

# Special Charge Scheme

## Surf Beach Sunderland Bay

### Concept Options Summary

#### Project Description

The Surf Beach and Sunderland Bay estates are the highest priority within Council's Urban Road and Drainage Improvement Policy priority list. Council has been undertaking community consultation and various planning investigations since October 2021 in order to confirm a preferred design, associated costs, cost proportioning and risks with the project.

The purpose of this consultation was to determine a preferred concept design option that would have the most support to progress with further development and determine the potential project costs and cost proportioning. There has been no decision as to whether a special charge scheme will proceed or not.

#### Method of Engagement

In November 2022, a letter and questionnaire inviting property owners to select a preferred concept option and provide associated comments regarding a potential road and drainage improvement project at Surf Beach and Sunderland Bay estates was sent to 1037 property owners.

The questionnaire provided three concept options for property owners to consider and select a preferred option. It also requested property owners to indicate their general support or objection to concept options. The options presented were;

1. 'base case' option with minimal cost
2. option including 'street enhancements' such as landscaped traffic calming features
3. option including both 'street enhancements' and a 'shared path' along the Esplanade.

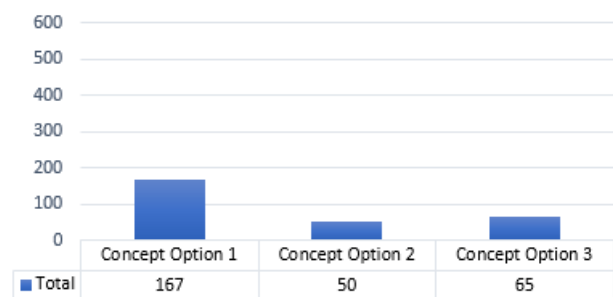
The questionnaire also sought to understand if property owners would like to have a Water Sensitive Urban Design swale installed in their nature strips to assist improve water quality and provide additional vegetated habitat for local wildlife.

A feedback form was attached to the questionnaire so property owners could provide additional feedback if they desired. To assist selection of design elements, details about minimum standards of treatment, illustrative sketches and indicative cost ranges for different design options were provided to property owners. Property owners were provided 4 weeks to supply feedback (22 November 2022 - 21 December 2022).

#### Results

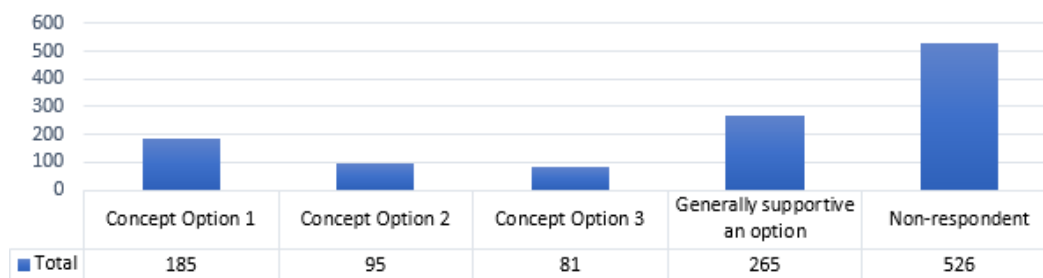
Property owners provided feedback via the Engage Bass Coast website or returned questionnaires via email or post. In total there was 511 (49% of estates) questionnaires filled out. Since the beginning of the consultation with the community in October 2021, there has been engagement from 742 (72%) of the 1037 property owners.

The results from the questionnaire as shown in Graph 1 below indicate that there is a strong preference towards the 'base case' (minimal costs) option (1). Note 229 property owners chose not to select a preferred concept option.

