



**Barunga West
Council**

Fisherman Bay Freehold UPDATE • JULY 2023

As the construction phase of the Fisherman Bay Freeholding Project nears completion, our focus shifts towards finalising strategies on a range of issues, including traffic management, on-street parking, carparking, public spaces, fencing, and beach access.

Introduction

This update is part of a series of updates and briefings provided to interested residents in Fisherman Bay and in the broader Barunga West Council area.

In this issue, we will:

- Provide an update on the Fisherman Bay construction works currently being undertaken by Fisherman Bay Management and its civil construction contractor, Bardavcol.
- Address a range of policy matters relevant to Fisherman Bay.
- Discuss other issues relevant to the Fisherman Bay community, such as:
 - The future of Dunny Lane
 - The proposed re-zoning of agricultural land adjacent to the Fisherman Bay township
 - Council working with the Fisherman Bay Progress Association
 - The new sewer system.

Residents are reminded that monthly updates are provided at every Council meeting and the papers, along with other information regarding the project, can be found on the Council's website at: www.barungawest.sa.gov.au

For specific issues they wish to be addressed, residents are encouraged to contact Fisherman Bay Management Pty Ltd (FBM) or the Council, either in person, by phone, or via email.

Fisherman Bay construction

Undoubtedly, residents are aware of the significant scale of the ongoing construction works – both FBM and Bardavcol are tirelessly working to complete this challenging infrastructure project.

To date, the seawall, stormwater, and boat ramp works have been completed.

The sewer works, which include a collection network, a primary pump station, and a 3.1km rising main connecting Fisherman Bay to the expanded and upgraded Port Broughton Wastewater Treatment Plant, are well in progress. Additionally, roadworks have already commenced.

While the current best estimate for the completion of construction work is October 2023, it is important to remember that construction schedules can be significantly influenced by inclement weather and unforeseen events, making the forecasting of exact end dates somewhat unpredictable.

The important thing is that the works are of a high quality and are nearing completion.



Sewer connections

The 3.1km rising main linking Fisherman Bay to the Port Broughton wastewater treatment plant has been constructed. Once the wastewater vacuum collection system and main pump station are completed, projected to be in October 2023, the sewer system will be commissioned, and residents will be able to connect.

Connecting a dwelling to the sewer collection network at a property boundary is the resident's responsibility.

We encourage residents to connect to the system as soon as practicable, and within two years of the system being commissioned, to meet legislative requirements. Failure to connect within this period will render the property non-compliant and uninhabitable.

The Council is aware that there may not be enough plumbing resources to meet the high demand from Fisherman Bay residents. We are therefore arranging to address this supply issue and allow ratepayers to spread the cost of connection over a four-year period, should they wish to.

Full details on this arrangement will be communicated to ratepayers in August 2023 through correspondence and at a community meeting in September 2023. However, the key points to note are:

- The Council has selected a plumber (H2H Plumbing Pty Ltd) who will offer plumbing services to connect your property to the system at a mutually agreed price and time.
- While H2H is available, you are not obligated to use them and may prefer to engage another plumber.

- If you choose to use H2H, the Council will initially cover the cost on your behalf. You then have the option to repay the Council immediately or over a period of up to four years, spread across up to 16 quarterly rate payments. These charges will be added to your quarterly rate instalments. The total amount repaid will include the H2H plumbing costs and an interest charge (equal to the borrowing interest the Council will pay).
- This arrangement between you and the Council will be documented in a short agreement, detailing the precise cost attributable to your property and the method of repayment.

Sewer charges

Beyond the resident's obligation to connect to the sewer system (as previously discussed), there are two additional charges that will apply:

- Community Wastewater Management Scheme – Augmentation Charge (\$2,535 in 2024)
 - This one-time payment to the Council helps fund significant capital works on the Council's sewer assets, such as the replacement or expansion of a plant.
- Community Wastewater Management Scheme – Annual Service Charge (\$600 per annum in 2024)
 - This fee contributes to the Council's annual cost of operating and maintaining the service.

The Council acknowledges that these costs, in addition to the cost of the plumbing connection, are significant. This is one reason why we offer ratepayers the opportunity to spread these payments over time.

Traffic management

Feedback from the community consultation in December 2022 revealed a variety of divergent views on traffic management in the township. This presents a challenge to the Council in developing solutions that meet its legal obligations, particularly regarding safety, while also being acceptable to the community and the residents directly impacted.

