source of supplies, and point of access to markets in eastern Victoria. It was also the place where visitors arrived and departed for the entire eastern region, including goldfields traffic from the mid-1850s, with many new immigrants coming directly to Port Albert from Britain and Europe. The Special Surveys of the district in the 1840s are also of interest. The use of these surveys by companies and individuals for private economic gain demonstrates the mercantile nature of early attempts to develop the Port Phillip region.

The decline of Port Albert from the late 1860s sheds light on the changing demographic, economic and communication patterns of Gippsland. The shift in focus away from the old port is attributed to improved roads in the hinterland and the introduction of coach services to Melbourne, expansion of navigation on the Gippsland Lakes, the growth of Sale and its river port, and the shift in settlement patterns further east following the spread of the railway from the 1870s.

Port Albert is also significant in that, having been subject to little development pressure after the 1860s, it retains much of its original layout and aspect, although many historic buildings and structures have been lost. Additionally, the site of the first, and earliest, settlement at Port Albert (the 'Old Port' founded at Old Settlement Beach in 1841), has considerable historical archaeological significance as the location of the first European settlement in Gippsland. Numerous shipwrecks are also located in nearby waters, including the Clonmel, the survivors of which came ashore at Old Settlement Beach, leading to the establishment of the first town.

#### **Stockyard Point**

Stockyard Point and the associated Wharf Street precinct make a significant contribution to the history and character of Port Albert. The point was developed from the mid-1840s, in the period when the Old Port at Old Settlement Beach was being abandoned, and became the focus for the new town's maritime activities. A small jetty and stockyards were initially constructed, followed in the busy 1850s by private wharves and the Government wharf. By the 1870s, structures at Stockyard Point included a crane, goods shed, lifeboat shed and rocket shed. Improvements in the early twentieth century, including structures associated with the local fishing industry, reflected the changing use of the port in this period.

The significance of Wharf Street derives from its historical connections with the point, and its important contribution to the character of the old port area. In its heyday Wharf Street had the appearance of a Georgian waterfront, with a cluster of buildings associated with the port and its operations. In addition to the extant Port Albert Hotel and Turnbull Orr and Company buildings, the Wharf Street buildings included a signal station, Customs House, auction rooms and stores, although these have since been demolished. The relationship between Stockyard Point and Wharf Street remains strong, however, and allows the historic context of the remnant buildings to be understood and appreciated.

## **10.2 MANAGEMENT AND USE OF HERITAGE ASSETS**

Port Albert has very sensitive heritage values which need to be carefully managed. The historic character of the town is derived from its heritage buildings and structures, the widespread pattern of settlement, and the relationship of the town to the adjacent coastal park. The space and open allotments between many of the buildings is also an important aspect of their historic context and setting, and reflects on the particular development patterns of Port Albert, which has never been subject to intensive growth or expansion.

The character of Wharf Street is also a key element in the presentation of the town. The relationship between the Wharf Street buildings and Stockyard Point is also important, reflecting the historically linked activities of the port area and the businesses on the street.

It should also be noted that a number of Aboriginal sites, including shell middens, are located in and around Port Albert. These sites are not specifically addressed in this study.

### **Recommendations**

- Conserve and enhance the heritage of Port Albert, and ensure that future development is sympathetic to the heritage values and built form of the town.
- Encourage restoration of the buildings and facades on Wharf Street, as a means of enhancing the distinctive waterfront character.
- Maintain the physical relationship between Stockyard Point and Wharf Street.
- Recognize the importance of maintaining a sense of distance between buildings, as a key element of the historic setting.

## **10.3 HERITAGE OVERLAY**

The current Heritage Overlay incorporates the extensive Port Albert Heritage Area (HO 34), which covers much of the historic part of the town (Refer Figure 10). In addition to a range of heritage items, the overlay also covers places which have been demolished, are in ruins, or are of more recent origin. The important values of the broad area are also not clearly defined. It is accepted heritage practice that heritage controls should principally apply to areas of heritage value, and should not be used to control development or change in other areas.

The indicative heritage areas/ precincts identified in Figure 11 are an indication only of what might be the outcome of a systematic and strategic study of the heritage places and values of Port Albert, as part of a review of the current extensive heritage overlay area. The existing large heritage overlay area might be reduced, in conjunction with applying other controls (such as the DDO) to the areas/ precincts of little or no heritage significance. The two indicative areas cover some of the most significant heritage places and precincts in the town. Other individual places, such as St Johns Church and the ruins of the Powder Magazine, while not within the indicative areas, could still be individually covered by overlay controls.

It should also be noted that such a review may in fact identify additional places or areas, including historic archaeological sites or streetscape precincts, for inclusion in the revised heritage overlay. A review might also recommend different boundaries for smaller overlay areas.

### **Recommendations**

- Review and redefine the extent of the Heritage Overlay to more accurately include places of heritage significance.
- Clearly define and articulate the values of the (revised) heritage precincts, to assist with management and decision making.

## **10.4 PORT ALBERT CONSERVATION STUDY**

The Port Albert Conservation Study, produced in 1982 by Graeme Butler, remains the only comprehensive document of the town's heritage. It is now considerably out of date and many of the buildings identified in the document are no longer extant.

### **Recommendation**

- Review the 1982 conservation study of Port Albert, to ensure that all places of heritage significance are identified and assessed, and appropriate heritage controls are applied.



## **10.5 HISTORIC ARCHAEOLOGICAL SITES**

Port Albert and surrounds are potentially one of the most fertile fields for historical archaeological study in Victoria. This is due to the very early origin of the township and the lack of subsequent development. Two historical archaeological sites are already listed on Heritage Victoria's Heritage Inventory, specifically the ruins of the 1866 Port Albert Powder Magazine, and the Old Settlement Beach site of the first settlement, dating from 1841-44.

### **Recommendation**

- Undertake a survey to identify, document and assess any potential archaeological sites, remains or artifacts, prior to any development in the Wharf Street/Stockyard Point precinct.

## **10.6 HISTORIC SHIPWRECKS**

The waters off Port Albert are among the richest on the Victorian coast for shipwrecks and associated relics, with approximately 20 known shipwrecks in nearby waters. The wreck of the Clonmel in 1841 was the most significant in terms of the establishment of Port Albert. Protection of these wrecks is also a key plank of Heritage Victoria's activities in the area. All wrecked ships and relics are automatically protected in Victoria 75 years after they are lost, and included on the Victorian Heritage Register.

### **Recommendation**

- Recognize the importance of the Port Albert's shipwrecks, as key cultural heritage assets of the town and a potential promotional and interpretation tool.

## **10.7 DEVELOPMENT OF STOCKYARD POINT**

The original buildings on Stockyard Point were functional, low-key maritime structures such as goods and lifeboat sheds. Most of these structures have been removed or demolished, and the wharf itself has also been renewed over time. Today, the site includes the fishing co-operative buildings, boat launching ramps and car parking. Norfolk Island pines dot the area, and contribute to the maritime character of the site.

The current environment of the point has an open aspect, where large areas of open space afford vistas out to Bass Strait and Wilson's Promontory, as well as views to Wharf Street and the township. These qualities of the point also reflect on the lack of development, historically.

### **Recommendations**

- Document and assess the heritage significance of the existing structures on Government Wharf, including the wharf itself, and develop appropriate conservation policies and strategies, prior to any development.
- Ensure that future development on Stockyard Point is respectful of the historic maritime qualities, that new buildings are generally sympathetic in scale and form to the original buildings on the point, and are not mock or historicist in style.
- Maintain the importance of the end of the wharf as a focal point.
- Maintain the existing views and vistas to and from the point.

## **10.8 INTERPRETATION AND PRESENTATION OF HERITAGE ASSETS**

At present there is very little in the way of signage, interpretation or other forms of public information to make visitors aware of the historic values and heritage of Port Albert, with the exception of that offered by the Maritime Museum. The historic qualities of the port and town streetscapes readily lend themselves to interpretation, provided it is done in a sensitive way. Interpretation could also assist with creating a 'sense of arrival' at Port Albert, perhaps focusing on the Wharf Street/Stockyard Point area. Improved signage on the main road into the town, perhaps as part of the broader tourism strategy for the region, could also heighten anticipation for visitors.

Historical themes can be used to draw out and highlight the different strands of Port Albert's history. The significant archaeological values of the town could also be interpreted. With Parks Victoria support, and appropriate management and interpretation strategies in place, Old Settlement Beach has the potential to be a key tourist attraction in the area. It is certainly unique in the Gippsland region, and one of the very few places on the Victorian coast where European settlement occurred before 1845.

### **Recommendations**

- Develop a strategy for improved interpretation and signposting of Port Albert's history and heritage. Key themes could include:
  - Local indigenous history
  - Maritime history and port activities
  - Links with Tasmania and New Zealand
  - Role of the port in the settlement of Gippsland
  - Role of the port in the Gippsland goldrushes
  - Immigrants and settlers
  - Shipping and shipwrecks
  - Early building techniques and materials
  - Impacts on the natural environment
  - the Fishing industry
  
- Consider an integrated interpretation program, which ties in with the activities of the Maritime Museum and Parks Victoria's interpretation strategies for Nooramunga Marine and Coastal Park. Connections could also be made with Alberton and Tarraville which are historically and thematically linked with Port Albert.

## **11.0 PLANNING SCHEME AMENDMENTS**

The Port Albert Master Planning process, while strongly focussed on a range of design and tourism concepts, has a strong relationship to the form and content of the Wellington Planning Scheme as it relates to Port Albert. The recommendations relating to the planning scheme provided in the following section relate to both broad principles and provisions that will assist to reinforce the concepts detailed in the Masterplan, and to provide draft provisions to suit some of the key elements of this plan.

The recommendations for changes to the planning scheme include:

- The undertaking of a review of the Design and Development Overlay with a view to developing specific DDO controls for a number of precincts within the township area.
- The inclusion of visual elements of the Port Albert Masterplan as a Structure Plan and associated documentation of key elements of the discussion of Port Albert within the Local Planning Policy Framework of the Wellington Planning Scheme;
- Consideration given to two specific planning scheme amendments, both of which relate to (and would facilitate) individual project concepts at Stockyard Point and a proposed marina site. The inclusion of the marina site through a planning scheme amendment however cannot be completed until an environmental assessment of the site has been undertaken

Recommendations relating directly to heritage matters are addressed in a broader discussion of the management of heritage places in the town. This discussion is elsewhere in this report.

### **11.1 EXISTING PLANNING SCHEME**

Presently, the Wellington Planning Scheme provides a range of planning provisions that support the principles of the Port Albert Masterplan, including support for tourist growth, supporting the heritage character of the town and a focus on environmental values within coastal areas. These provisions include:

- Elements of the State Planning Policy Framework, particularly those which provide guidance in relation to
  - Heritage (Clause 15.11)
  - Tourism (Clause 17.04)
  - Coastal environment (Clause 15.08) and
  - Design and built form (Clause 19.03).
- Specific components of the Local Planning Policy Framework, specifically those parts of the Municipal Strategic Statement that recognise the opportunities for tourist growth presented by the town's unique heritage, the availability of sewerage, and locational advantages.
- A mix of residential and business zoning that supports a commercial focus at the town centre and at Stockyard Point.
- The use of the Environmental Significance Overlay in coastal landscapes and identified wetlands within the town and its surrounds.
- The use of the Heritage Overlay for specific heritage places and more generally for the central and port precincts in the town.
- The use of the Design and Development Overlay for residential areas not covered by the Heritage Overlay which seeks to control building height in excess of 7.5 metres.

In general, the planning provisions presently contained within the Wellington Planning Scheme are consistent with the directions and principles of the Port Albert Masterplan. As a consequence, the recommendations for change are not at odds with the current planning provisions, but rather draw upon the work, particularly the community involvement, undertaken within the master planning process to offer some specific directions for future planning in the town.

