

2025-02-03 - AGENDA Scheduled Council Meeting Attachments

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Warrnambool Foreshore Strategic Framework Plan

September 2024



WARRNAMBOOL
CITY COUNCIL

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A WAY FORWARD TO 2040

WARRNAMBOOL FORESHORE STRATEGIC FRAMEWORK PLAN

Warrnambool City Council
September 2024

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Executive Summary

The Warrnambool Foreshore Strategic Framework Plan presents a comprehensive vision for the revitalization and sustainable development of the foreshore area. The plan outlines a series of key moves and strategic interventions to be implemented over three phases spanning from 2025 to 2040 and beyond.

Key Moves:

1. Vegetation Management: Staged approach to improve biodiversity, enhance views, and increase safety.
2. Surf Life Saving Club Redevelopment: Integrate with the proposed 'Village Green' to create a community hub.
3. Village Green Development: Establish a flexible community space at the heart of the foreshore.
4. Elevated Boardwalk System: Improve views, safety, and protect underlying vegetation.
5. Seabath Construction: Provide protected swimming access in the longer term.
6. Harbour Precinct Redevelopment: Transform the area into a highly used activity node.

Strategic Timeframe:

- Phase 1 (2025-2030): Focus on essential upgrades, vegetation management, and planning for the Village Green.
- Phase 2 (2030-2035): Develop recreational offerings, planning and design of the seabath, and expand biodiversity corridors.
- Phase 3 (2040 and beyond): Extend the raised boardwalk, implement seabath, and further develop the harbour area.

It is crucial to note that all projects and interventions proposed in this Framework Plan will require consent under the *Marine and Coastal Act 2018, VIC* (MACA) from the Department of Energy, Environment and Climate Action (DEECA). This includes, but is not limited to, vegetation management activities, construction of new structures such as the boardwalk and seabath, and redevelopment of existing facilities like the Surf Life Saving Club and harbour precinct. Each project will need to undergo individual assessment and approval processes to ensure compliance with coastal management policies and environmental regulations.

The successful implementation of this Framework Plan depends on close collaboration between Warrnambool City Council, state government agencies, community stakeholders, and the Eastern Maar Traditional Owners. By adhering to the principles outlined in this plan and obtaining necessary approvals, the Warrnambool Foreshore can be transformed into a resilient, accessible, and vibrant coastal precinct that celebrates its natural beauty and cultural heritage.

Aerial view of the Foreshore

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A WAY FORWARD TO 2040

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1.0 Introduction

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Warrnambool Foreshore Strategic Framework Plan

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1.1 The Project

Warrnambool, a coastal gem nestled along Victoria's rugged southwest coast, is a place where the untamed beauty of the ocean meets the rich cultural heritage of the Eastern Maar people. This historic and vibrant town, situated at the western end of the Great Ocean Road, is undergoing a significant transformation, with its foreshore area at the heart of this change. The dramatic cliffs, expansive beaches, and the powerful Southern Ocean have shaped Warrnambool's unique character, making it a destination that captivates visitors and residents alike.

The Foreshore Strategic Framework Plan (FSFP) encompasses the area from the Merri Street Flume Beach Access road in the east to the Breakwater in the west. The plan aims to recognise the delicate balance between people and nature, seeking to create a resilient, accessible, and thriving coastal precinct that celebrates Warrnambool's past while embracing its future potential.

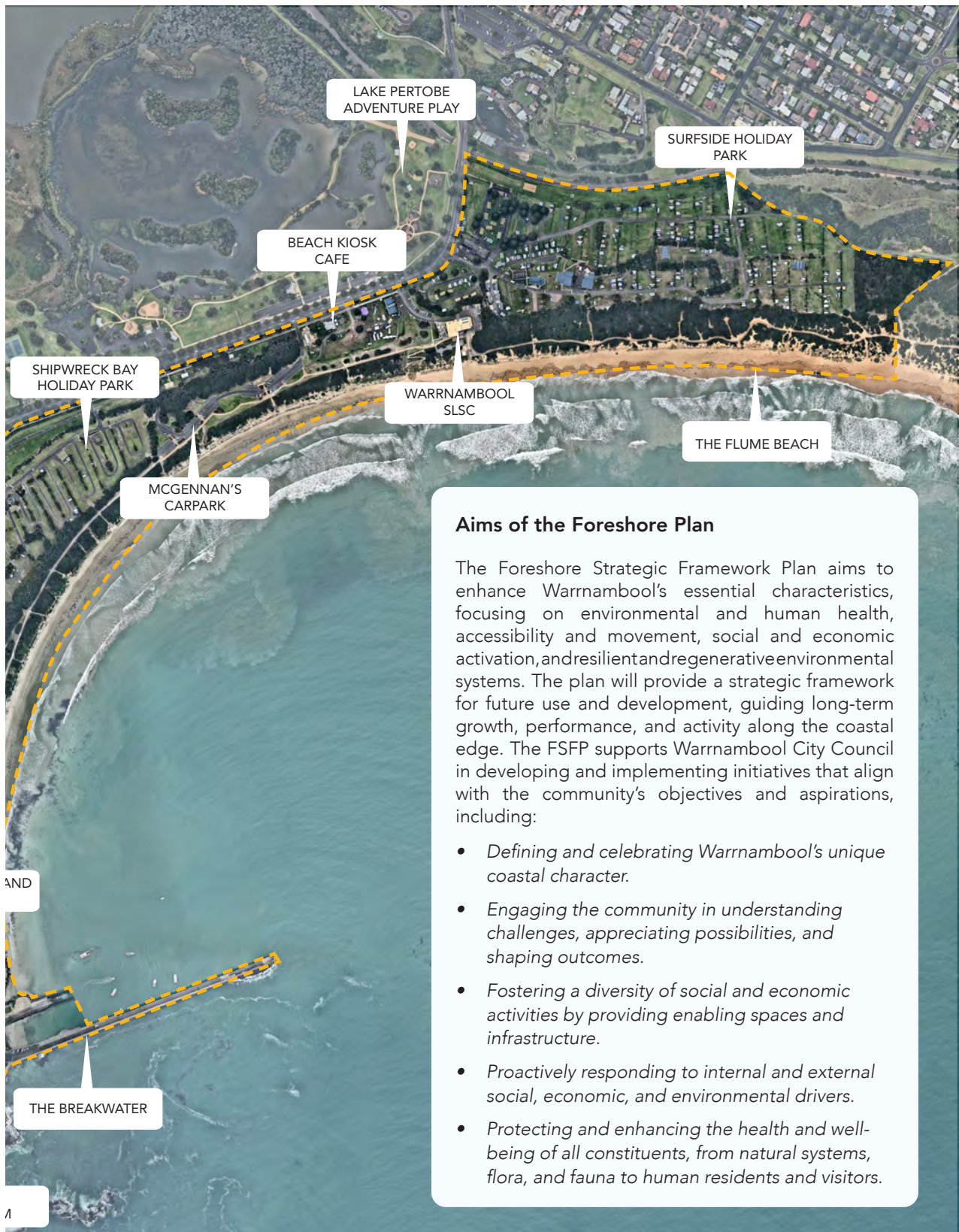
The strategic re-thinking of Warrnambool's foreshore presents an opportunity to explore ways in which the town might further expand on its coastal edge, as both destination and a unique catalyser of activity, for diverse populations, both human and non-human.

Central to Warrnambool's coastal character is a continued relationship between culture and environment, people and place, realised in its foreshore. Its coastal landscapes are as critical to the functioning of a town as any of its buildings and businesses - the open spaces and connections along and to the water form an integral part of the city. The vision for the foreshore aims to establish this central role within the town, its contribution to urban amenity and public health, and its value to many communities and constituents, both human and natural.

The *Marine and Coastal Act 2018* (MACA) provides the policies and planning for the future use and development of the marine and coastal environment. The objectives and guiding principles in MACA have guided the strategic priorities, however each element would be subject to approval under the Act.



This information is provided from Warrnambool City Council



Aims of the Foreshore Plan

The Foreshore Strategic Framework Plan aims to enhance Warrnambool's essential characteristics, focusing on environmental and human health, accessibility and movement, social and economic activation, and resilient and regenerative environmental systems. The plan will provide a strategic framework for future use and development, guiding long-term growth, performance, and activity along the coastal edge. The FSFP supports Warrnambool City Council in developing and implementing initiatives that align with the community's objectives and aspirations, including:

- *Defining and celebrating Warrnambool's unique coastal character.*
- *Engaging the community in understanding challenges, appreciating possibilities, and shaping outcomes.*
- *Fostering a diversity of social and economic activities by providing enabling spaces and infrastructure.*
- *Proactively responding to internal and external social, economic, and environmental drivers.*
- *Protecting and enhancing the health and well-being of all constituents, from natural systems, flora, and fauna to human residents and visitors.*

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1.2 Country

Eastern Maar Country

Warrnambool City Council acknowledges the Peek Whurrong and Kirrae Whurrong Peoples of the Gunditjmara, Eastern Maar Nations as the Traditional Owners of the land, waterways and skies within Warrnambool municipality. We pay our respects to elders past and present.

The Eastern Maar care for these coastal and riverside lands, benefiting from and supporting the area's fertile productivity, and sustainably harvesting birds, animals, seafood and plants from the estuarine ecosystems and adjoining woodlands. Physical cultural heritage along the coast provides evidence of continued connection to the land.