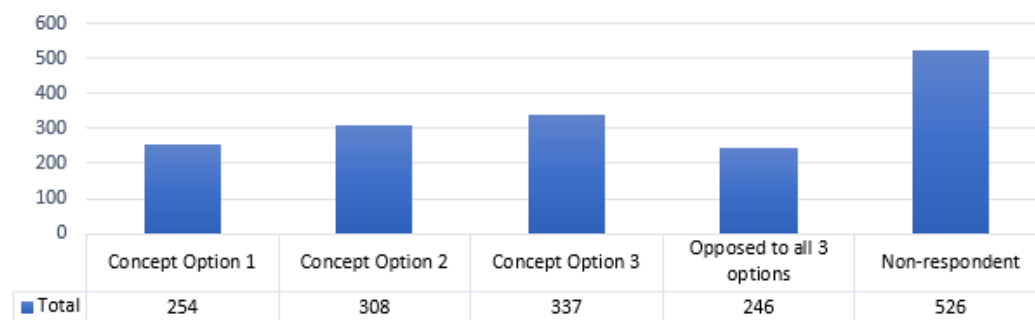


**Graph 1: Question 1: Which of the three concept options presented is your preferred option?**

The 'base case' option was the most generally supported and least generally opposed in the questionnaire in Graphs 2 and 3 below. However, it is important to note that the majority of property owners did not respond to the survey. Some property owners have selected that they were generally supportive of some options and then also selected that they were generally opposed to other options. This does indicate a higher opposition than support to each option when compared individually. There was some support for street enhancements and/or a shared path along The Esplanade. These can still be considered during concept design development, however based on community feedback only at a minimal scale and minimal cost to property owners. For example, funding of a shared path along The Esplanade and street enhancements (landscaped vegetation) may be considered through other funding sources such as Tracks and Trails and / or Urban Forest funding programs and not part of the special charge scheme. Council must consider the non-respondents and what standard of works are generally expected by the community when developing a project. Most concerns from property owners generally have been related to cost or reduced characteristics of the area. If there were some aspects of Concept Options 2 and 3 at minimal cost to the community incorporated into the concept plans and /or longer term strategic planning this would reduce the concerns from property owners in regards to loss of character of the area and assist to improve support of the project from the community.

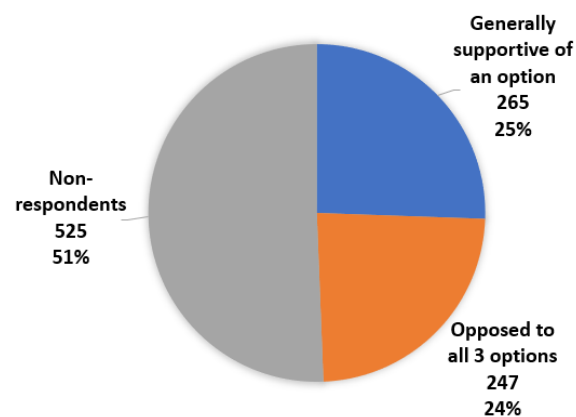


**Graph 2: Question 2: Please indicate which concept option(s) you would generally be supportive of pending final costs and cost proportioning.**



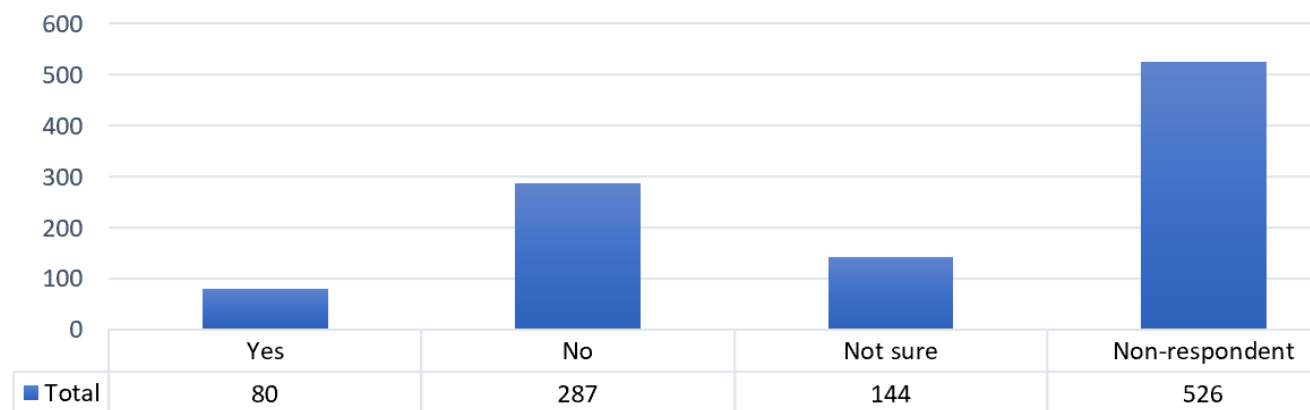
**Graph 3: Question 3: If you are generally opposed to a concept option(s), please indicate by selection below.**