## **11.2 PORT ALBERT: STRUCTURE PLAN**

The material developed within the Port Albert Masterplan provides a significant opportunity to conceptualise future patterns of development, and importantly the direction of that development. Graphic material which identifies precincts for development, the significance of specific townscapes and vistas, and the opportunities presented within existing residential and commercial areas should be directly included within the Wellington Planning Scheme.

It is proposed that the structure plan identifies:

- Development precincts, particularly Stockyard Point and the proposed marina;
- Precincts with a tourism focus, and a primarily residential focus;
- Specific vistas, view sheds and other significant townscape elements requiring special consideration;
- The connections between Port Albert and other areas, both the town gateways and opportunities to link to surrounding coastal environments.

It is proposed that the plan be included within the Municipal Strategic Statement at 21.06-11. A further strategy should also be added in this section:

*Ensure that new development is consistent with the principles and directions of the Port Albert Master Plan as summarized in the Port Albert Structure Plan.*

The purpose of this plan and additional content in the MSS will be to guide general principles of development and to limit the negative impact of any new development that is directly contrary to these.

## **11.3 URBAN CHARACTER**

The issue of residential character is a vital one in Port Albert. The character of the town's form and buildings is an intrinsic part of the attraction of this area. In this sense, the character of the streetscapes and built form of the town extend beyond individual buildings and sites to an overall fabric of the entire settlement. The importance of the town character has been consistently recognised, especially in relation to the heritage values of buildings and precincts in Port Albert.

Presently the Wellington Planning Scheme includes a number of provisions with a focus on design and urban character in Port Albert. These include:

- The State Planning Policy Framework, which identifies urban design, heritage and the character of towns and communities as important planning considerations across Victoria.
- The Municipal Strategic Framework, which recognises the heritage of the town and the natural and cultural values of the coastal environment as key planning considerations.
- The Heritage Overlay which (in addition to applying to specific buildings and sites) covers an extensive area of the town (HO34) and provides for the consideration of heritage guidelines and planning principles to be considered in relation to new development.
- The Design and Development Overlay (DDO3), which provides planning control over building height in excess of 7.5 metres.

Each of these controls is included within the planning scheme to enable consideration to be given to design elements of new developments with a specific focus on heritage, form, height and bulk; In effect, to provide planning mechanisms to encourage a recognition of the specific characteristics of the town in any new development.

It is considered that, at present, the two existing overlays that together apply to the vast majority of urban Port Albert only offer limited mechanism to address design and character issues.

## **11.4 DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 3 COASTAL TOWNS**

At present Port Albert has a Design and Development Overlay that requires a planning permit for development in excess of 7.5 metres in height. The purpose of the height control is to:

- Protect the amenity of adjoining private open space of dwellings
- Protect the privacy of adjoining properties and
- Ensure development does not detract from the natural and built character of coastal towns.

The DDO3 applies to the following area (insert DDO3 map)

The level of control is very basic and only controls development above 7.5 metres. Below this height the provisions of the DDO do not apply. Hence the cumulative impacts of a series of dwellings or developments under this height could have substantial impacts on both the future appearance and development of Port Albert. There is a need to refine these controls to provide:

- For improved design outcomes
- Focus on issues other than height and
- Apply different controls to specific areas within the township area.

The identification of a number of design precincts is necessary, given the different attributes of the urban area. A preliminary assessment of the urban areas reveals a number of different precincts, which require the development of specific Design and Development Overlays design. These being:

- Stockyard Point
- Bay Street
- Tarraville entrance
- Promontory Views (areas around Nelson and Spring streets located on the west side of the urban area)
- Magazine Point (vacant wetland area)
- Magazine Point Marina site (as above)
- Tarraville Commercial

There is a need to develop two sets of controls for the Magazine Point marina site, given that two development options for this area have been promoted, being:

- A marina site, with residential housing OR
- Residential subdivision

It is noted that substantial investigations would need to be completed prior to any development of this area, given its wetland condition, while excavation and development of a marina would require the preparation of an Environmental Effects Statement. Development of these DDO controls would need to be prepared in combination with the proposed development plans.

#### **11.4.1 PROPOSED DESIGN OBJECTIVES.**

The basis of any controls provided by the Design Objectives of such an overlay would be specific to each area. The proposed design objectives for each of these precincts could be:

1. Stockyard Point
  - *To protect the integrity and distinct nature of the buildings within the Stockyard Point.*
  - *To maintain the key sight lines for Stockyard Point to views from the town and the water.*
  - *To protect the existing westerly views to Wilson's Promontory and of the Port Albert Bay to the east.*
  - *To design buildings that respond to the scale and built form of existing heritage buildings on the point.*
2. Bay Street
  - *To provide a low scale built form orientated towards the Port Albert and the foreshore.*
3. Tarraville entrance
  - *To create a residential built form along the main entrance into Port Albert, which contributes towards the built form and image of the urban area.*
4. Tarraville Commercial
  - *To create a commercial built form along the main entrance into Port Albert which respects the existing built form and image of commercial area.*
5. Promontory Views
  - *To maintain the key sight lines from Nelson, Raglan and Spring streets to views of Wilson's Promontory.*
  - *To create a low scale residential built form that preserves the distant views of Wilson's Promontory from the town.*

There would be variation in controls given the design outcomes for each area would be different. Such controls would include:

- Building setbacks – detached or off the boundary for residential, while commercial buildings would be allowed on the boundary, similar to current building forms.
- Building height - single or double storey
- Landscaping
- Building materials – weatherboard, selected brick, cement render, corrugated iron (non zincalume) or slate
- Roof forms such as pitch (20-45degrees), gable and verandah types
- Location of off street parking areas for commercial development
- Views – preservation of views to the water and Wilson's Promontory and the issue of sharing views
- Building mass and height and how this would impact on the scenic landscape, heritage character and coastal environs.
- Location and built form of garages and outbuildings
- Retention of vegetation.

Copies of Design and Development schedules are contained within the Appendix 2. Modifications to the Wellington Planning Scheme to refine the existing DDO3 or insert new DDO's would require an amendment to the planning scheme.

## **11.5 PROPOSED MAGAZINE POINT MARINA**

The proposal for a marina to be located on the eastern side of Port Albert has been mooted for some time. The proposal presents significant opportunity to build a tourist focus for the town and to re-orientate much of the boating activity in the port. Clearly the location of the marina on and around coastal wetlands presents an important environmental challenge, which would need to be fully considered prior to any development. To this end, this report provides:

- A description of the likely regulatory and approvals processes involved in advancing the project;
- A description of the range of issues likely to require assessment at this stage; and
- A copy of planning scheme provisions with respect to a marina development.

The general issues surrounding design, locational advantage and patterns of use are generally discussed at section 9.2 of this report. This section of the report specifically addresses processes for assessment and approval of such a proposal.

### **11.5.1 APPROVALS PROCESS**

A proposal such as this marina has the potential to create a range of social, environmental and economic changes in the community of Port Albert (and beyond). These impacts may be positive or negative and would be assessed within any formalised process for approving such a development.

Similar proposals in Victoria have been assessed through the Environmental Effects Statement (EES) process conducted pursuant to the *Environmental Effects Act 1978*. In most cases this involves the simultaneous assessment of the EES and related proposals to amend the relevant planning scheme to facilitate the development as, and if, approved.

The Mildura Marina Development (125 berths, with commercial and residential development) was approved in November 2001 after an exhaustive Environmental Effects Statement and Planning Scheme amendment process. A copy of the Special Use Zone for this development is identified in Appendix 3, which provides an extensive list of matters that need to be addressed, with respect to this proposed marina development which is located along the Murray River.

The EES process involves an approvals process facilitated by the Minister for Planning through the Department of Infrastructure. It usually involves a convened committee representing interests from the project proponent, community members and government agencies (including local government), which aim to establish a framework for the EES. A report (the EES) describing the proposal and its impacts is usually prepared at the proponents cost and submitted, along with public submissions, to a panel selected by the Minister. This panel then makes a recommendation to the Minister for Planning who holds the ultimate responsibility for the approval. This process allows for the broadest range of issues to be assessed and for a single decision-making process to encapsulate the variety of aspects involved with a complex project such as this.

In this situation it is likely that changes to the Wellington Planning Scheme would also be required to facilitate the immediate and future components of the development if it were to be approved. This could be considered as a part of this same process and conducted simultaneously. The recommendations for the form and content of these changes are provided below.

Considering the characteristics of the site and surrounding area, and the matters raised in similar approvals processes, it is likely that an EES to investigate the marina proposal would need address at least the following:

- Coastal hydrology including flows, silt movement and localised tidal surge issues;
- Coastal and marine habitat issues relating to the wetlands and any other area with potential to be impacted;
- Social and economic issues associated with potential growth, tourism and any changes to the focus of local activity;
- The impact of the proposal on any cultural or archaeological values on the site and in the surrounds;
- Local issues such as infrastructure capacity and traffic flows.

### **11.5.2 PLANNING SCHEME AMENDMENTS**

It is proposed that if this project is to be undertaken, the Wellington Planning Scheme should be amended to facilitate the development of the marina. It would seem appropriate that, if an EES was successful in addressing the impact issues and was approved (subject to community and agency input and Ministerial assessment), then the planning scheme should allow the proposed development to occur unhindered. The current provisions do not allow this and would necessitate ongoing planning approval for various stages of the operation.

It is proposed that the most appropriate planning provisions include:

1. Reference to the Marina Project within the Local Planning Policy Framework of the Wellington Planning Scheme, particularly in association with development in Port Albert and the need to complete an Environmental Effects assessment to determine the appropriateness of this site for such a development.
2. Identification of this site on the strategic framework plan for Port Albert.

### **11.6 STOCKYARD POINT DEVELOPMENT**

Interest has been shown in the development of land at Stockyard Point (port area) for a mixed-use tourist-focused facility incorporating retail, accommodation and food/beverage uses. The issues surrounding this use, in particular, the location, design and any associated development are discussed in greater depth at section 9.1 of this report. The following section offers recommendations to facilitate the development of such a proposal through the planning approvals process.

Presently the land at Stockyard Point is zoned Business 1 Zone (private land) and a range of Public Use Zones relating to tenure and activity on public land. The land also is subject to the Heritage Overlay.

Within the current planning controls a proposal of this type could be considered on the existing private land, subject to Council approval, as the uses involved are consistent with the purpose of the Business 1 Zone. The existing Heritage Overlay would necessitate the consideration of the development proposal (rather than the land use itself) in relation to heritage issues. The quality of the surrounding built and natural environment would provide a strong basis for a thorough consideration of the potential impact of any new development at this location.

The objectives for development at this location listed at section 9.1 of this report include the need to create a strong visitor focus at the point, to improve vehicle circulation, maintain key sight lines and protect the integrity of the built heritage. It is considered that a development with a tourist focus could occur within the framework provided by these objectives.

#### **11.6.1 CONSIDERATIONS FOR DEVELOPMENT**

A range of development considerations is evident in relation to this site:

- The protection of existing heritage assets
- The continuing function of the port area
- The protection of views to and from the sea and the rest of the town
- Pedestrian and vehicle circulation
- The impact of any development on coastal systems.

Bringing each of these issues into an approvals process is fundamental. It is considered that any application for development at this site should offer comprehensive analysis of the key issues and be undertaken in a holistic manner. This would create a degree of certainty for any prospective developer, Council and the community.

It is proposed that a Development Plan Overlay (DPO2) be applied to the area of private land between the point and the hotel area (defined as Precinct One in the activity precinct map). The purpose of this overlay would be to require any application to be accompanied by a Development Plan outlining the following matters:

- The way in which the proposed development is consistent with the heritage assets at and near the site;
- The manner in which pedestrian and vehicle movements will be addressed in the proposed development;
- How the design and form of the new development is consistent with the desire to maintain sight lines to and from the sea and from the town area to the point;
- How the scale and form of the new development is consistent with existing structures, landforms and vegetation at and around the site.