At the culmination of travelling routes from the central highlands down to the coast, the area has always been a stopping-point, as well as a stepping-off point for the region's major east-west migratory tracks. Importantly, the area's protected bays and sheltered valleys provided the spaces for shared events and congregations held by the Gunditjmara and visiting clans. They also provided spaces to retreat from post-colonisation genocide and massacres when European whalers and sealers arrived, before Lady Bay being selected as the site for the town.

Eastern Maar are still here, and will care for this Country for generations to come.

Adjacent to the study site lies Moyjil (Point Richie), home to a significant archaeological site which may hold evidence of the oldest human site in Australia. Whilst no exact date has been determined, the site speaks to the history of the landscape and connection between the Eastern Maar and the Warrnambool coastline.



Looking down towards Lady Bay from Flagstaff Hill ~1900.

The Foreshore Framework Plan is informed by the existing planning framework and the various approved policies, strategies and plans relevant to coastal planning, including:



Meerreengeeye Ngakeepoorryeeyt

Eastern Maar Aboriginal Corporation | 2015

The EMAC country plan Meerreengeeye Ngakeepoorryeeyt, sets out the goals for Eastern Maar citizens. The whole document will inform the development of the FSFP, key objectives that relate to the Foreshore include:

- The right history is told and the achievements and sacrifices of Eastern Maar citizens and Ancestors are acknowledged
- Cultural knowledge is re-instilled into the way Eastern Maar Country is managed
- Eastern Maar citizens are employed in the management of Country
- Eastern Maar cultural heritage is protected, important places are managed and artefacts are returned
- Customary laws and language are reinvigorated



This information is provided from Warrnambool City Council

1.3 Marine and Coastal Requirements

The *Marine and Coastal Act 2018* (MACA), the Marine and Coastal Policy 2020 (the Policy) and this Marine and Coastal Strategy (the Strategy) each play a lead role in managing and maintaining the health of Victoria's marine and coastal environment.

The Act (2018) outlines principles and objectives for planning and management, to ensure that the marine and coastal environment is cared for so that future generations may also experience and enjoy its multiple benefits. MACA is the key legislation which manages development of land within the foreshore area.

The Policy. This was released in March 2020. It sets a 15-year vision for 'a healthy, dynamic and biodiverse marine and coastal environment that is valued in its own right, and that benefits the Victorian community, now and in the future' and provides strategic direction and specific considerations for planning, management and decision making.

The Strategy identifies actions to achieve the Policy's vision, and is the first of three, five-year strategies. It outlines priority actions for the next five years that lay the foundations to achieve the intended outcomes of the Policy over the next 15 years. It also outlines timeframes and responsibilities for delivery.

Each of these documents heavily inform the development that can take place on coastal Crown land. The Warrnambool Foreshore Strategic Framework plan will need to comply with the Marine and Coastal Act and the direction outlined within the policy and strategy.

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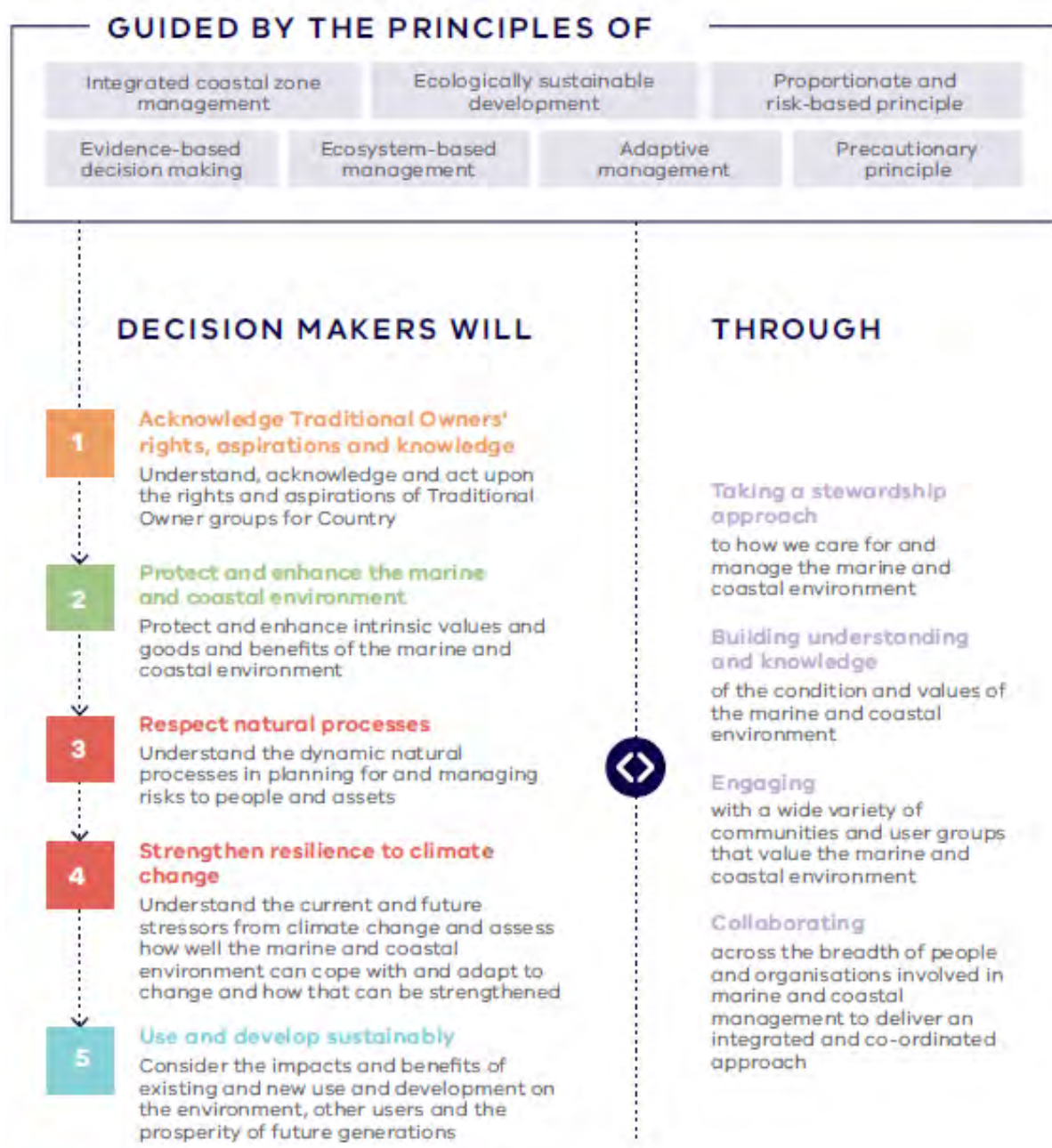
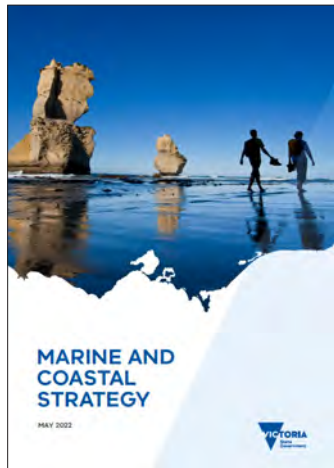


Figure 1: The Planning and Decision Pathway shows how the objectives and guiding principles of the Marine and Coastal Act are to be used in decision making in the marine and coastal environment (Marine and Coastal Policy, 2020)

This information is provided from Warrnambool City Council

1.4 Strategic Pillars



Marine and Coastal Strategy

DEECA | 2022

The Marine and Coastal Strategy identifies actions that support the implementation of the Marine and Coastal Policy (2020). Key points from this document that relate to the foreshore include:

- Supporting Traditional Owners to embed their rights and obligations into planning and management of the marine and coastal environment.
- Improving the condition and ecological connectivity of habitats and respecting and caring for marine and coastal areas.
- Adapting to impacts of climate change.
- Supporting sustainable use and development of the marine and coastal environment.

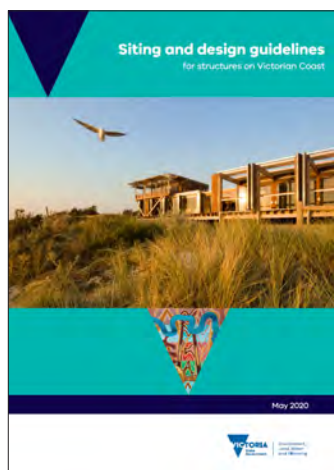


Marine and Coastal Policy

DELWP | 2020

The Marine and Coastal Policy identifies actions that support the implementation of the Marine and Coastal Policy (2020). Key points from this document that relate to the foreshore include:

- Supporting Traditional Owners to embed their rights and obligations into planning and management of the marine and coastal environment.
- Improving the condition and ecological connectivity of habitats and respecting and caring for marine and coastal areas.
- Adapting to impacts of climate change.
- Supporting sustainable use and development of the marine and coastal environment.



Victorian Coast Siting and Design Guidelines

DEECA | 2020

The 2020 Siting and Design Guidelines for Structures on the Victorian Coast provides guidance on the design and location of coastal structures to achieve better quality outcomes. Key points from this document that relate to the foreshore include:

- Any structure located on coast needs to be associated with or support coastal or marine activity.
- 15 fundamental elements to be considered in the design and planning of every structure on the Victorian Coast.