Council has recently sought further technical advice on traffic and parking strategies for key areas.

On-street parking

Figure 1 illustrates the proposed layout with the following parking restrictions.

- Parking is restricted on one side of the road for:
 - Whiting Road (east-west segment)
 - Silver Whiting Road (entire length)
 - Mullet Road (entire length)
 - Trout Road (Whiting Road to Garfish Road)
- Parking is restricted on both sides of the road for:
 - Catfish Lane (entire length)

The rationale behind these recommendations is in accordance with the Australian Road Rules legislation, which requires drivers to leave at least three metres of clear width between parked vehicles.

This means any roads with paving of less than 5.1 metres will have parking restrictions, allowing a minimum of 2.1 metres for a car parking space.

To facilitate residents parking parallel in front of their homes, line-marking will generally be applied along properties that already have space for parallel parking within their frontage.

One-way streets and signage layout

To facilitate smoother travel on the narrow streets and mitigate the impact of on-street parking, four streets will be converted to one-way. This change will affect Whiting Road (east/west section), Silver Whiting Road, Mullet Road, and Trout Road as depicted in Figure 1. The corresponding signage is also displayed.

Whiting Road intersection

This intersection is quite narrow and can be busy, considering its route to the western playground and beach.

Community feedback highlighted safety concerns at this intersection, with issues related to speed and line of sight identified.

As seen in Figure 1, the proposed solution is to slightly re-align Whiting Road to form a T-intersection, with a Stop sign on Whiting Road.

Stopped vehicles will then have the option to either turn right onto the one-way west-east section of Whiting Road or turn left towards the beach and playground. This change will address both speed and line of sight issues.

Converting the west-east section of Whiting Road to one-way will reduce traffic at this intersection, further improving safety.

Western playground parking layout

Community feedback indicated the need for additional parking in the western playground area.

With the new retention basin adjacent to the playground, space for parking is limited. However, it will be possible to include approximately seven new car parks at the front of the basin and near the seawall, as seen in Figure 1.

Boat ramp and eastern playground parking layout

Since the upgraded boat ramp is larger than the original, a new parking scheme is necessary. Figure 1 presents the layout of the new scheme.

The revised layout will offer 30 car and trailer car parks, two disabled car parks, and 12 light vehicle car parks, totalling 44 spaces.

In general, the new plan is similar to the existing line-marking, although the larger boat ramp leads to a loss of one space on each side of the ramp.

Six existing car and trailer spaces currently encroach onto the road corridor; these will be reinstated as new light vehicle spaces.

Speed Limit

The existing speed limit of 30 kph will be maintained.



Fencing

Council's proposed policy allows residents to construct fencing on their properties under the following conditions:

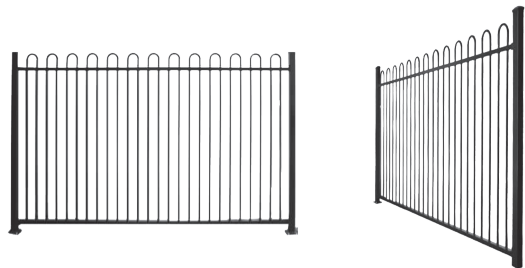
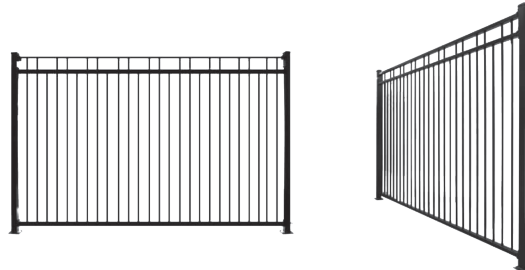
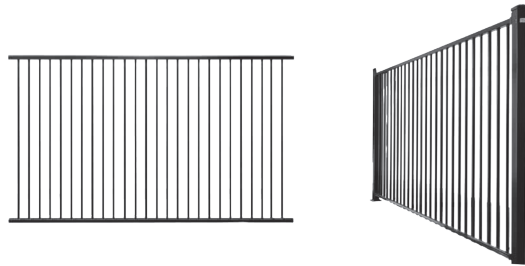
- No fencing should extend past the building line.
- Dwellings facing the sea will not be permitted to have fences on the front boundary of the allotment.
- When permitted at the front and side of the allotment, fences should be:
 - Of an open style.
 - No higher than 1.2 metres.
- At the rear of allotments (other than those facing the sea, as identified in the map on the Fencing Information Sheet) the following requirements should be met:
 - They should not exceed a height of 1.8 metres.
 - They can be constructed of solid steel (with a corrugated profile and pre-painted with an approved colour).