It is not recommended that any existing zoning is altered as the existing Business 1 Zone is considered appropriate for the type of use proposed. The existing Public Use Zones are consistent with the desire to maintain public land at the site.

A copy of the proposed Development Plan Overlay is attached as an Appendix 2 to this report.



## 12.0 PRIORITY PROJECTS

### 12.1 PRIORITY PROJECTS

There are a wide range of actions and strategies outlined in this report, all having the objective of achieving a co-ordinated and clearly understood urban framework for Port Albert. While all the recommended actions and strategies are important in their own right, the actions which are integral to the success of the Urban Design Framework are outlined below.

#### 12.1.1 HIGH PRIORITY ACTIONS (2002-2007)

	ACTION	RESPONSIBILITY	INDICATIVE BUDGET
1	Undertake new detailed survey plans of key areas within Port Albert. Survey information should include: <ul style="list-style-type: none"> <li>• Contours to 250mm intervals;</li> <li>• Locations and alignments of all underground services, especially stormwater; and</li> <li>• Existing vegetation.</li> </ul>	WELLINGTON	na
2	Renovate the existing wharf building at Stockyard Point as an upgraded restaurant / café.	GIPPS PORTS TOURISM VIC	\$ 1,500,00.00
3	Remove the existing public toilet block at Stockyard Point once a new facility has been constructed.	WELLINGTON	\$ 5,000.00
4	Reconstruct Wharf Street to create a wider open space zone on the eastern side, allowing for improved pedestrian amenity through additional furniture and improved pavements.	WELLINGTON	\$ 350,000.00
5	Apply 'Built Form Design Guidelines' through changes to the existing Planning Sceme to all new developments in Port Albert.	WELLINGTON	na
6	Develop building guidelines that direct future construction in taking account of flooding and sea level rises.	WELLINGTON	na
7	Develop an ongoing drainage infrastructure maintenance plan for the town that includes: <ul style="list-style-type: none"> <li>- an assessment of the condition of existing drainage infrastructure; and</li> <li>- a program of removing sediment and other blockages.</li> </ul> <p>Based on the findings of the assessment, undertake new infrastructure works to the existing town drainage system.</p>	WELLINGTON	(Report) \$ 20,000.00.  (Infrastructure Works) Up to \$ 100,000.00 per lineal kilometre of drain
8	Construct new moorings and boardwalk against the eastern sea wall at Stockyard Point, enabling additional boats to be moored, and providing an alternative pedestrian access.	GIPPS PORTS TOURISM VIC	\$ 500,000.00
9	Provide additional interpretive signage at Stockyard Point, explaining both the coastal and marine processes and the history of the area.	WELLINGTON	\$ 20,000.00
10	Plant Norfolk Island Pines and low indigenous plantings around the existing entry roundabout.	WELLINGTON	\$ 70,000.00
11	Reinstate a supervised public sea baths within the harbour area. The baths should incorporate a beach area, subject to technical feasibility and the quality of soils.	WELLINGTON TOURISM VIC GIPPS PORTS	\$ 50,000.00
12	Undertake tree planting to Tarraville Road including feature tree planting of Norfolk Island Pines at key intersections.	WELLINGTON	\$ 40,000.00
13	Undertake the propagation and establishment of indigenous vegetation along other road reserves in Port Albert, besides Tarraville Road.	WELLINGTON	\$ 6,000.00 per 200 metres of road reserve
14	Introduce appropriate information signage to Tarraville Road, directing visitors to key locations in the town.	WELLINGTON	\$ 50,000.00

15	Provide thematic bench seats to both sides of Tarraville Road at appropriate locations.	WELLINGTON	\$ 20,000.00
17	Construct formal footpaths on both sides of the full length of Tarraville Road.	WELLINGTON	\$ 250,000.00

#### 12.1.2 MEDIUM PRIORITY ACTIONS (2002-2012)

	<b>ACTION</b>	<b>RESPONSIBILITY</b>	<b>INDICATIVE BUDGET</b>
18	Construct a continuous pedestrian path system around the town, connecting key locations and linking in with the general street system.	WELLINGTON	\$ 80,000.00 per kilometre of trail
19	Relocate the existing foreshore caravan park (once current lease arrangements have expired) to a new site within the new development of the saltmarsh area or on the site of the old football oval.	WELLINGTON TOURISM VIC	na
20	Once the canal / marina development is underway, develop a higher quality boat trailer parking and launching facility, with public access to the marina.	WELLINGTON TOURISM VIC GIPPS PORTS PRIVATE	na
21	Open up channels to Port Welshpool and Corner Inlet to allow sheltered access for larger boats.	WELLINGTON	To be subject to further discussions with relevant authorities and government bodies
22	Provide additional and improved playground facilities within the harbour area.	WELLINGTON	\$ 50,000.00
23	Introduce new feature street lighting to Tarraville Road.	WELLINGTON	\$ 1,700,000.00
24	Install sculpture at strategic locations in Tarraville Road.	WELLINGTON	\$ 50,000.00
25	Regrade the entry roundabout and reposition the existing sculptures within the roundabout to create a stronger directional character.	WELLINGTON	\$ 250,000.00

#### 12.1.3 LONG-TERM ACTIONS (2002-2022)

	<b>ACTION</b>	<b>RESPONSIBILITY</b>	<b>INDICATIVE BUDGET</b>
26	Once the existing car and trailer parking and the caravan park are relocated from the foreshore, a major park should be developed on the two sites. This park would extend from Stockyard Point to Magazine Point, and would provide for a range of recreation activities including walking, informal sports, picnic and barbecues, reading, boat and nature observation etc. Appropriate facilities in the park would include barbecues, picnic tables and shelters, playground equipment, outdoor showers, public toilets, seats, car parks etc.	WELLINGTON TOURISM VIC	\$ 1,800,000.00
27	Provide additional public mooring berths on the main foreshore, subject to demand analysis. The preferred location for these facilities would be adjacent the existing caravan park.	WELLINGTON TOURISM VIC GIPPS PORTS	\$ 100,000.00
28	Develop the old water tower as a public lookout.	WELLINGTON PRIVATE	\$ 1,000,000.00
29	Underground overhead power lines in Tarraville Road.	WELLINGTON	\$ 1,000,000.00

## 13.0 APPENDICES

### 13.1 APPENDIX A. (GENERAL DISCUSSION REGARDING FLOODING AND DRAINAGE TREATMENT OPPORTUNITIES).

#### 13.1.1 FLOODING - TREATMENT OPPORTUNITIES

As discussed in the Port Albert Masterplan and Development Opportunities Study Background Paper, design flood levels in the township of Port Albert are related to ocean tidal inundation. Relatively frequent flooding resulting from higher tides has been observed to inundate areas of the town on several occasions per year (typically during periods of higher spring tides, sometimes known as “King” tides). This tidal inundation propagates via the stormwater drainage system, open drains and via the saltmarsh area north of Bay Street where no formal seawall exists (i.e. via the area identified for potential development as marina).

Treatment opportunities to prevent tidal inundation relate primarily to the provision of structures built to stop the tidal propagation. These include

- Sea Walls – these provide a level of flood inundation relief related to the level at which the top of the wall is set. They can also provide of protection from erosion of the foreshore.
- Flap Gated Culverts – stormwater drainage outlets to the ocean can be fitted with flap that allows flow only in one direction. These can be very effective at letting stormwater out while preventing tidal waters in. However, they require slightly more hydraulic grade than an open pipe in order to allow stormwater out (since the stormwater needs to “push” open the flap before exiting).
- Sluice Gates – these can be manually operated or automatic structures that comprise swinging gates that allow flow in only one direction.

At Port Albert sea walls and numerous flap gated culverts are already in place. These provide protection to parts of the town from minor tidal inundation. However, in some areas flap gated culverts have fallen into disrepair with gates permanently open or missing.

Action that could be taken immediately to reduce the flood inundation from higher tides would include maintenance/repair of existing drainage infrastructure, particularly maintenance/repair of flap gated culverts.

Future development opportunities could include methods to reduce the threat from tidal inundation via the saltmarsh area. Suitable development, incorporating filling and sea walls along with the construction of appropriate drainage structures (ie. flap gated culverts / sluice gates) could successfully address this issue.

Flooding from extreme ocean events such as storm surge flooding is prevented only by

- Protecting the entire town by a sea wall and/or bund, with a top level set above the predicted storm surge level; and/or
- Raising all floor levels in the town above the predicted storm surge level.

Neither option is likely to be viable. Nevertheless, it is recommended that

- All future development be undertaken in consideration of extreme tide levels; and,
- Detailed investigations be undertaken to review the existing 100 year flood level (currently set at 1.8m AHD) in consideration of the issues outlined in Section 7.6 (in particular, sea level rise due to the greenhouse effect).

#### 13.1.2 DRAINAGE – TREATMENT OPPORTUNITIES

The efficiency and effectiveness of the drainage infrastructure at Port Albert is limited due to a number of factors including:

- Lack of adequate drainage grade
- Reduced discharge capacity of flap gated culverts during periods of elevated ocean water levels
- High groundwater levels
- Poor drainage infrastructure maintenance

Poor drainage maintenance results in significant reduction in drainage capacity and even full blockage, therefore exacerbating localized flooding and ponding of water. Ponded water not only is a hazard to the community, it detracts from the visual amenity of the town and provides breeding habitat for mosquitoes.

The 1983 investigation of flooding issues in the town also considered localized drainage issues in the town. A range of options to provide solutions to the existing drainage problems was considered. In essence, these options involved the improvement of existing underground and above ground drainage infrastructure and the construction of storage basins into which stormwater would be pumped. Pumping would be required because the storages would need to be located above ground and above ground water levels.

Such a system would provide relief during minor rainfall events, but its effectiveness would be limited by the volume of storage available in the new basins and the capacity of the pumps. An alternative approach might be to pump up to a smaller storage basin and then directly to sea. While these options appear attractive, they require a high degree of maintenance of the existing drainage infrastructure and maintenance of the new storages and pumps. As well, suitable land needs to be set aside for the storages. The consequences of failure of the pumps during a significant rainfall event also needs to be considered.

Stormwater re-use techniques provide opportunities to reduce the quantity of stormwater entering the drainage system. In turn, these re-use techniques can also improve water quality. Typical techniques might include:

- Infiltration beds, filter strips and swales
- Rainwater storage tanks
- Wetlands
- Retardation/sedimentation basins
- Porous pavements

However, there are limited opportunities to use these techniques in Port Albert due to the issues identified that already contribute to the existing drainage problems. As many of the techniques involve a groundwater recharge component, their applicability in Port Albert is limited due to groundwater levels through town being very near to, and in some instances above, ground level.

Of the re-use techniques, the most viable may be the use of rainwater tanks. In any future proposed development there will exist opportunities to incorporate rainwater storage tanks in the proposal. The tanks can be linked to onsite irrigation and for water re-use within the development for non-potable usages.

### **13.1.3 RECOMMENDATIONS**

A range of relatively low cost options exists to improve exacerbated local drainage conditions, and in turn gain community recognition and support. The options are primarily aimed at restoring the capacity of the existing system and maintaining it, and would include:

- Cleaning out lined and unlined swale drainage – this is a low cost, highly visible activity that will provide the community with an immediate reduction in nuisance flooding and ponded water.
- Undertake an assessment of the condition and structural integrity of pipe and other drainage infrastructure.
- Develop and implement a program of removing sediment and other blockages from the pipe drainage system.
- Develop an ongoing drainage maintenance plan for the town and make appropriate budgetary allowances.
- Develop and implement a prioritized short-medium term capital works program to replace structurally deficient infrastructure.

A range of higher cost longer term solutions were identified in the 1983 report. The long-term local drainage issues need to be addressed in association with coastal flooding issues, and an integrated long-term plan developed. It is recommended that, in consultation with the community and other key stakeholders, a preferred long-term drainage solution is identified and an implementation strategy is developed. An implementation strategy would include appropriate planning and development provisions, acquisition of required lands, funding mechanisms, and a prioritized program to undertake detailed design and associated capital works.