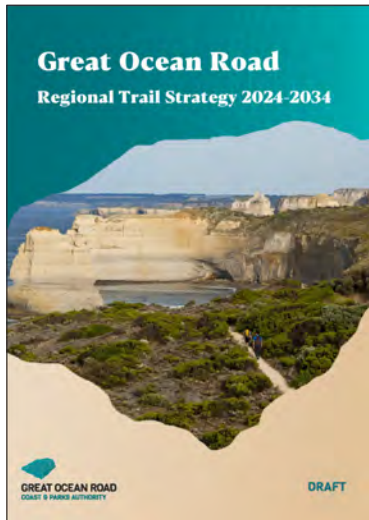
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Regional Trails Strategy

GORCAPA | 2024

The Regional Trails Strategy provides a framework for co-ordinated planning, management and promotion of trails in the region. The Warrnambool Foreshore Promenade is included in this strategy. Key challenges and actions identified for the promenade include:

- Current high maintenance costs of the promenade and limited information on the extent of the trail.
- Redevelopment of Surf Lifesaving Club.
- Identify relevant proximal events and opportunities for activating trail.
- Develop improved online information pertaining to trail.



Victoria's Resilient Coast

DEECA | 2023

A strategic approach to coastal hazard risk management and adaptation for 2100 and onwards. Key points from this document that relate to the foreshore include:

- Adaptation pathways to coastal hazards should be adopted that evolve over time in response to new information.
- Assessing coastal hazard exposure and risks to the local area.



The Great South Coast Regional Growth Plan

Victorian Government | 2014

The Great South Coast Regional Growth Plan (2014) is a regional land use plan which covers five municipalities in the region, including Warrnambool. The Plan contains the 30-year vision for the Great South Coast which includes valuing and managing natural resources and environment. Warrnambool is identified as regional city, as well as a key tourism destination.

This information is provided from Warrnambool City Council



Warrnambool Coastal Management Plan

Warrnambool City Council | 2013

The Coastal Management Plan guides the future use, development and management. Key issues and opportunities that apply to the foreshore include:

- Improving signage to include wayfinding maps
- Siltation of the Bay
- Vegetation trimming and pest management.



Warrnambool Beach Access Strategy

Warrnambool City Council | 2022

A strategy to guide capital works supporting beach access across Warrnambool's 33 beach access points. Key actions that relate to the foreshore include:

- 16 of the 18 beach access points to Lady Bay were identified as either needing to be improved, replaced, or removed entirely.
- Emphasis on providing high-quality beach access points that protect coastal vegetation, allow access for all abilities, and use materials that respond to the coastal environment.



Lake Pertobe Masterplan

Warrnambool City Council | 2018

Developed prior to the 2040 vision, the Lake Pertobe Masterplan sets out a spatial arrangement for the future development of Lake Pertobe. Key recommendations that relate to the foreshore include:

- Develop and implement a wayfinding strategy for areas within and adjacent to Lake Pertobe.
- Improve pedestrian and cycle connections between Lake Pertobe and all adjacent public areas



Warrnambool Harbour Masterplan

Warrnambool City Council | 2018

Also developed prior to the 2040 vision, the Harbour Masterplan aims to guide and coordinate future development of the harbour and adjacent foreshore. Key recommendations that relate to the foreshore include:

- Re-designed boat-launching area that aims to improve circulation, provide additional opportunities for sitting and viewing the bay, and improved boat ramp facilities.

This information is provided from Warrnambool City Council



Warrnambool 2040

Warrnambool City Council | 2020

A community-led vision for Warrnambool which lays out a series of long-term visions and goals for Warrnambool's environment, economy, place and people. Key goals that apply to the foreshore include:

- a safe and connected community
- value local Aboriginal identity and culture
- accessible, high-quality public spaces and facilities
- adapt to impacts of climate change
- enjoy, love, respect and care for the natural environment

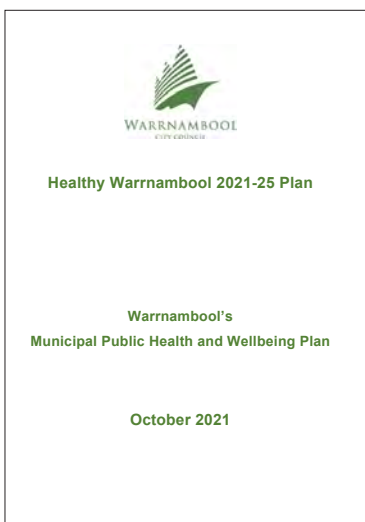


Green Warrnambool

Warrnambool City Council | 2020

A roadmap for environment and sustainability goals outlined in the 2040 vision. Key actions that relate to the foreshore include:

- Adaptable Warrnambool - design new infrastructure to respond to the changed and changing climate, embed coastal risks into planning decisions.
- Naturally Warrnambool - increased flora and fauna diversity, protection and maintenance of existing established vegetation, Traditional Owner partnerships
- Green Warrnambool - targeting 30% urban canopy cover by 2040.



Healthy Warrnambool 2021-25 Plan

Warrnambool City Council | 2021

The Healthy Warrnambool 2021-25 Plan showcases the connection between council, community and local service providers to promote preventative health practices and measures that can assist in creating a healthier Warrnambool:

- Promote active living through infrastructure planning around key priority sports, safe transport, access to services and linking of open space.

This information is provided from Warrnambool City Council

1.5 Coastal Planning and Management

The legislative framework which applies to the Study Area includes, but not limited to:

- Planning and Environment Act 1987
- Marine and Coastal Act 2018
- Aboriginal Heritage Act 2006
- Heritage Act 2006
- Crown Land Reserves Act 1978
- Flora and Fauna Guarantee Act 1988

Planning and Environment Act 1987

The *Planning and Environment Act 1987* regulates land use and development of land in Victoria. Warrnambool City Council is the Responsible Authority for the Warrnambool Planning Scheme.

Land within the Study Area is zoned Public Park and Recreation Zone (PPRZ), Public Conservation Zone (PCZ) and Public Use Zone (PUZ7).

The land is also partially affected by planning overlays including Schedule 1 to the Environmental Significance Overlay (ESO1), Schedule 1 to the Significant Landscape Overlay (SLO1) and Heritage Overlay (HO19).

ESO1 applies to Coastal Environs and a permit is required for buildings and works. Some exemptions apply.

SLO1 applies to the Coastal Hinterland Landscape area and permit is required for buildings and works. Some exemptions apply.

HO19 applies to the Warrnambool Breakwater, Viaduct and Harbour and is the Victoria Heritage Register.

The Warrnambool Planning Scheme provides strategic guidance for the management of the foreshore environs and mechanisms for vegetation and built form.

Marine and Coastal Act 2018

The *Marine and Coastal Act 2018* (MACA) aims to protect Victoria's coastline. All marine and coastal Crown land within the outer limit of Victorian coastal waters and 200m inland of the high-water mark of the sea require consent under the Act. The legislation does not provide any exemptions.

Approval is still required under other legislation including the *Planning and Environment Act 1987* or *Heritage Act 2006*.

Under section 61(3) of the *Planning and Environment Act 1987*, Council cannot issue a planning permit on marine and coastal Crown land unless consent under the MACA has been issued. If the consent is refused, the Council must also refuse to issue a planning permit.

The MACA consent must consider the following:

- the objectives and guiding principles set out in Part 2 of the *Marine and Coastal Act 2018*
- the Victorian Coastal Strategy 2014
- plans prepared under a regional and strategic partnership that applies to the land
- any environmental management plan applying to that land
- any coastal or marine management plan applying to that land
- any relevant coastal recommendation.

The Marine and Coastal Act 2018 sets out a hierarchy of tools to enable strategic planning and guiding decisions to support 'a healthy, dynamic, biodiverse marine and coastal environment that is valued in its own right, and that benefits the Victorian community, now and in the future'.

This information is provided from Warrnambool City Council

The objectives of the Act are:

- (a) to protect and enhance the marine and coastal environment; and
- (b) to promote the resilience of marine and coastal ecosystems, communities and assets to climate change; and
- (c) to respect natural processes in planning for and managing current and future risks to people and assets from coastal hazards and climate change; and
- (d) to acknowledge traditional owner groups' knowledge, rights and aspirations for land and sea country; and
- (e) to promote a diversity of experiences in the marine and coastal environment; and
- (f) to promote the ecologically sustainable use and development of the marine and coastal environment and its resources in appropriate areas; and
- (g) to improve community, user group and industry stewardship and understanding of the marine and coastal environment; and
- (h) to engage with specified Aboriginal parties, the community, user groups and industry in marine and coastal planning, management and protection; and
- (i) to build scientific understanding of the marine and coastal environment.



Native Title Act 1993

This provides a process through which Indigenous Australians can lodge an application to seek a determination of native title. It is to be considered for any new proposals i.e. Future Acts.

Aboriginal Heritage Act 2006

All of the land within the Study Area is within an Area of Cultural Heritage Sensitivity. Future development of the land is likely to require a Cultural Heritage Management Plan (CHMP). Some exemptions apply.

Heritage Act 2006

The Warrnambool Breakwater, Viaduct and Harbour is listed on the Victorian Heritage Register (H2124). A permit is required from Heritage Victoria for modifications to the structure. It is considered "one of the most important maritime engineering projects in Victoria in the late nineteenth century".