The results in Graph 4 show there are 265 property owners (25% of overall estates) that generally support at least one of the concept options. This was analysed from Question 2 if property owners selected at least one option. There was 246 (24% of overall estates) property owners that were opposed to all 3 concept options and are generally opposed to the scheme. This was taken from Question 3, where property owners selected they were opposed to all three options. Note that property owners could select multiple options in Questions 2 and 3 which is why the total numbers add up to more than the total number of participants (511). Additionally, there was 526 (51%) property owners that did not respond to the survey.



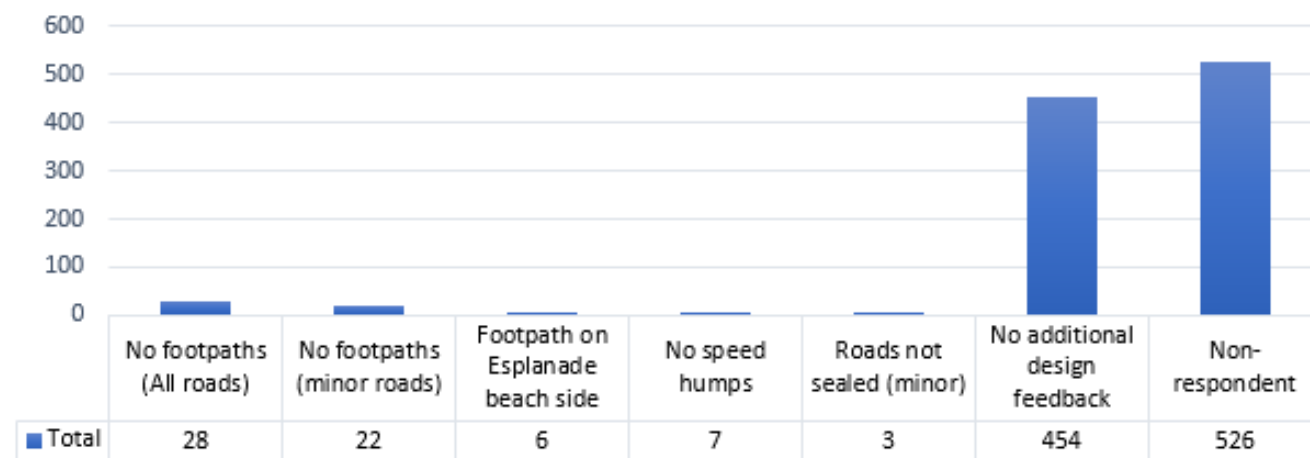
**Graph 4: Scheme Support**

Graph 5 on the next page shows there was some support (80 property owners) to have Water Sensitive Urban Design (WSUD) swales in their nature strips. WSUD swales would have to be considered on a case by case basis (during detailed design) and will depend on the location / depth of underground services, footpaths and other existing vegetation. The funding of WSUD swales would be by Council and outside of the special charge scheme as these primarily are a benefit for the wider community (downstream water quality improvements and local wildlife habitat). The WSUD swales would only be installed during a road and drainage improvement project for efficiency. Longer term maintenance of nature strips with WSUD would be a shared responsibility between Council and property owners.