### **13.1.4 SUMMARY**

Existing drainage issues in the town relate primarily to the low lying and flat nature of the terrain upon which the town is located. Limited opportunities exist to improve current drainage problems, however, improved maintenance of existing drainage infrastructure is recognized as necessary to minimize existing problems. Future development has the opportunity to include water sensitive design features, including the use of rainwater tanks for the collection of stormwater for re-use within the development or elsewhere.

A long-term local drainage solution needs to be developed in association with a coastal flooding solution. It is recommended that an integrated long-term plan and implementation strategy produced.

## **13.2 APPENDIX B – STOCKYARD POINT**

### **STOCKYARD POINT DEVELOPMENT PLAN** (Shown on the planning scheme map as **DPO2**)

#### **13.2.1 CONDITIONS AND REQUIREMENTS FOR PERMITS**

Before deciding on an application to subdivide land, construct buildings or carry out works the Responsible Authority must consider as appropriate:

- Whether the development of the land is consistent with the existing use of the surrounding land, in particular the vehicle and pedestrian use of the land and the existing port infrastructure
- The need to maintain sight lines to and from Stockyard point, especially from the west and from the town
- The design, scale and form of any building and the heritage values of the Point
- The natural coastal systems around Stockyard Point

#### **13.2.2 REQUIREMENTS FOR DEVELOPMENT PLAN**

A Development Plan showing the details of the proposed development must be prepared to the satisfaction of the Responsible Authority. The plan must show:

- The proposed use of the land
- Details of the scale, design, form and external materials of any buildings, including reference to existing landforms, vegetation and buildings
- Details of any vegetation removal, landforming or building demolition associated with the development
- Details of proposed landscaping and revegetation on the site
- Proposed carparking and traffic management at the site and details of proposed levels of visitation
- Detail of any impact on surrounding coastal systems, including the adjoining mangroves
- Details of how the proposal is consistent with other land uses at the location, including public space and the existing port facility

A management plan showing the proposed staging (if any) of the development and any interim vehicle and pedestrian management must be submitted as a component of the Development Plan

## **13.3 APPENDIX C: - DESIGN AND DEVELOPMENT OVERLAYS**

### **13.3.1 SCHEDULE 1 TO THE DESIGN AND DEVELOPMENT OVERLAY (Shown on the planning scheme map as DDO1)**

#### **STOCKYARD POINT**

##### **Design objectives**

- To ensure that the design and finish of new buildings or works complement the built form and character of the heritage buildings
- To maintain the visual dominance of prominent of existing heritage buildings
- To protect the integrity and distinct nature of the buildings within the Stockyard Point
- To maintain the key sight lines for Stockyard Point to views to Stockyard Point from the town and the water.
- To protect the existing westerly views to Wilsons Promontory and of the Port Albert Bay to the east Albert.
- To design buildings that respond to the scale and built form of existing heritage buildings on the point.

##### **Buildings and works**

All buildings and works should be in accordance with the following requirements:

##### **Building height**

Buildings and works should not exceed 2 storeys or 7.5 metres.

##### **Building setbacks**

Buildings and works should have zero lot lines. This may be increased if the setbacks from street frontages are equivalent to adjoining development.

##### **Car parking**

Off-street car parks should not dominate street frontages and if proposed should be located at the rear of sites.

##### **Building materials**

- Artificial cladding of buildings and works is discouraged.
- External walls of buildings should be constructed of brick, stone, masonry or concrete. Other materials may be considered if the design objectives are met.
- Windows at ground floor street level should be of clear glazing.
- Exterior colour schemes should complement existing development and maintain consistency and compatibility with adjacent heritage buildings.

##### **Decision guidelines**

Before deciding on an application the responsible authority should have regard to the following:

- Guidelines for the Assessment of Heritage Planning Applications: Port Albert and District – Wellington Shire, February 2002

**13.3.2 SCHEDULE 2 TO THE DESIGN AND DEVELOPMENT OVERLAY** (Shown on the planning scheme map as DDO2)

**BAY STREET**

**Design objectives**

- To provide a low scale built form orientated towards Port Albert and the foreshore
- To protect Port Albert from visual intrusion by tall buildings.
- To preserve the residential amenity of private properties by encouraging development that achieves a reasonable and equitable sharing of views of the coast from new and existing dwellings.

**Buildings and works**

**Building Height**

- Construct a building or construct or carry out works where the height of any part of the building, excluding any television antenna, chimney or flue, is not more than 5 metres in height above the ground directly below that part.

**Maintenance**

- A planning permit is not required for:
- Routine or preventative maintenance to existing lawfully established structures or works

**Decision guidelines**

Before deciding on an application, the responsible authority must consider:

- The impact of the proposed buildings and works on the view from surrounding properties as a result of the siting, height and bulk of the building.
- The opportunity for a reasonable sharing of views having regard to the extent of the available view and the significance of the view from the properties affected.
- The impact of the building on the scenic landscape of the coastal environs.

**Building setbacks**

Dwelling setbacks should have regard to the setbacks of adjacent buildings.

New garages and/or carports should be located at the rear or side of new buildings.

**Building materials**

Dwelling and outbuildings should be constructed of traditional building materials including weatherboard, selected pressed, evenly coloured bricks, timber window frames, cement render over brick or blockwork, corrugated iron (non zincalume) or slate.

**Building form**

A dwelling should:

- Use pitched roof forms, either hipped, gabled or a combination of both, pitch between 20 and 40 degrees.
- Use simple verandahs.
- Use rectangular vertical windows where the vertical dimension is greater than the horizontal dimension.
- Use narrow eaves, less than 300mm wide.

**13.3.3 SCHEDULE 3 TO THE DESIGN AND DEVELOPMENT OVERLAY** (Shown on the planning scheme map as DDO3)

**TARRAVILLE ENTRANCE**

**Design objectives**

- To create a residential built form along the main entrance into Port Albert, which contributes towards the built form and image of the urban area.

**Buildings and works**

All buildings and works should be in accordance with the following requirements.

**Building height**

- Within the Residential 1 Zone, buildings and works should not exceed 1 storey or 5 metres.

**Building setbacks**

- Setbacks of buildings from street frontages are equivalent to adjoining development.

**Building materials**

- Artificial cladding of buildings and works is discouraged.
- External walls of buildings should be constructed of brick, stone, masonry or concrete. Other materials may be considered if the design objectives are met.
- Windows at floor street level should be of clear glazing.
- Exterior colour schemes should complement existing development and maintain consistency and compatibility with adjacent buildings.

**Decision guidelines**

Before deciding on an application the responsible authority should have regard to the following:

- The need to maintain the low scale residential built form along Tarraville Road.



**13.3.4 SCHEDULE 4 TO THE DESIGN AND DEVELOPMENT OVERLAY** (Shown on the planning scheme map as DDO4)

**TARRAVILLE COMMERCIAL**

**Design objectives**

- To create a commercial built form along the main entrance into Port Albert which respects the existing built form and image of the commercial area
- To ensure that the design and finish of new buildings or works complement the built form and character of the commercial precinct
- To maintain the visual dominance of prominent of existing heritage buildings
- To promote development that provides a compact and identifiable retail core along significant pedestrian routes.

**Buildings and works**

All buildings and works should be in accordance with the following requirements.

**Height**

- Within the Business 1 Zone, buildings and works should not exceed 2 storeys or 7.5 metres.

**Setbacks**

- Buildings and works should have zero lot lines. This may be increased if the setbacks from street frontages are equivalent to adjoining development.

**Car parking**

- Off-street car parks should not dominate street frontages and if proposed should be located at the rear of sites

**Materials, finishes and colours**

- Artificial cladding of buildings and works is discouraged.
- External walls of buildings should be constructed of brick, stone, masonry or concrete. Other materials may be considered if the design objectives are met.
- Windows at ground floor street level should be of clear glazing.
- Exterior colour schemes should complement existing development and maintain consistency and compatibility with adjacent heritage buildings.

**Weather protection**

- New development is encouraged to provide weather protection in the form of a verandah extending over the footpath.

**Decision guidelines**

Before deciding on an application the responsible authority should have regard to the following:

- Guidelines for the Assessment of Heritage Planning Applications: Port Albert and District – Wellington Shire, February 2002

**13.3.5 SCHEDULE 5 TO THE DESIGN AND DEVELOPMENT OVERLAY** (Shown on the planning scheme map as DDO5)

**PROMONTORY VIEWS**

**Design objectives**

- To maintain the key sight lines from Nelson, Raglan and Spring Streets to views of Wilson's Promontory
- To create a low scale residential built form that preserves the distant views to Wilson's Promontory
- To retain the uniformity of scale throughout the area, including the single storey scale, and regular front and side setbacks.
- To encourage contemporary interpretation of traditional building design within the area.
- To encourage the use of appropriate fence types of low to medium height.
- To encourage the appropriate development form and scale of garages and or carports, with a location at the side or rear of the existing and/or infill buildings.

**Buildings and works**

- A permit is not required for alterations, additions, extensions to existing dwellings.
- A permit is required to construct a fence greater than 1.2 metres in height.

**Building setbacks**

- Dwelling setbacks should have regard to the setbacks of adjacent buildings.
- New garages and/or carports should be located at the rear or side of new buildings.

**Building height**

- Dwellings and outbuildings should be of a single storey scale.

**Building materials**

- Dwelling and outbuildings should be constructed of traditional building materials including weatherboard, selected pressed, evenly coloured bricks, timber window frames, cement render over brick or blockwork, corrugated iron (non zincalume) or slate.

**Building form**

A dwelling should:

- Use pitched roof forms, either hipped, gabled or a combination of both, pitch between 20 and 40 degrees.
- Use simple verandahs.
- Use rectangular vertical windows where the vertical dimension is greater than the horizontal dimension.
- Use narrow eaves, less than 300mm wide.

**Decision guidelines**

Before deciding on an application the responsible authority must consider, as appropriate:

- Whether the design, form, layout, proportion and scale of any proposed buildings and works is compatible with the form, proportion and scale of buildings in the precinct.
- Sight lines to Wilson's Promontory.

**13.3.6 SCHEDULE 6 TO THE DESIGN AND DEVELOPMENT OVERLAY** (Shown on the planning scheme map as DDO6)

**BACKGROUND RESIDENTIAL**

**Design objectives**

- To encourage contemporary interpretation of traditional building design within the area.

**Buildings and works**

- A permit is not required for alterations, additions, and extensions to existing dwellings providing the building height is under 7.5 metres.

**Building setbacks**

- Dwelling setbacks should have regard to the setbacks of adjacent buildings.
- New garages and/or carports should be located at the rear or side of new buildings.

**Building height**

- Maximum building height shall be 7.5 metres

**Decision guidelines**

Before deciding on an application the responsible authority must consider, as appropriate:

- Whether the design, form, layout, proportion and scale of any proposed buildings and works is compatible with the form, proportion and scale of buildings in the precinct.

## 13.4 APPENDIX C - SPECIAL USE ZONE – MILDURA MARINA

### PURPOSE

- To provide for a mixture of recreational, tourist and community related activities, which take advantage of the location of the land, especially in terms of its proximity to the Murray River and Mildura’s City Heart.
- To ensure that the density, design, appearance and types of activities that occur will enhance the amenity and character of the area.
- To prevent development which by its scale and design would interfere with the natural flow of any flood waters and possibly threaten human life, property and the safety and welfare of the local community.
- To provide for the integrated use, development and subdivision of land generally in accordance with the Mildura Marina Resort Development Plan.
- To protect and enhance the condition of the Murray River by providing an environmentally sound mooring facility that will consolidate boat moorings on the river.
- To ensure that any use and development of the land will not be detrimental to the quality of water of the Murray River.