Crown Land Reserves Act 1978

The land in the Study area is Crown Land and Council are the appointed Committee of Management.

Flora and Fauna Guarantee Act 1988

In addition to requirements in the Warrnambool Planning Scheme for the removal or lopping of vegetation, the Flora and Fauna Guarantee Act 1988 also applies. The Act's objectives aim to conserve all of Victoria's native plants and animals.

Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

The EPBC Act and regulations are Australia's main national environmental legislation. They provide a way for us to protect and manage nationally and internationally important plants, animals, habitats and places.

This information is provided from Warrnambool City Council

1.6 Warrnambool Planning Scheme: Policy, Zoning & Overlays

1.6.1 Policy

The Warrnambool Planning Scheme policies which apply are:

Clause 02 'Municipal Strategic Statement'

This policy recognises the role of Warrnambool as the largest coast regional city in south west Victoria. The policies support the protection and enhancement of the coastal biodiversity values and also recognise the coastal recreation functions of the foreshore.

Climate change presents a risk to the natural and coastal environment, community and economic activity. Council's strategic direction for climate change:

- Adapting to the impacts of a changing climate.
- Planning for the risks associated with possible sea level rise in areas of known vulnerability.
- Ensuring that the risks of sea level rise are mitigated or avoided where possible.

Tourism is identified as a significant economic driver, and the policy aims to balance the impacts of tourism on the sensitive coastal environment. The policy also seeks to ensure that linkages between Lake Pertobe and foreshore are strengthened.

Clause 12.01 Biodiversity

This policy aims to protect and enhance Victoria's biodiversity.

Clause 12.01-1L seeks to protect vegetation and habitat and references the *Warrnambool Coastal Management Plan* (Warrnambool City Council, 2013).

Clause 12.01-2S provides the policy framework for native vegetation management. The *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) and *Assessor's handbook – applications to remove, destroy or lop native vegetation* (Department of Environment, Land, Water and Planning, 2017) are to be considered in the assessment of planning applications.

Clause 12.02 Marine and Coastal Environment

This policy aims to protect and enhance the marine and coastal environment. The strategies require planning for marine development and infrastructure to be sensitive to marine national parks and environmental assets. The Coastal and Marine Management Plan (CMMP) would have statutory effect under this policy. The *Marine and Coastal Policy, Marine and Coastal Strategy and Siting and Design Guidelines for Structures on the Victorian Coast* have statutory recognition in the Warrnambool Planning Scheme under this policy.

This information is provided from Warrnambool City Council

Clause 12.01-2S specifically applies to marine and coastal crown land. The objectives of this policy area to “ensure the use and development of marine and coastal Crown land is ecologically sustainable, minimises impacts on cultural and environmental values, and improves public benefit for current and future generations”. The purpose of the *Crown Land (reserves) Act 1978* needs to be considered. This policy also provides statutory recognition of *Marine and Coastal Policy, Marine and Coastal Strategy and Siting and Design Guidelines for Structures on the Victorian Coast*.

Clause 12.01-1L is the local marine and coastal policy. The policy aims to protect sites of cultural significance, manage visual impact and manage development.

Clause 13.01 Climate Change Impacts

This policy aims to minimise the impact of natural hazards and adapt to the impacts of climate change. Clause 13.01-2S addresses coastal hazard and climate change impacts. The policy is to place for sea level rise of 0.8 by 2100 and allow for the combined affects of tides, storm surges, coastal process and location conditions. The policy requires consideration of *Marine and Coastal Policy, Marine and Coastal Strategy and Siting and Design Guidelines for Structures on the Victorian Coast, and any adaptation plan prepared under the Climate Act 2017*.

Clause 15.03 Heritage

Clause 15.03-1L seeks to conserve places of heritage significance and Clause 15.03-2S aims for the protection and conservation of Aboriginal cultural heritage significance.

Clause 17.04 Tourism

This policy aims to encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination. Clause 17.04-1R supports tourism in the Great South Coast region, and Clause 17.04-1L encourages the use of the foreshore areas for tourism without compromising the natural environment. Clause 17.04-2S encourages a strategically located coastal and marine infrastructure.

This information is provided from Warrnambool City Council

1.6.2 Zoning

Public Park and Recreation Zone (PPRZ)

This zone seeks to:

- recognise areas for public recreation and open space.
- protect and conserve areas of significance where appropriate.
- provide for commercial uses where appropriate.

Public Use Zone (PUZ6 – Local Government)

This zone seeks to:

- To recognise public land use for public utility and community services and facilities.
- To provide for associated uses that are consistent with the intent of the public land reservation or purpose.

Public Conservation and Resource Zone

This zone seeks to:

- To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.
- To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.
- To provide for appropriate resource based uses.



Open Space Zoning Map

This information is provided from Warrnambool City Council

Heritage Overlay (HO226 – Pertobe Road Street Tree Precinct and HO19 – Warrnambool Breakwater, Viaduct and Harbour)

This overlay seeks to:

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

HO19 on Victorian Heritage Register.



Heritage Zoning Map

This information is provided from Warrnambool City Council

1.6.3 Overlays

Significant Landscape Overlay (SLO1)

– Schedule 1

This overlay seeks to:

- To protect and enhance the scenic qualities of coastal hinterland areas.
 - To recognise the value of the scenic qualities of views towards the coast to residents, visitors and the tourist industry.
 - To maintain and enhance views from major roads and residential areas towards the coast.
 - To prevent the interruption of views towards the coast by inappropriate or poorly designed development or development that is sited in prominent locations.
- To encourage development that does not intrude upon views of the coast.
 - To recognise hedgerows and established exotic vegetation as an important element of the coastal landscape.



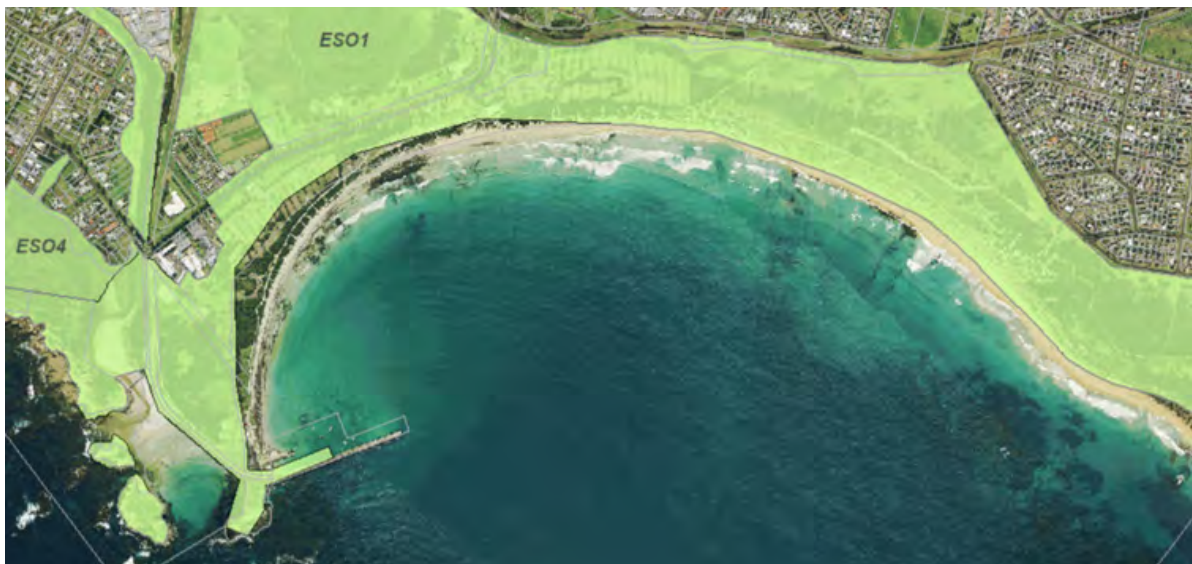
Significant Landscape Overlay Map

This information is provided from Warrnambool City Council

Environmental Significance Overlay – Schedule 1

This overlay seeks to:

- To protect the natural and cultural values of the coast, and appreciate the complex nature of biological and physical coastal processes.
- To promote the integrated management and protection of the coastal areas by the community, private sector and various levels of government.
- To recognise the economic value of coastal tourism, and balance the desire for public access to the coast and proposals for coastal tourism facilities with the need to sustainably manage natural and cultural coastal values, which includes placing limitations upon the extent of coastal areas available for development.
- To ensure freehold land along the coast is used and developed in a sustainable manner.
- To prevent and arrest coastal erosion, including discouraging the grazing by stock of sensitive coastal environs and cliff tops.
- To maintain and enhance stands of remnant vegetation and encourage planting of locally indigenous species.
- To arrest the spread and encourage the removal of invasive environmental weeds.