**Graph 5: Question 3: Would you like to have your nature strip considered for a Water Sensitive Urban Design Swale?**

Other feedback provided by property owners is included in Graph 6. There was 28 of property owners that requested to remove footpaths completely and a further 22 property owners requested to reduce the number of footpaths in the concept options. We understand there are a range of views from the community in regard to including concrete footpaths or not. Early feedback in the engagement process showed that the installation of at least one concrete footpath on all streets was supported, although this was only marginal.

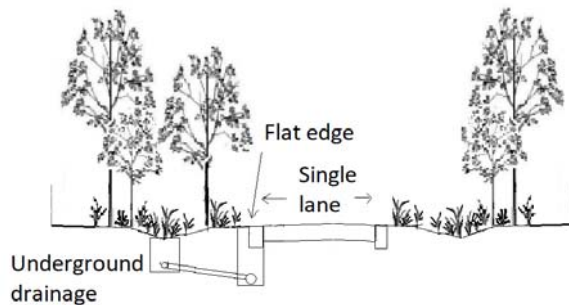


**Graph 6: Other design feedback**

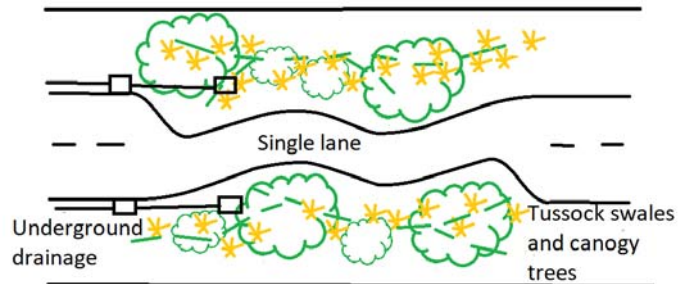
A small number (6) of property owners suggested to have the footpath along The Esplanade on the beach side for safety and less risk of clashes with driveway traffic. Locating the footpath along the south side of The Esplanade may impact flora and fauna habitat, however would have less risk for driveways. This option would need to be further considered in consultation with Phillip Island Nature Parks. There is potential to have this funded through other mechanisms such as via Council's Tracks and Trails Strategy (outside of the special charge scheme). The path could possibly be a combination of various methods such as gravel and additional boardwalk that could provide a more environmentally sensitive option compared to concrete.

A small number (7) of property owners suggested to have no speed humps. To slow motor vehicle speeds the standard practice is to install traffic calming devices such as speed humps, raised safety platforms, one-way narrowings, threshold treatments or a combination of these with landscaped features. The slowing of motor vehicles provides improved safety for both pedestrians and motorists which may be passing through intersections or manoeuvring in/out of access driveways. Road narrowings with additional vegetation planted either side in combination with water sensitive urban design swales could provide an alternative to speed humps, which would provide a lower cost and more environmentally sensitive solution.

#### Cross section



#### Plan view



A small number (3) of property owners suggested to not have minor roads sealed. The issues with dust, access improvements and traffic safety are on both major and minor roads within the estate. However, there are more concerns from busier streets and the need to upgrade some of the minor streets may not be supported by the majority of property owners due to lesser concerns.

### **Next steps**

The next step in the process is to finalise a preferred concept plan from the feedback received to date. This concept plan will then be considered to be adopted at a future meeting of Council.

If the preferred concept option is adopted, the project will be further developed, cost estimated and cost proportioning undertaken to proportion anticipated costs to the beneficiaries of the project. The estimated costs and cost proportioning will be presented in a report at a future meeting of Council for consideration of a funding mechanism, such as a special charge scheme.

If a funding mechanism of a special charge scheme is adopted, property owners will be formally notified of Councils intention to declare a special charge scheme and will then have the opportunity to formally support or oppose the project.

### **More Information**

For more information call the Customer Service Team on 1300 BCOAST (226 278) or 03 5671 2211 or email [sunderlandbayandsurfbeachupgrade@basscoast.vic.gov.au](mailto:sunderlandbayandsurfbeachupgrade@basscoast.vic.gov.au)