### TABLE OF USES

#### Section 1 - Permit not required

USE	CONDITION
Accommodation (other than a caravan park)	Must be in accordance with Mildura Marina Resort Development Plan May 2001 and be commenced by the date specified in that Plan or any extension to that date made in accordance with Clause 52.03.
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997
Convenience shop	Must be in accordance with Mildura Marina Resort Development Plan May 2001 and be commenced by the date specified in that Plan or any extension to that date made in accordance with Clause 52.03.
<b>Marina</b>	Must be in accordance with Mildura Marina Resort Development Plan May 2001 and be commenced by the date specified in that Plan or any extension to that date made in accordance with Clause 52.03.
<b>Mineral exploration</b>	
Mining	Must meet the requirements of Clause 52.08-2
<b>Minor utility installation</b>	
<b>Natural systems</b>	
Office	Must be in accordance with Mildura Marina Resort Development Plan May 2001 and be commenced by the date specified in that Plan or any extension to that date made in accordance with Clause 52.03.
Pleasure boat facility	Must be in accordance with Mildura Marina Resort Development Plan May 2001 and be commenced by the date specified in that Plan or any extension to that date made in accordance with Clause 52.03.
Restaurant	Must be in accordance with Mildura Marina Resort Development Plan May 2001 and be commenced by the date specified in that Plan or any extension to that date made in accordance with Clause 52.03.
Search for stone	Must not be costeaning or bulk sampling

## Section 2 - Permit required

USE	CONDITION
Accommodation (other than a caravan park)	
Agriculture	
Education centre	
Leisure and recreation (other than Motor racing track)	
Place of assembly	
Utility installation (other than minor utility installation)	

## Section 3 - Prohibited

USE
Caravan Park
Motor racing track

### USE AND DEVELOPMENT OF LAND TO BE IN ACCORDANCE WITH PLANS

Development of land for the Mildura Marina Resort and associated facilities must not commence unless the following plans have been approved by the Responsible Authority:

- Environmental Management Plan (Construction Phase).
- Landscape Plan.
- Traffic Management Plan.
- Infrastructure Management Plan.
- Flood Management Plan

Use of the land for any purpose associated with the Mildura Marina Resort and associated facilities must not commence unless the following plan has been approved by the Responsible Authority:

- Marina Management Plan (Operational Phase).

The use and development of land must be consistent with the Mildura Marina Resort Development Plan May 2001, and with these plans.

### PROCESS FOR APPROVAL OR MODIFICATION OF PLANS

#### Approval of plans

Any plan required in accordance with this Schedule must be submitted to the responsible authority. Before the responsible authority considers whether to approve it, the plan must be publicly displayed at the municipal office for at least 14 days, and notice of this display must be given in a newspaper circulating in the locality.

The Responsible Authority may request further information before deciding to display the plan.

In considering any plan(s) required to be submitted and approved under clause 2, the Responsible Authority must take into account: -

- The purposes of the Special Use Zone No 3.
- The Local Planning Policy Framework of the Mildura Planning Scheme.
- The purpose of any overlay applying across the site.
- Any submissions made to the responsible authority in response to the notification of the plan.
- Any issues specifically required to be taken into account in the case of a particular plan, including any submissions received from any person required to be notified of or consulted before approval of a particular plan.

#### Minor variations to plans

The Responsible Authority may approve a minor variation to the plans approved under section 3.1 (Approval of plans) without providing public notification if the modification is minor and does not:

- change the use or effect of the Mildura Marina Resort Development Plan.
- adversely affect the interest of a Government Authority or Utility Service provider.
- cause an increase in detriment to any person.

A variation other than a minor variation must be treated in the same way as a new plan.

## **PLANS TO BE SUBMITTED**

### **ENVIRONMENTAL MANAGEMENT PLAN (CONSTRUCTION PHASE)**

The Environmental Management Plan (Construction Phase) must ensure best practice planning, construction, maintenance, supervision and monitoring, and is to address the following matters : -

- Murray River Water Quality
  - The water quality of the Murray River and ground water prior to work on the site commencing.
  - A detailed hydrological testing program is to be provided which will demonstrate the salinity, nutrient and cyanobacterial impacts on the river water quality.
  - Hydrological data, including the results of modelling done to test the efficiency of the Marina flushing system.
- Floodway levels
  - Hydraulic data shall be provided identifying new flood levels.
- Sediment control
  - Sedimentation and salinity controls (booms and water curtains) to be installed prior to the breaching of the river bank and other significant earthworks. This shall include: -
  - Appropriate plans to counteract the effect of salinity leaching from filling on the site to prevent pollution of marina water and unsightly saline seeps and barren soil.
  - Techniques to prevent and/or intercept sediment movement during construction (booms, water curtains etc.) and to manage stormwater, including intercepting fuel and oil spill, rubbish and litter.
  - The method of monitoring effects of development on stream sedimentation and salinity.
  - The methods for the removal of debris from watercourses and drainage lines arising from the removal of vegetation.
  - Type of construction access to the site, storage methods for building materials, extent of the removal of soil and proposed site clean up works.
- Codes of practise
  - How all works will be carried out in accordance with:-
  - EPA publication No 272 "Construction Techniques for Sediment Pollution Control".
  - EPA publication No 480 " Guidelines for Major Construction Sites".
  - "Guidelines for Minimising Soil Erosion and Sedimentation from Construction Sites in Victoria" (Department of Conservation and Natural Resources, 1979).
  - "Control of Erosion from Construction Sites" (Department of Conservation and Natural Resources).
  - EPA Pollution Control approval pursuant to section 17k of the Pollution Control Act 1979 (NSW) for the opening of the channel.
- Archaeological and Aboriginal Relics
  - The methods of identification and preservation (where required) for any relics (as defined in the Archaeological and Aboriginal Relics Act, 1972) found on the site.
- George Chaffey Bridge and boat ramp
  - The staging and construction for the establishment of the former George Chaffey Bridge.
- Dust and noise impact control
  - The proposed methods of dust control during construction.
  - Noise abatement to the EPA requirements during construction phase, with construction limited to the following hours.

### **Referral of plans**

The Responsible Authority must consult with:-

- Environment Protection Authority (Vic).
- Environment Protection Authority (NSW).
- Lower Murray Water.
- Victorian Government Department of Infrastructure.
- Victorian Government Department of Natural Resources and Environment.
- Mallee Catchment Management Authority.
- Department of Land and Water Conservation (N.S.W.).

before approving or amending the Environment Management Plan (Construction Phase).

### **LANDSCAPE PLAN**

The landscape plan is to be prepared by a qualified landscape architect and is to address the following matters: -

- The landscape treatment of all open space areas including the Three Chains reserve.
- The landscape treatment of Cureton Avenue.
- The method of shielding houses opposite the main entrance to the development from the glare of car headlights leaving the site.
- The landscape treatment of car parking areas.
- All other landscaping proposed on the land.
- A comprehensive revegetation strategy for the site, including the revegetation of all disturbed sites.
- Protecting the water quality of the Murray River

#### **Referral of plan**

The Responsible Authority must consult with the Victorian Government Department of Natural Resources and Environment and the before approving or amending the Landscape Plan.

### **TRAFFIC MANAGEMENT PLAN**

The Traffic Management Plan is to address the following matters: -

- The location of all vehicular, pedestrian and bicycle access and egress ways within, to and from all buildings and works.
- Necessary traffic controls including those in nearby streets when development is completed.
- The location and layout of areas set aside for the parking of vehicles.
- The loading and unloading of vehicles including the location of rubbish storage and removal facilities.

#### **Referral of plan**

The Responsible Authority must consult with VicRoads before approving or amending the Traffic Management Plan.

### **INFRASTRUCTURE MANAGEMENT PLAN**

The Infrastructure Management Plan is to address the following matters: -

- The location and nature of utility services to be associated with the development.
- The construction details of the drainage of all buildings and works.
- The drainage system which addresses water quality issues associated with the collection and disposal of contaminants and litter.
- A stormwater management plan for the whole of the site, including relocation of the existing stormwater infrastructure from the site.

#### **Referral of plan**

The Responsible Authority must consult with:

- Lower Murray Water
- Telstra
- PowerCor
- Origen Energy
- Neighbourhood Cable

before approving or amending the Infrastructure Management Plan.

### **MARINA MANAGEMENT PLAN (OPERATIONAL PHASE)**

The objectives of the Marina Management Plan (Operational Phase) are to set out: -

- Environmental Performance Measures.
- Responsibilities for Environmental Management.
- Emergency Response Procedures.
- Reporting and Notification Procedures.
- Relevant Authorities, Agencies and Stakeholders.
- ISO 14001 Environmental Management Systems and
- Remedial Measures.

The Marina Management Plan (Operational Phase) must ensure best practice planning, maintenance, supervision and monitoring and is to address the following matters: -

- The control and minimisation of nuisance, particularly those caused by noise emanating from the loading and unloading of goods, the collection and removal of wastes, the use of car parks and marina waterbound traffic.
- The storage and collection of waste and rubbish.
- The location of silt traps and litter traps within drainage systems.
- Mechanisms to deal with “first flush” pollutants from impervious areas to protect the water quality of the Murray River.
- The management, control, maintenance and cleaning of the marina basin, jetties and banks, and all parts of the site including car parks and open areas which are available for general use
- The provision and maintenance of public toilets
- The maintenance of the buildings and works and .
- The contribution of the owner to the maintenance and upkeep of the Three Chain reserve adjacent to the development.
- A scour protection system to protect the Marina entrance
- The use and maintenance of landscaped areas.
- The provision of a system for the ongoing monitoring and reporting of water quality resulting from the development in terms of salinity, nutrients and cyanobacterial blooms as required by EPA (Vic), EPA (N.S.W.) Department of Land and Water Conservation (N.S.W.) and Lower Murray Water.
- The provision of a long term monitoring scheme to monitor groundwater and surface water impacts of salt inflows to the satisfaction of the Murray Darling Basin Commission.
- Contingency plans to develop wetlands or other nutrient or salt removal mechanisms including appropriate performance criteria as triggers, in the event that:
  - nutrient discharge increases above a level that will affect river water quality; or
  - salinity discharge increase above a level that will affect river water quality.
- How it is proposed to deal with blue green algal outbreaks in the marina basin.
- A method of maintaining and servicing water and sewer connections in floating buildings.
- A maintenance plan for the river embankment at the site and the fortifications at the marina entrance.
- The use of all boating facilities.
- General and marina hours of operation.
- The prohibition of anti-fouling paints.
- The procedures for discharging sullage and sewerage from houseboats.
- The actions to be undertaken in the event of an accidental spill, including the notification of spillage incidents to Lower Murray Water, EPA Victoria and New South Wales and the Responsible Authority.
- The provision of equipment to contain and collect spillage's.
- The provision of above flood level storage for all fuels, together with appropriate bunding.
- The provision of a fuel interception chamber adjacent to the fuelling point to facilitate the pump out of spills and bilge's.

The Marina Management Plan (Operational Phase) must include a Flood Management Plan developed in conjunction with the Department of Natural Resources and Environment, Bureau of Meteorology and the State Emergency Service. This plan shall identify procedures and actions for: -

- The notification of flood warnings.
- Actions for:
  - the effective tying up of boats;
  - the making safe of assets;
  - the prevention of accidental leakage's;
  - evacuation; and
  - restoration.

#### **Referral of plan**

The Responsible Authority must consult with the:

- Environment Protection Authority (Vic)
- Environment Protection Authority (NSW),
- Lower Murray Water
- Victorian Government Department of Infrastructure
- Victorian Government Department of Natural Resources and Environment
- Mallee Catchment Management Authority
- Department of Land and Water Conservation ( N.S.W.)

before approving or amending the Marina Management Plan (Operational Phase).



### **EMERGENCY WORK IN CASE OF MAJOR FLOOD EVENTS**

The modification and/or relocation of buildings and works on a temporary basis as required to prevent damage from a major flood event, is exempt from planning approval.

