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C83**MANAGING PORT AREA DEVELOPMENT**

The Port of Hastings makes an important contribution to the Victorian economy and has a number of significant competitive advantages including:

- Shorter shipping times than the Port of Melbourne.
- Sheltered anchorage's and a deep water channel requiring minimal maintenance dredging.
- Readily developed land and accessible infrastructure, including pipelines.
- Major road links to Melbourne's existing industrial and manufacturing centres.

On the basis of these factors planning for Western Port has been directed towards maintaining long term port potential.

Western Port has also been the subject of a number of environmental and planning studies, including the major Western Port Bay Environmental Study (1975). This work has identified the Bay and its surrounds as an area of environmental significance and sensitivity. Planning has therefore placed special emphasis on “finding the balance”—meeting the need to pursue the economic advantages of the area, whilst ensuring the protection of the environment.

The Hastings Port Industrial Area Land Use Structure Plan (1996) provides a comprehensive assessment of the land-use issues associated with port development at Western Port. It is used as the basis for the more detailed planning provisions of the Mornington Peninsula Planning Scheme, in accordance with the requirements of the State Planning Policy Framework.

Key issues

- Need to ensure that land in proximity to the port area remains available for port related development and is not compromised by short term development decisions.
- Further subdivision will fragment land ownership and encourage greater housing density in the area, potentially constraining future port development.
- Existing subdivision pattern in some areas, including the Cemetery and Anglers Estates at Long Island, already raise land use conflicts.
- Port and port related development must be carefully planned and managed to avoid damage to the environment or to the amenity of existing residential communities.
- Need to promote the provision of major infrastructure, including main road improvements, necessary to support port related development and to limit impacts on the environment and township areas.

Objectives - what we want to achieve**Objective 1**

To protect the long term value of Western Port for selected port and industrial purposes that depend upon or gain significant economic advantage from proximity to natural deep water channels.

Strategies

Strategies to achieve these objectives include:

- Provide for the development in appropriate locations of industries which are directly dependent on or gain significant economic advantage from a location adjacent to deep water port facilities, or are directly associated with such a use, while also having regard to the protection and enhancement of the biodiversity of the area.
- Ensure the provision of adequate land for wharfage and industry dependent on the deep water port facilities in accordance with the recommendations of the Hastings Port Industrial Area Land Use Structure Plan.
- Manage the interface between port development, townships and rural areas to protect the value of substantial port related industrial assets.
- Prevent industrial development that is not directly dependent on access to the port from locating in the port related development area.
- Support the provision of connections by road, rail and pipeline between the port and established areas of manufacturing and distribution.
- Protect the safety and efficiency of main roads serving the area.
- Protect high pressure pipelines from encroachment of residential and other sensitive land uses.
- Control subdivision to maintain options for port-related development and support existing rural land use.
- Ensure the provision of appropriate buffer areas as part of port related development proposals.
- Ensure that residential development is separated from port areas and port-related development, and protected from the impact of industrial traffic, by maintaining existing strategic rural areas and limiting residential development to areas within existing township boundaries.
- Require traffic management plans and works to minimise the adverse impact of major developments on urban communities.

Implementation

These strategies will be implemented by:

Zones and overlays

Using the Special Use Zone (SUZ 1 - Port Related Uses) to ensure the strategic development and sustainable use of land for port related purposes.

Using the Restructure Overlay to provide for the consolidation of old and inappropriate subdivision in Crib Point for the purpose of port related development

Using the Green Wedge Zone and Farming Zone, the Low Density Residential Zone and the Design and Development Overlay to maintain a separation between townships and areas identified for future port related activity.

Applying the Road Zone to major roads as a means of managing future access and protecting public investment in major infrastructure.

Using the Design and Development Overlay to identify the location of major high pressure pipelines and to provide appropriate buffer areas.

Policies and the exercise of discretion

Using a local policy to identify the Yaringa area as being subject to particular constraints due to the existing subdivision pattern and relatively high density of housing. (Clause 22.09- Yaringa area).

Assessing applications outside of the port area for their affect on the viability of the port and port-related uses.

Further strategic work

Developing implementation plans for the Hastings Port Industrial Area Land Use Structure Plan, 1996 and relevant sections of the Western Port Bay Strategy, 1994, including the long term management of road access to areas utilised for port related activity.

Developing an appropriate restructure plan and development strategy for land within the Cemetery and Anglers Estate at Long Island.

Other actions

Promoting the provision of major infrastructure, including the upgrading of the Western Port Highway and other road improvement works to facilitate and encourage greater utilisation of land designated for port related uses.

Objective 2

To ensure that port and port related development does not adversely affect or compromise the ecosystems and recreational resources of Western Port.

Strategies

Strategies to achieve these objectives include:

Ensure that planning for the use and development of land takes into account the protection of inter-tidal wetlands, identified areas of conservation significance, native flora and fauna, areas of important fish habitat and the whole Western Port catchment.

Ensure that the environmental impact of port development and industrial development nearby is carefully assessed, particularly if it involves land reclamation or channel dredging programs or is likely to have a detrimental impact on native flora or fauna.

Require that all development is designed to ensure the protection of the air environment, land, waterways and groundwater resources from polluting discharges and activities in accordance with State environment protection policies and relevant best practice environmental management guidelines

Identify and protect areas of significant nature conservation value in and adjacent to foreshores, streams and wetlands.

Require the provision of drainage, sewerage and other waste disposal facilities, utilities and other services in keeping with the special demands and constraints on the port area and the special significance and susceptibility of Western Port.

Require appropriate building design, siting and landscaping to ensure that port and industrial development is visually integrated with the landscape and seascape.

Protect the amenity of residential areas by maintaining substantial rural breaks between residential and industrial development.

Implementation

These strategies will be implemented by:

Zones and overlays

Using a local schedule to the Special Use Zone to provide specific provisions for the strategic development and sustainable use of land for port related purposes and to reinforce the requirement for environmental assessment of use and development proposals.

Policies and the exercise of discretion

Requiring that careful consideration is given to studies of the port area, the adjacent bay, and catchment, including the Western Port Bay Environmental Study (1973–74), and to strategies adopted by Government, when planning for the use of land or assessing land-use and development proposals.

Evaluating the environmental implications of developments that require planning approval and consulting appropriate authorities, infrastructure providers and operators on the need for and appropriate form of environmental assessment studies.

Including consideration of adopted policies and international conventions on the protection of the environment, relevant catchment strategies and action plans; coastal strategies and action plans; and groundwater quality management plans in all planning decisions.

Requiring the use of demonstrated best-practice performance standards for the design and development of all port development and associated industrial facilities, including where appropriate, the provision of educational and interpretative facilities.

Requiring that practices which minimise all forms of pollution to the waters of Western Port and its catchment are applied in accordance with Government policies, including State Environment Protection Policy W-28- the Waters of Western Port Bay and best practice environmental management guidelines including the EPA Trial Dredging Protocol.

Further strategic work

Developing more detailed mapping and overlay provisions in relation to sites of environmental value and significance within the area designated for port related development.

Reviewing coastal planning provisions for the Western Port area in conjunction with the Department of Infrastructure and other relevant authorities.

Other actions

Participating in the review of State Environment Protection Policy W 28 - Waters of Western Port Bay to reinforce the port area strategies.

Developing interpretative material to promote awareness of the environmental values of Western Port.