Environmental Significance Overlay Map

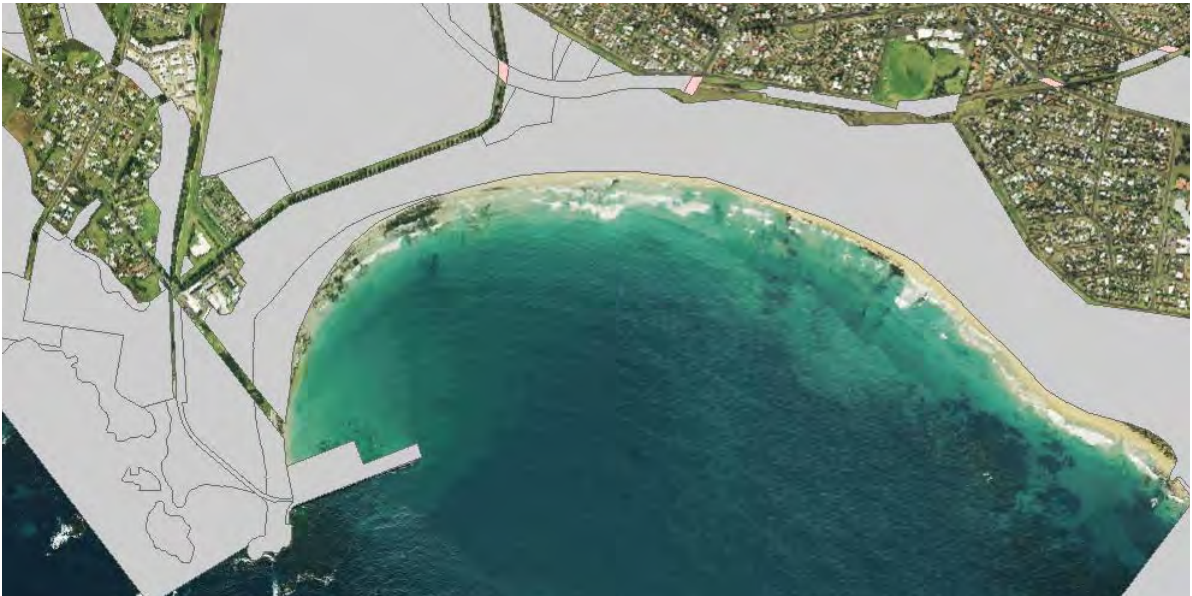
This information is provided from Warrnambool City Council

Crown Land

This overlay shows the extent of Crown land in the foreshore area. Crown land is land owned by the State or Commonwealth Government. Whilst most Crown land in the area is Council managed, activities and development on coastal Crown land needs to comply with the *Marine and Coastal Act*.

The entirety of the Foreshore is within Coastal Crown Land.

Coastal Crown land is comprised of the land (whether covered by water or not) within the area between the outer limit of Victorian coastal waters and 200 metres inland of the high water mark of the sea, to a depth of 200 metres below the surface of that land. It also includes any water covering this land from time to time.



Crown Land Map

This information is provided from Warrnambool City Council

Area of Cultural Heritage Sensitivity

Land within the Area of Cultural Heritage Sensitivity may require a Cultural Heritage Management Plan. This is an area which has a likelihood of aboriginal heritage artefacts. A review of the Aboriginal Cultural Heritage Register and Information System

(ACHRIS) is recommended to confirm any known sites within the area. Any disturbance of the land must be in accordance with the *Aboriginal Heritage Act 2006*.

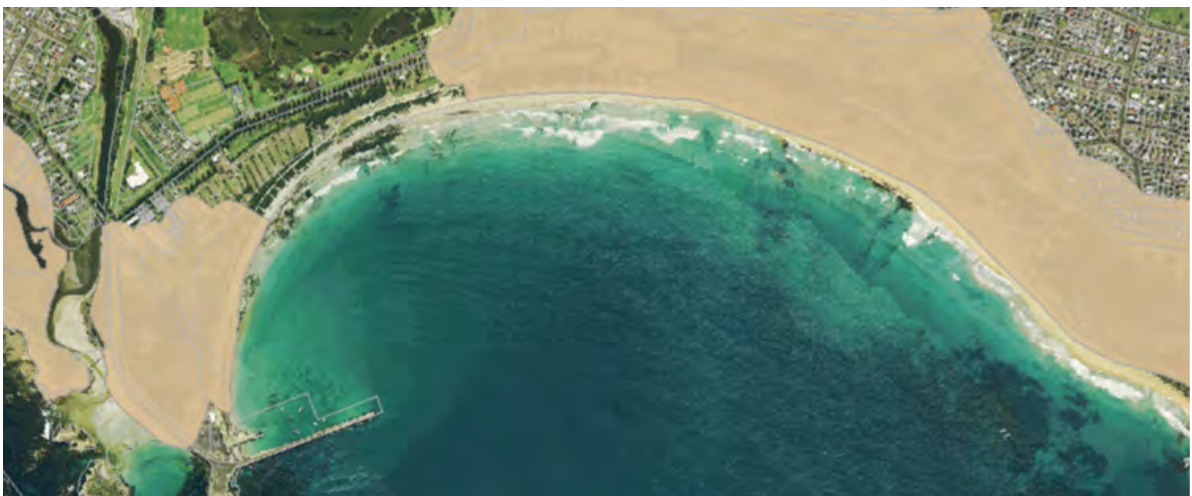


Area of Cultural Heritage Sensitivity Map

Bushfire Prone Area

Part of the foreshore is located within a Bushfire Prone Area. Bushfire prone areas (BPA) are where the bushfire hazard has been identified and mapped under the building system. These areas are subject

to or likely to be subject to bushfires. This triggers building permit requirements where new buildings are required to build to a national bushfire construction standard. This is known as a bushfire attack level (BAL).



Bushfire Prone Area Map

This information is provided from Warrnambool City Council



View looking south across Lady Bay

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A WAY FORWARD TO 2040

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2.0 Site Analysis

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Version: 1, Version Date: 28/01/2025

Warrnambool Foreshore Strategic Framework Plan

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2.1 Great South Coast City

Warrnambool is a city on the southern coast of Victoria, fronting Bass Strait. The city is connected to Melbourne by road and rail services and is considered to be the end of the Great Ocean Road.

The city began as an important port in the 1800s before road and rail operations lead to the closure of the Port of Warrnambool. Today the area retains a boat ramp providing access for recreational boating.

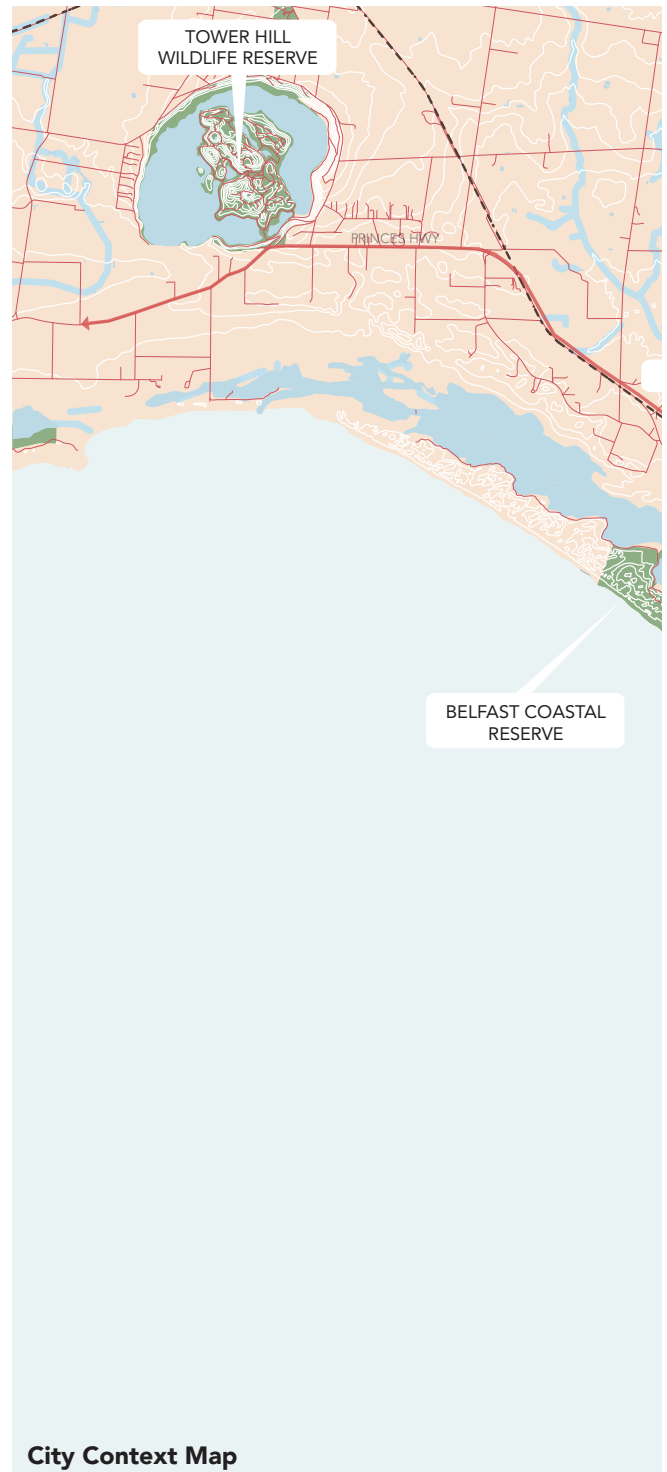
A key centre for the area, the city supports the rich agricultural industries of the Western District. This includes dairy farming, grazing, and cropping.

As a tourist destination, Warrnambool draws visitors each year who visit the area for its natural environment, beaches and attractions. Warrnambool is a family-friendly destination that bookends the Great Ocean Road, and provides camping and luxury accommodation options along the foreshore area. Popular activities include surfing, walking along the foreshore, whale watching and golf.

The Foreshore itself represents one of the few publicly activated areas of coastal land in the area.