### **SUBDIVISION**

#### ***APPLICATION REQUIREMENTS***

Any application must state the intended outcome of the proposed subdivision and its impact on the operation of the Mildura Marina Resort.

### **ADVERTISING SIGNS**

Advertising sign requirements are at Clause 52.05. This zone is in Category 4.

### **DECISION GUIDELINES**

In determining an application, the Responsible Authority must have regard to:

- The purposes of the zone and overlay that apply to this site.
- The effect of the proposed use, buildings or works on the amenity of the neighbourhood including and the visual amenity of this major gateway to the city across the George Chaffy Bridge.
- The effect of any use or development on land of conservation significance.
- The effect of any use or development on the Murray River and its environs.
- The following plans: -
  - Mildura Marina Resort Development Plan.
  - Environmental Management Plan (Construction Phase).
  - Landscape Plan.
  - Traffic Management Plan.
  - Infrastructure Management Plan.
  - Marina Management Plan (Operational Phase)



**LEGEND**

 Key Views

**PORT ALBERT MASTERPLAN**

**Urban Design Issues**

Prepared for Wellington Shire Council by  
Chris Dance Land Design Pty Ltd and Team

October 2001





Figure 4

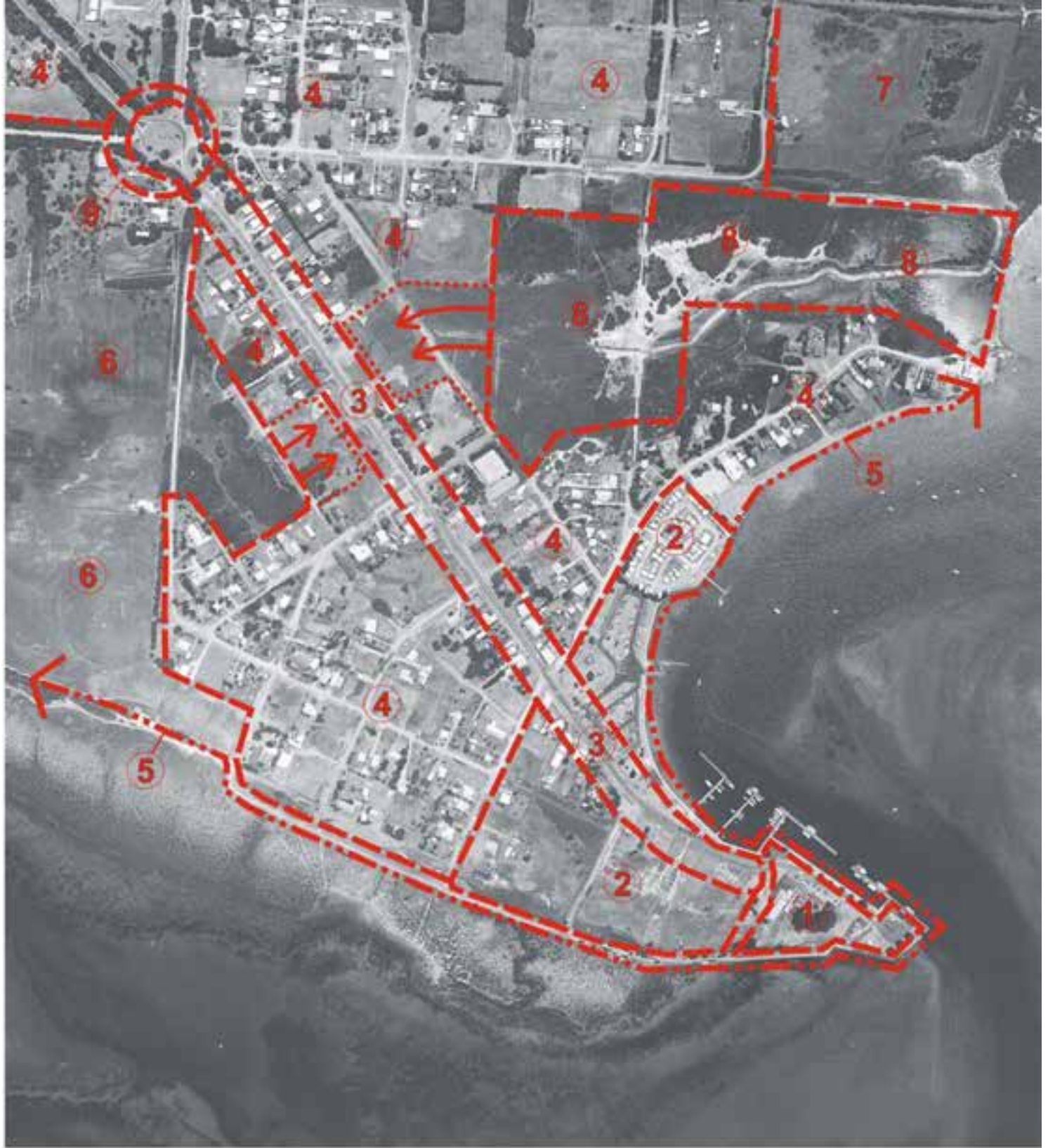
# PORT ALBERT MASTERPLAN

## Urban Design Opportunities

Prepared for Wellington Shire Council by  
Chris Dance Land Design Pty Ltd and Team

October 2001





## ACTIVITY PRECINCT DESCRIPTIONS

- |  |  |  |
|--|--|--|
| <p><b>1</b> HERITAGE TOURISM PRECINCT</p> <ul style="list-style-type: none"> <li>- primary visitor focus</li> <li>- accommodation</li> <li>- visitor information</li> <li>- food / beverage</li> <li>- look-out / views</li> <li>- interpretation of heritage</li> </ul> | <p><b>4</b> RESIDENTIAL PRECINCT</p> <ul style="list-style-type: none"> <li>- mix of both permanent and visitor accommodation</li> <li>- mix of densities</li> <li>- consolidation of existing land</li> </ul>                                       | <p><b>7</b> ENVIRONMENTAL PRECINCT COASTAL SALTMARSH</p> <ul style="list-style-type: none"> <li>- flora / fauna habitat</li> <li>- pedestrian tracks / boardwalk</li> <li>- bird hides, etc.</li> <li>- interpretation</li> </ul>  |
| <p><b>2</b> SECONDARY TOURISM PRECINCT</p> <ul style="list-style-type: none"> <li>- mix of accommodation</li> <li>- open space / passive recreation</li> <li>- harbour focus</li> <li>- visitor facilities (parking, toilets, etc.)</li> </ul>                           | <p><b>5</b> WATERFRONT</p> <ul style="list-style-type: none"> <li>- continuous pedestrian access through a range of habitats / environments</li> <li>- boat storage / mooring</li> </ul>   | <p><b>8</b> MARINA / CANAL PRECINCT</p> <ul style="list-style-type: none"> <li>- waterfront accommodation (temporary / permanent)</li> <li>- boat storage / launching</li> <li>- trailer parking</li> <li>- pedestrian access / boardwalks</li> <li>- habitat</li> </ul> |
| <p><b>3</b> CENTRAL ARRIVAL SPINE</p> <ul style="list-style-type: none"> <li>- access to harbour and wharf</li> <li>- local commercial / retail functions</li> <li>- high quality streetscape treatment</li> </ul>   | <p><b>6</b> ENVIRONMENTAL PRECINCT COASTAL HEATHLAND / SALTMARSH</p> <ul style="list-style-type: none"> <li>- flora / fauna habitat</li> <li>- pedestrian access / boardwalks</li> <li>- bird hides</li> <li>- environment interpretation</li> </ul> | <p><b>9</b> GATEWAY</p> <ul style="list-style-type: none"> <li>- indigenous vegetation</li> <li>- water feature</li> <li>- signage</li> <li>- sculpture</li> </ul>   |



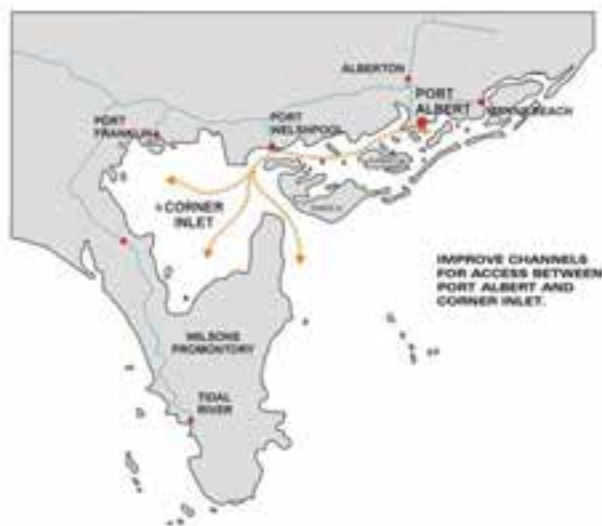
## PORT ALBERT MASTERPLAN Proposed Activity Precincts

Prepared for Wellington Shire Council by  
Chris Dance Land Design Pty Ltd and Team  
December 2001

Figure 5



CHRIS DANCE LAND DESIGN  
PTY LTD  
125 RIVERVIEW ROAD  
MELBOURNE VIC 3048  
TEL: 03 9437 5555  
WWW.CHRISDANCE.COM.AU



## LEGEND

-  PROPOSED STREET TREES
-  PROPOSED VEGETATION ZONE
-  KEY VIEWS
-  FORESHORE BOARDWALK



## PORT ALBERT MASTERPLAN KEY STRATEGIC DIRECTIONS

Prepared for Wellington Shire Council by  
Chris Dance Land Design Pty Ltd and Team  
December 2001

Figure 6





## LEGEND

-  Existing Vegetation (Mainly Indigenous Coastal)
-  Existing Norfolk Island Pine To be Retained
-  Node/Highlight Trees such as Norfolk Island Pine (*Macadamia integrifolia*)
-  Avenue Trees such as Coastal Mannie Gum (*Eucalyptus pycnantha*)
-  Parkland and Street Trees (Many Native Coastal or Indigenous Plantings)
-  Shrubs and Low Vegetation (Many Native Coastal or Indigenous Plantings)
-  Existing Mangroves to be Enhanced and Retained
-  Pedestrian Shared Trail Network incl. Old Port Trail
-  Lawn Areas
-  Residential Development Zones within Proposed Future Marine Development

## PORT ALBERT MASTERPLAN

Prepared for Wellington Shire Council by  
Chris Dance Land Design Pty Ltd and Team