These restrictions are necessary because of the unique way in which the Fisherman Bay community has developed and the influence fencing can have on the appearance and streetscape of the township.

The policy aims to maintain the coastal aspect free from obstructions, and to prevent the potential negative impact of tall, solid fences lining the narrow roads.

COMPLIANT OPEN FENCING EXAMPLES

- 1.2 metre max height



COMPLIANT SOLID FENCING EXAMPLE

- For some rear allotments only
- 1.8 metre max height





Landscaping

Now that the construction of the seawall/levee and retention basins is complete, our focus turns to revegetation, landscaping, and irrigation.

The layout for this work is shown in Figure 1.

- The foreshore (including the seawall/levee) will be Kikuyu grass and irrigated.
- Native species will vegetate the western and eastern seawall/levee.
- The top of the seawall/levee will be capped with crushed stone to safely accommodate a walking trail.
- Stormwater retention basins will also be grassed with Kikuyu, with the north-western and two of the eastern basins irrigated.

The Council will maintain all these areas.

Public spaces

The Council will oversee the maintenance of public spaces.

- Both playgrounds will be retained and regularly maintained.
- The public toilet, which recently underwent a fresh coat of paint and internal plumbing upgrade, will continue to be maintained by Council. Further upgrades will be considered as necessary.

Beach access

Community feedback highlighted the importance of maintaining an accessible and open beachfront for residents and visitors alike.

Accordingly, Figure 1 identifies three beach access locations as follows:

- At the boat ramp, where there will be two Disability Discrimination Act (DDA) compliant ramps.
- At the north-western corner, which will also accommodate vehicular access.
- At approximately the mid-point on the northern foreshore.

There will also be two sets of steps located on the north-western section of the seawall.

For safety reasons, walking on the rock revetment is not recommended as the rocks may shift underfoot.

Progress Association

The Council is in consultation with the Fisherman Bay Progress Association to establish a long-term facility that will replace the existing Community Hall, which will remain under the ownership of Fisherman Bay Management Pty Ltd.

The goal is to construct a suitable facility on the Council-owned land, currently occupied by a shed, that will adequately cater for the association's meetings and other needs.

Dunny Lane

The Dunny Lane shacks, located on State Crown Land, are being addressed as part of the Department for Environment and Water's (DEW) Retaining Shacks Project.

The Council is working with the State Government and the shack owners to see if there is a way to convert the existing leases to freehold.

Council is leading the work to determine the feasibility of developing the Dunny Lane area in such a way that enables freehold titles to be issued while adhering to the State's environmental and coastal protection objectives.

There are several issues that require consideration, including:

- Returning some of the land to its natural state
- The number, size, and positioning of the allotments
- The built form
- Coastal protection
- Wastewater management
- Road infrastructure
- Stormwater management
- Services such as power and telecommunication.

The feasibility report is expected to be completed by August 2023.

FIGURE 1

Proposed on-street parking restrictions, carpark spaces, traffic direction, landscaping and beach access for Fisherman Bay.







Rezoning of rural land to residential

The Council believes the Fisherman Bay Freeholding Project is a catalyst for further development in the Port Broughton district for several reasons, including the expansion of the Port Broughton Wastewater Treatment Plant.

Currently, the area faces a significant housing shortage, mirroring a larger housing crisis across the State. Planning for an increase in residential land could help alleviate this issue within our district.

Re-zoning some rural land for residential use allows for the growth and expansion of the existing Fisherman Bay settlement. This process would take a carefully staged approach to enhance amenity, streetscape, and design principles for new built forms.

Accordingly, Council is seeking the approval of the State's Minister for Planning and Local Government for a Planning Code Amendment concerning 26 hectares of land adjacent to Fisherman Bay.

The rezoning will facilitate a potential residential development of up to 230 new houses near Fisherman Bay. It would also open opportunities for the establishment of some food retail shops, while ensuring new policies are in place to provide appropriate infrastructure and services.

Consultation regarding the rezoning will commence this month.



Barunga West
Council

11 Bay Street (PO BOX 3)
Port Broughton SA 5522
Phone 8635 2107
Fax 8635 2569
Email barunga@barungawest.sa.gov.au

barungawest.sa.gov.au

 @DCBarungaWest