LEGEND

- Road
- Highway
- Train Line (active)
- - Train Line (disused)
- - Site Boundary
- Waterway / waterbodies
- Open Space



This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

2.2 Coastal Ecology and Landform

where the river meets the sea

The city is situated on an area that was historically coastal scrub and dunes. This has been modified over time through development and coastal engineering however some remnant patches of dune and scrub remain.

Key areas of ecological significance for the foreshore include the Warrnambool Wetlands, the Merri Marine Sanctuary and the Middle Island Penguin Colony at Stingray Bay. Also of note is the Logans Beach Whale Nursery to the east.

The western area of the site around the port and pier mainly consists of Coastal Landfill and Sand Accretion as a result of the development of the breakwater.

The north and eastern side of the site consists of Coastal Dune Scrub. The vegetation along the foreshore provides a biolink from the east to the west.

North of the site is Lake Pertobe which lies at a low point behind the foreshore dunes and is connected to the Merri River.

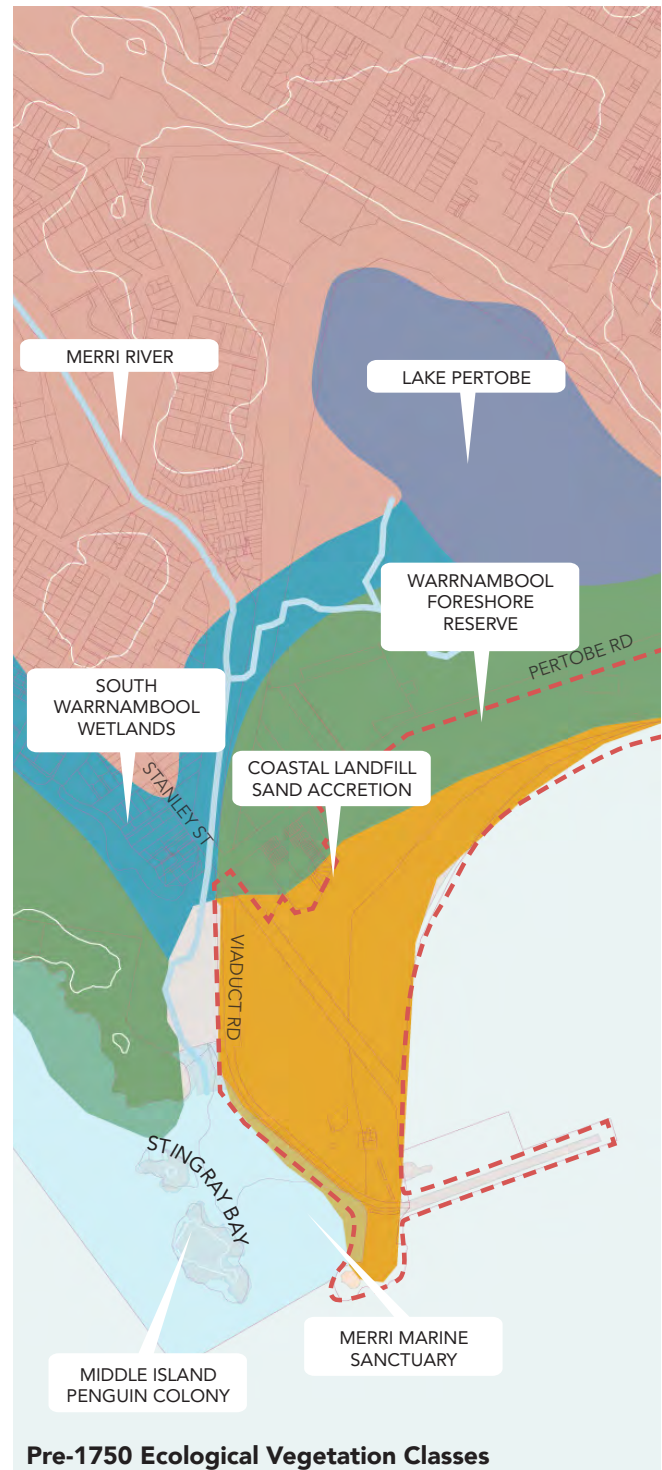
All data has been obtained from DataVic.

LEGEND

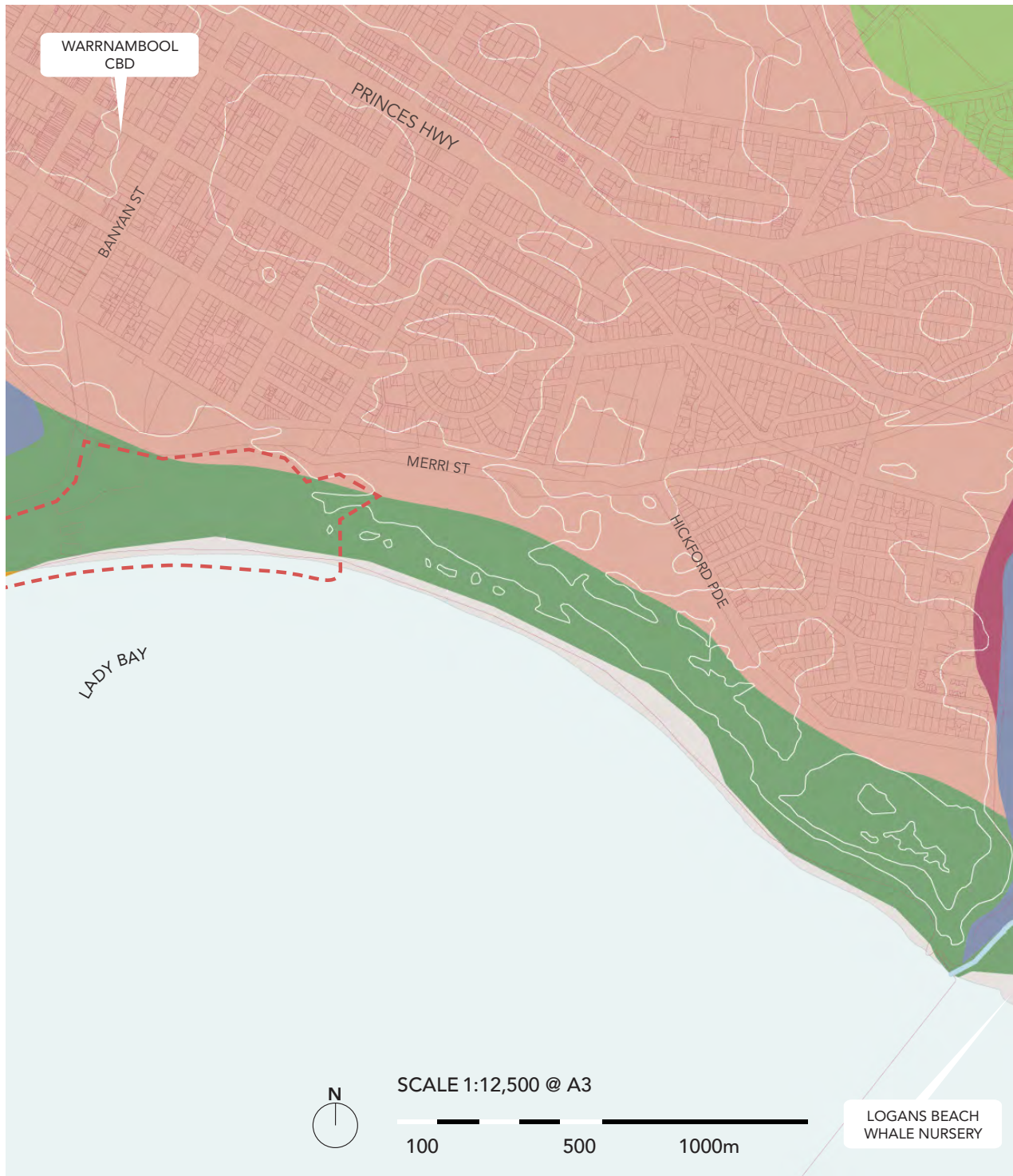
--- Site Boundary

Pre-1750 Ecological Vegetation Classes

- Coastal Dune Scrub
- Coastal Heathland Scrub
- Coastal Landfill/Sand Accretion
- Damp Sands Herb-rich Woodland
- Estuarine Wetland
- Permanent Saline
- Plains Grassy Woodland



This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

2.3 Climate Conditions

shaped by weather

The site is bounded by the Merri River (which flows into Stingray Bay), and the Hopkins River. Nearby waterbodies include Lake Pertobe and the South Warrnambool Wetlands.