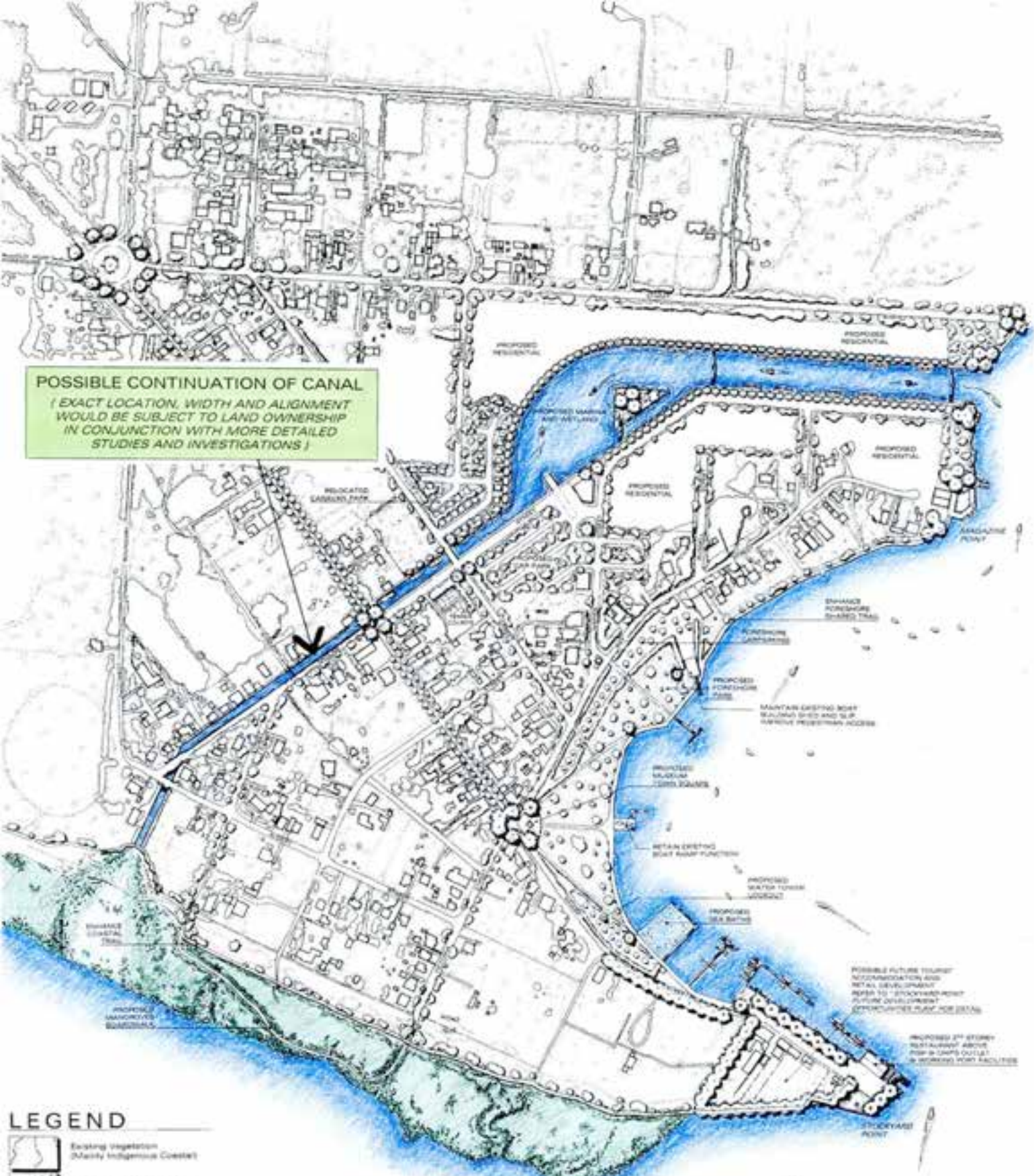
Scale 1:1500 @ A0  
Date: March 2002

0 metres 100 200 300 500

Figure 7



Figure 8



**POSSIBLE CONTINUATION OF CANAL**  
 ( EXACT LOCATION, WIDTH AND ALIGNMENT  
 WOULD BE SUBJECT TO LAND OWNERSHIP  
 IN CONJUNCTION WITH MORE DETAILED  
 STUDIES AND INVESTIGATIONS )

**LEGEND**

- Existing vegetation (Mainly Indigenous Coastal)
- Existing Norfolk Island Pine To be Retained
- Road Highlight Trees such as Norfolk Island Pine (*Liriodendron heterophyllum*)
- Avenue Trees such as Coastal Manna Gum (*Eucalyptus pycnantha*)
- Parkland and Street Trees (Mainly Native Coastal or Indigenous Plantings)
- Shrubs and Low Vegetation (Mainly Native Coastal or Indigenous Plantings)
- Existing Mangroves to be Enhanced and Retained
- Pedestrian Shared Trail Network ext. Old Port Trail
- Lawn Areas
- Residential Development Zones within Proposed Future Marine Development

**Figure 9**  
**PORT ALBERT MASTERPLAN**  
 Masterplan Alternative 1  
 (East-West Canal Link)

Prepared for the Wellington Shire Council by  
 Chris Dance Land Design and Team  
 March 2002





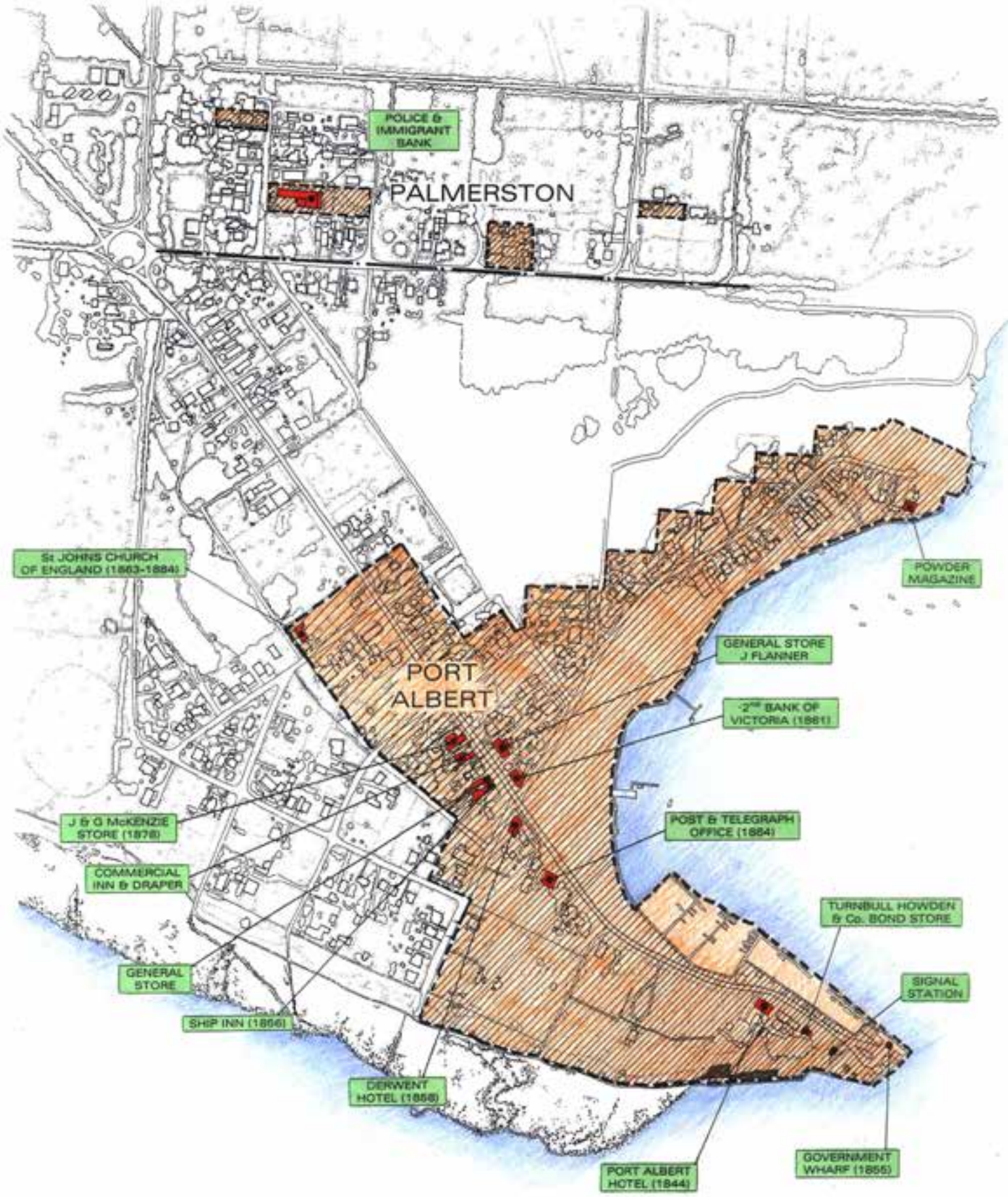
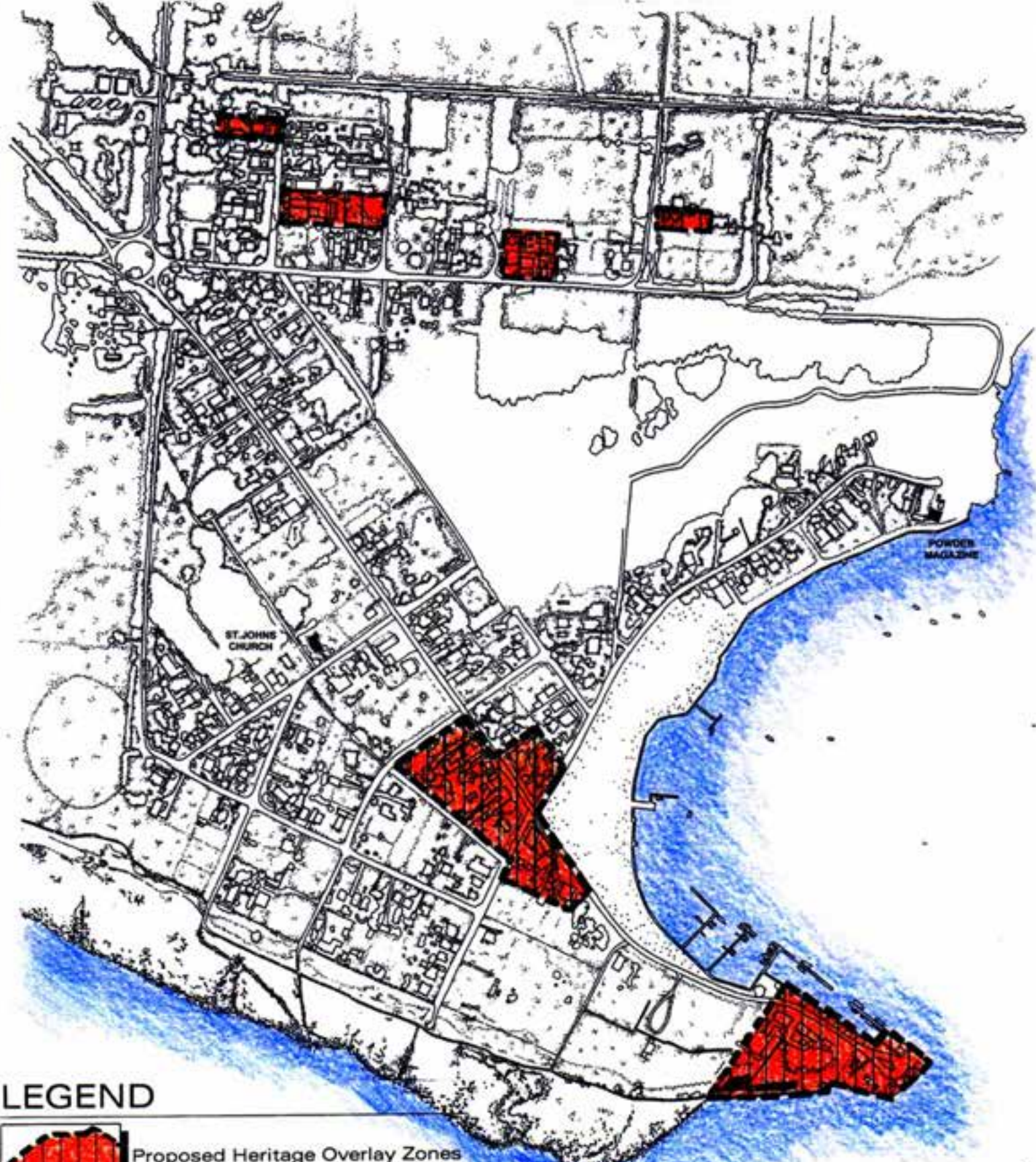


Figure 10

## PORT ALBERT MASTERPLAN

### Existing Heritage Areas and Sites

Prepared for the Wellington Shire Council by  
Chris Dance Land Design Pty Ltd and Team  
April 2002



**LEGEND**



Proposed Heritage Overlay Zones



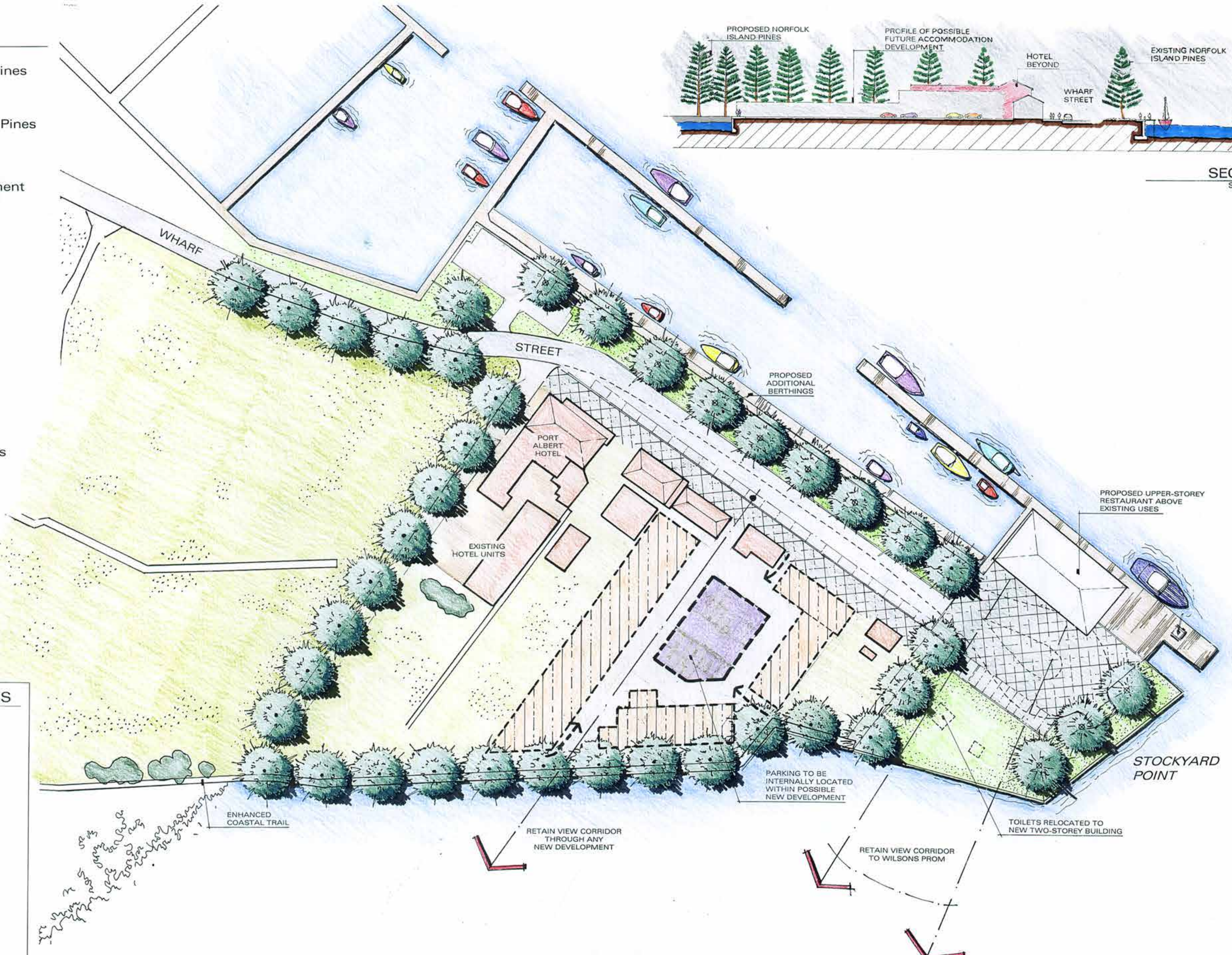
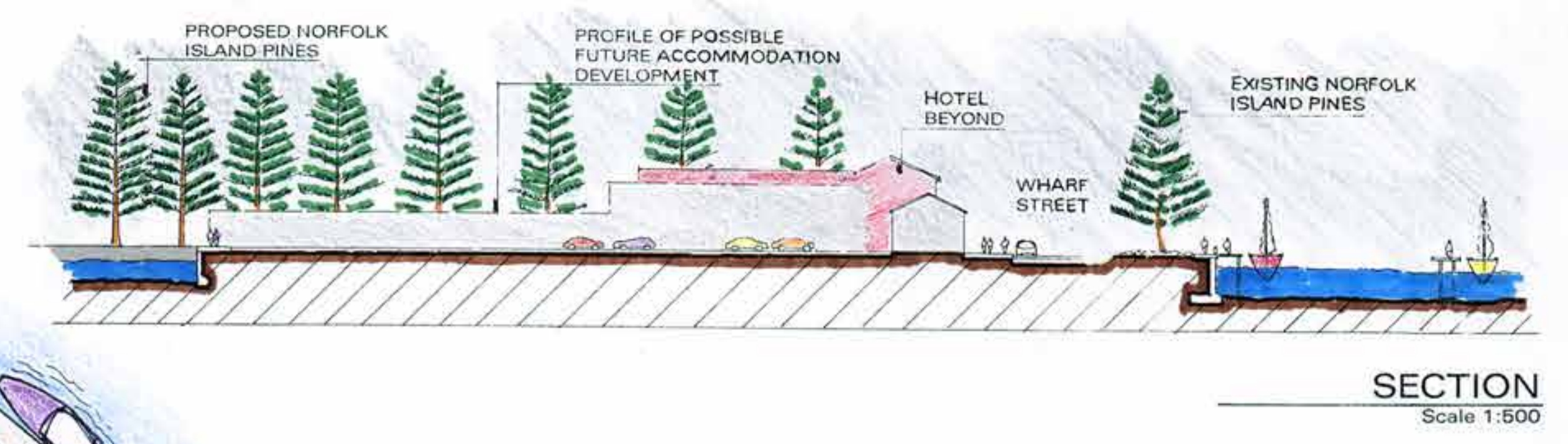
Proposed Heritage Overlay Sites

Figure 11

**PORT ALBERT MASTERPLAN**  
Recommended Future Heritage Overlay Areas  
Prepared for the Wellington Shire Council by  
Chris Dance Land Design Pty Ltd and Team  
April 2002

# LEGEND

-  Existing Norfolk Island Pines To be Retained
-  Proposed Norfolk Island Pines (*Araucaria heterophylla*)
-  Proposed Feature Pavement
-  Wharfs / Jetties
-  Grassed Areas
-  Possible Future Tourist Accommodation / Retail Development
-  Important Viewlines
-  Future Pedestrian Access



## DESIGN PRINCIPLES

- Strengthen Stockyard Point's "destination" qualities with additional plantings of Norfolk Island Pine (*Araucaria heterophylla*).
- Maintain open view corridor to Wilsons Promontory from the end of Stockyard Point.
- Better define the arrival at the end of Stockyard Point with new vehicular pavement and reconfigured parking.
- Increase diversity of eating experiences with possible new second-storey restaurant at the end of the point.
- Increase the area of public open space adjacent to the water with realignment of roadway and reconfiguration of carparking.
- Increase berthing opportunities with new boardwalk / pier.
- Ensure that any possible future residential development within private land on Stockyard Point maintains the following principles:
  - tourist related retail to front Wharf Street and be set back from adjacent historic building lines.
  - building height not to exceed height of existing hotel.
  - maintain view corridors from Wharf Street through to Wilsons Promontory.
  - ensure resident carparking is centrally located within the development.
  - New infill development to complete streetscape, allowing some "permeability" from Wharf Street.
  - New development to be in accordance with Port Albert Guidelines for Built Form

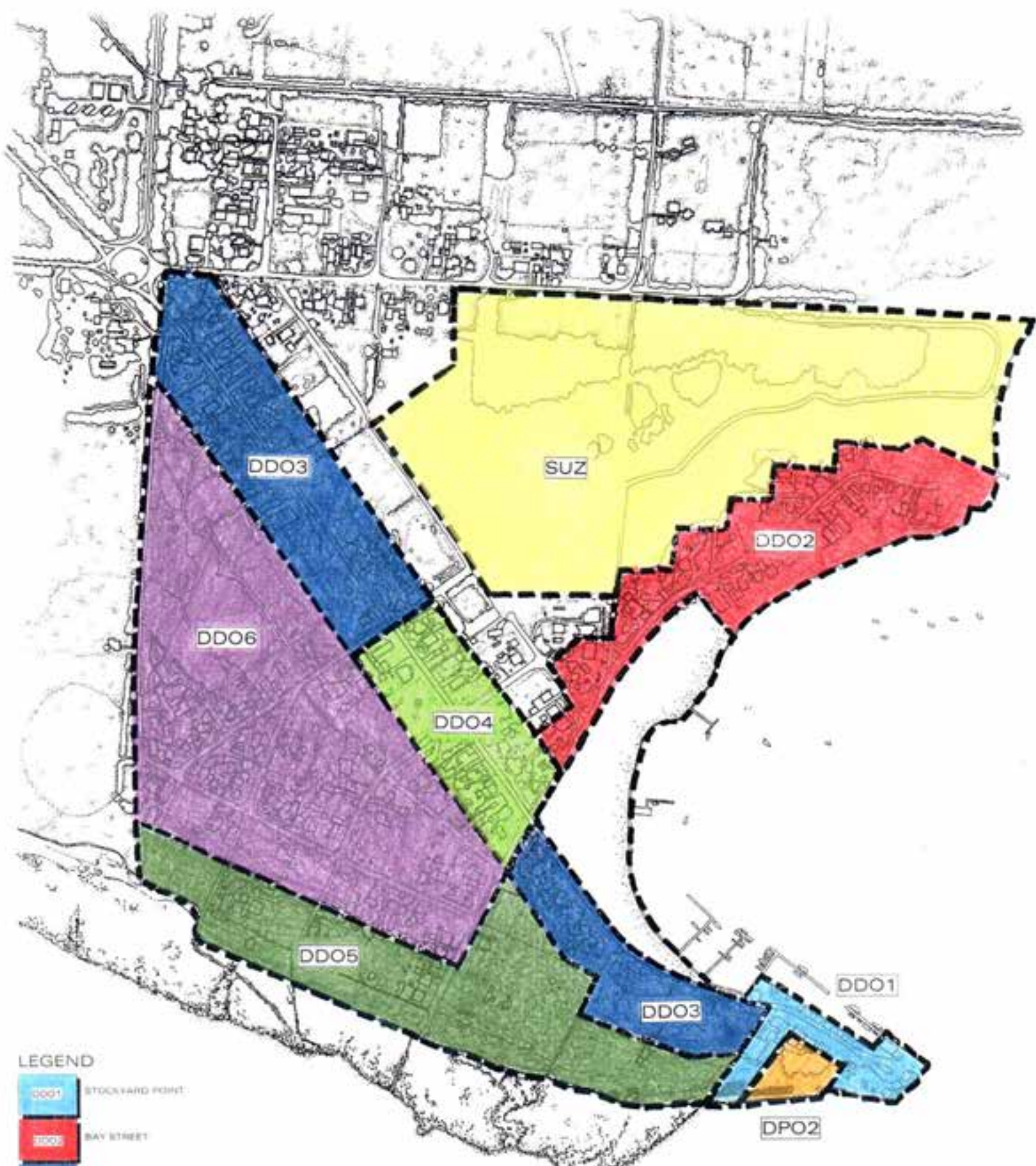


## PORT ALBERT MASTERPLAN

### Stockyard Point Future Development Principles

Prepared for the Wellington Shire Council by  
Chris Dance land Design and Team





**LEGEND**

DDO1	STOCKYARD POINT
DDO2	BAY STREET
DDO3	FARRAVILLE ENTRY
DDO4	FARRAVILLE COMMERCIAL
DDO5	PROMONTORY VIEWS
DDO6	BACKGROUND RESIDENTIAL
SUZ	SPECIAL USE ZONE
DPO2	DEVELOPMENT PLAN 2

Figure 13

# PORT ALBERT MASTERPLAN

Recommended Future Planning Zones

Prepared for the Wellington Shire Council by  
Chris Dance Land Design Pty Ltd and Team

April 2002