The foreshore and port area has been highly shaped by human engineering over time:

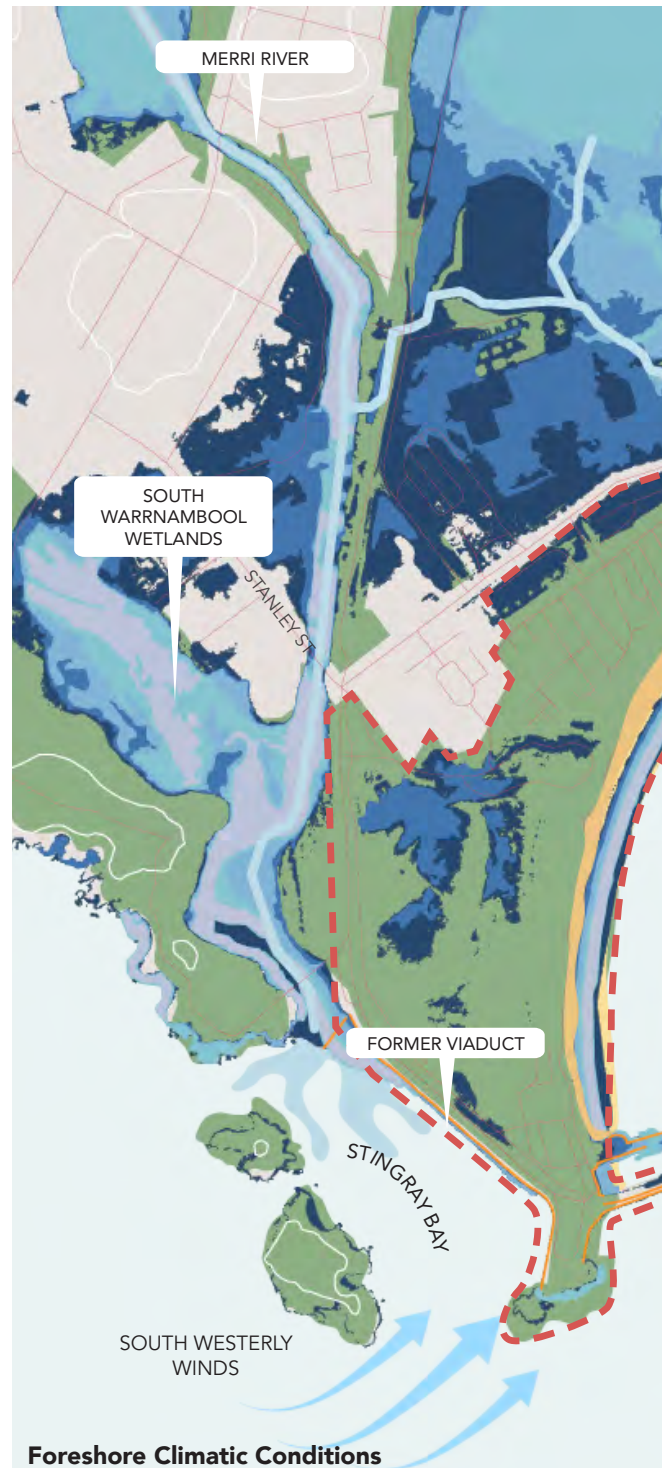
- The course of the Merri River was diverted to both serve the Woollen Mill and due to being thought as the cause of siltation within the bay.
- Intense wave action led to the development of the breakwater in 1890 which allowed for increased use of the calmer harbour.
- The breakwater and viaduct road led to increased siltation of Lady Bay.
- Sedimentation of the Port is an ongoing issue

Victorian Coastal Inundation, Sea Level Rise

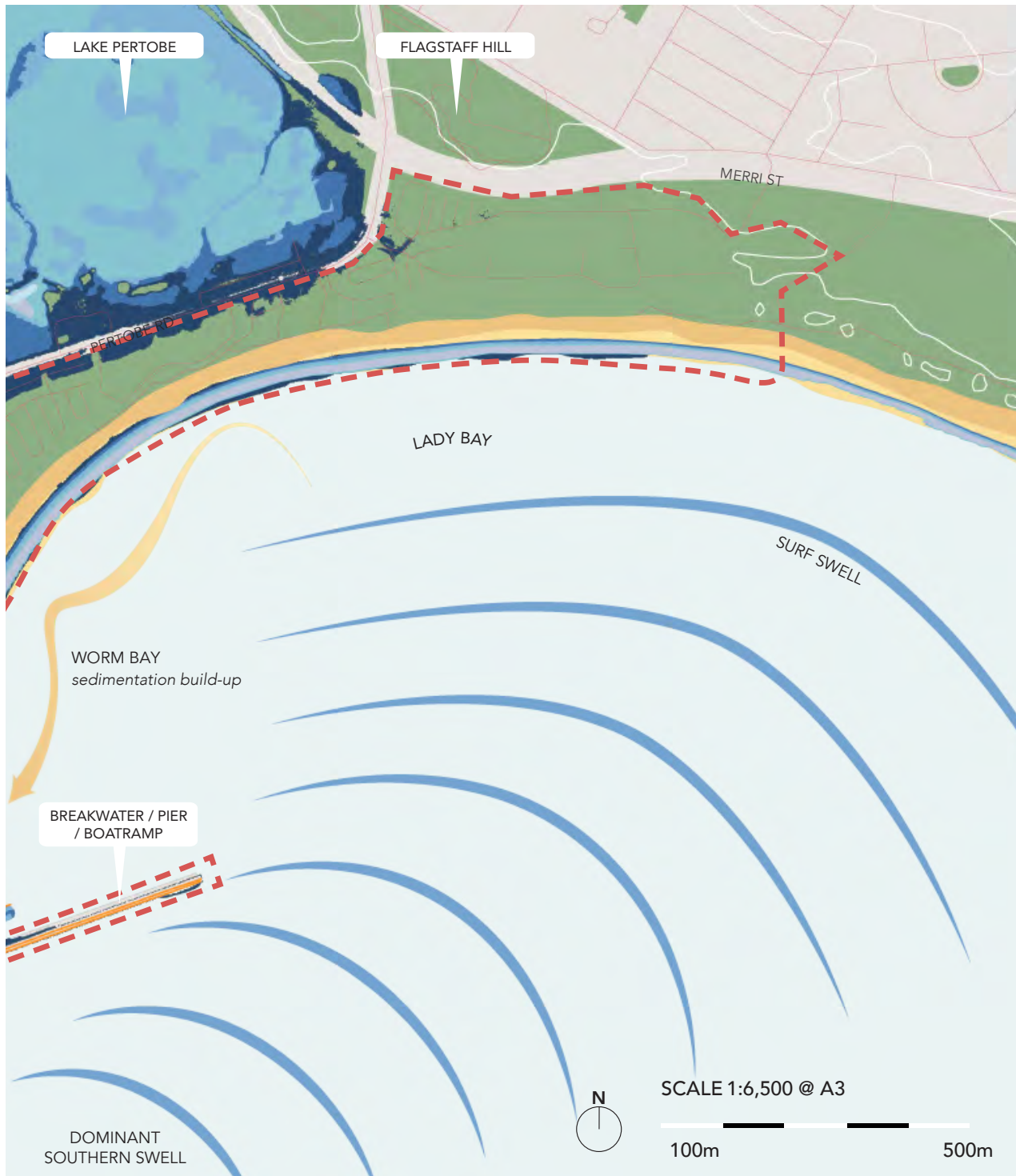
Warrnambool's coastal environment is dynamic, experiencing periods of intense wave action. The site is subject to potential impacts from anticipated sea level rise in the future. Mapping to 2100 shows how adaptation, mitigation, and retreat strategies may be needed to deal with a changing foreshore. Sea level data has been obtained from DataVic and WCC for 2100 prediction.

LEGEND

-  Waterway
-  Ocean swell
-  Coastal Protection line
-  Dunes / Beach
-  Open Space
- Projected Sea Level Rise**
-  2009 Mean Higher High Water
-  2040 Mean Higher High Water (+.2m)
-  2070 Mean Higher High Water (+.47m)
-  2100 Mean Higher High Water (+1.2m)



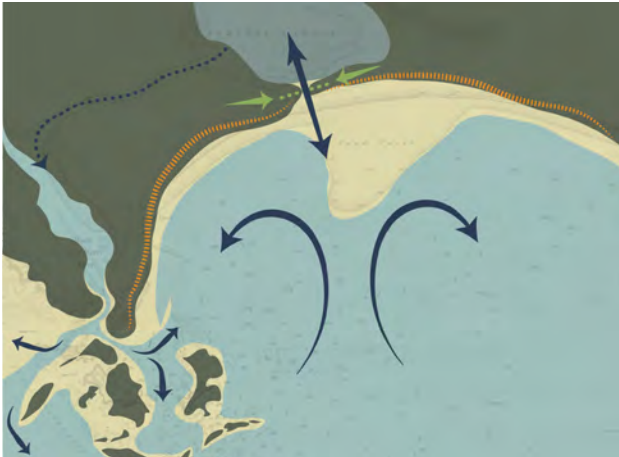
This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

2.4 History

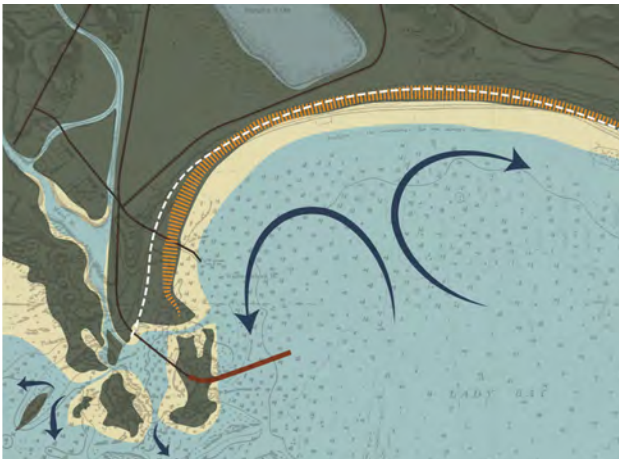
a shifting coastline



pre-1850

Whilst exact conditions are uncertain, the main foredune that is present today is thought to be largely non-existent. What is now Lake Pertobe was likely frequently inundated during storm events as seawater over-topped the relatively flat beach conditions.

What is shown on early maps from the 1850s is the presence of a large sand spit in front of the current SLSC. This speaks to distinctly different coastal processes at play when compared to the modern condition.

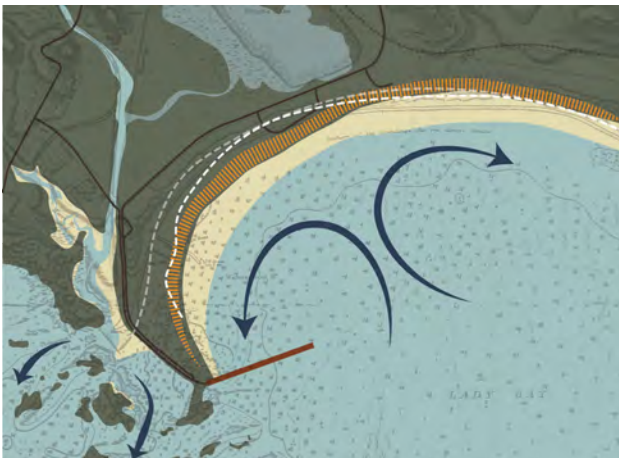


1890

Following the diversion of the Merri River, Warrnambool was proclaimed a free port of entry and clearance utilising jetties constructed within the bay.

In 1886 the contract is signed to build the breakwater. By the time the Breakwater was built in 1890 there had been 12 wrecks and as many strandings of vessels in Lady Bay.

1890 marks the official opening of the Breakwater, coinciding with the opening of the railway line to Melbourne.

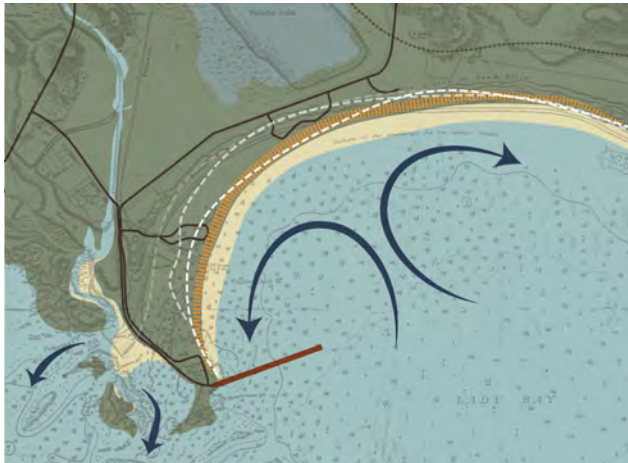


1920

In 1915 the Breakwater was extended 100m and in 1919 an Eastern Sea Wall was built extending out from the current Surf Life Saving Club in an attempt to try and control water surges into the bay. By the 1920s roughly two-thirds of the original harbour was no longer of any use to shipping. Large vessels would not enter Lady Bay due to the increasing sedimentation and local products had increasingly been sent by rail to Portland for shipment, or directly to Geelong and Melbourne.

In 1942 the Port of Warrnambool ceased functioning as an official port as most goods were being moved to Warrnambool by either rail or road.

This information is provided from Warrnambool City Council



2024

The developments in Lady Bay have caused increasing sedimentation, resulting in the waters inside the Breakwater becoming shallower over time.

The breakwater is historically significant as a reminder of Warrnambool's early maritime history. While the Warrnambool Breakwater is a demonstration of the engineering skills of the 1900s, it also demonstrates the limitations of knowledge relating to sedimentology at the time and the confidence apparent in a number of nineteenth century plans which assumed that natural forces could be overcome or contained by engineering.



2040?

In the face of rising sea levels and increased coastal hazards, questions are raised as to what is the future of the foreshore and what impact will coastal processes continue to have on this area.

One option to begin exploring is increasing the resilience of the existing man-made dune. Supporting it with more vegetation and protecting the Lake Pertobe area behind.

Sand accretion behind the breakwater is also thought to be a continuing challenge as sea-levels rise.

Further investigations from coastal engineers are recommended to better understand the future possibilities.



This information is provided from Warrnambool City Council

2.5 Open Space and Vegetation Cover

green spaces and shade

The Warrnambool foreshore area has sparse canopy cover primarily consisting of coastal dune scrub species.

There are plantings of mature Norfolk Pines along Pertobe Rd and Viaduct Road.

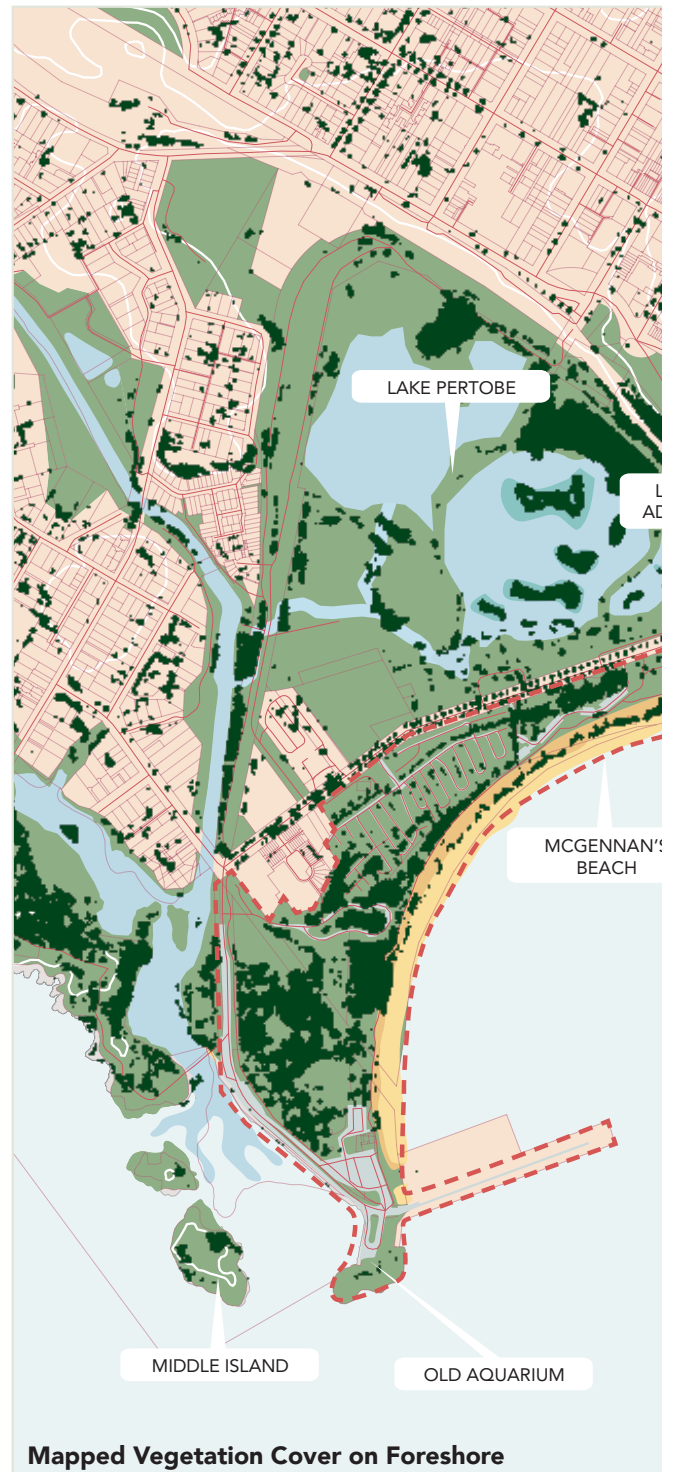
Extensive revegetation work has also taken place along the foreshore dunes over the last few decades. This has resulted in a well established dunal planting and increased numbers of native animals, including wallabies, echidnas and a range of birds.

The current vegetation serves an important function in controlling erosion and creating a green link between the adjacent foreshore ecologies.

The vegetation was observed to be in a healthy condition, however with minimal understory planting in some areas.

LEGEND

- Vegetation Cover
- Open Space
- Waterway / Water body
- Beach / Dunes
- Roads
- Cadastre



This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

2.6 Transport and Access

movement patterns

Road and Rail

Warrnambool is connected to Melbourne by road and rail services.

The main road through the city is Raglan Parade which connects to the Princes Highway and to the east, the Great Ocean Road.

The Railway Station is located on Merri Street and provides VLine connections. There is also a bus network around the town and coach services.

Pertobe Road (managed by VicRoads) provides the primary access to the foreshore zone for vehicles. This can be problematic during peak periods and under different emergency management scenarios.

Beach Access

There are 22 access points from the foreshore area to the beach of Lady Bay. These range from fully constructed ramps to informal path.

There are more limited emergency vehicle access points to the east, than the west.

There is currently limited accessibility infrastructure for wheelchair access to the beach. The current DDA compliant ramp near the SLSC is constantly subjected to deep sand deposition.

The horse trainers access the beach from near the boat ramp to run horses along the sand.

LEGEND

- Road
- Highway
- Trail line
- Train Station
- Bus stop
- Beach Access Point
- Foreshore Trails
- Open Space
- Waterway / Water body
- Beach / Dunes
- Horse Training Zone



Points of Access to the Foreshore

This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

2.7 Public Amenities and Attractions
























a city for living

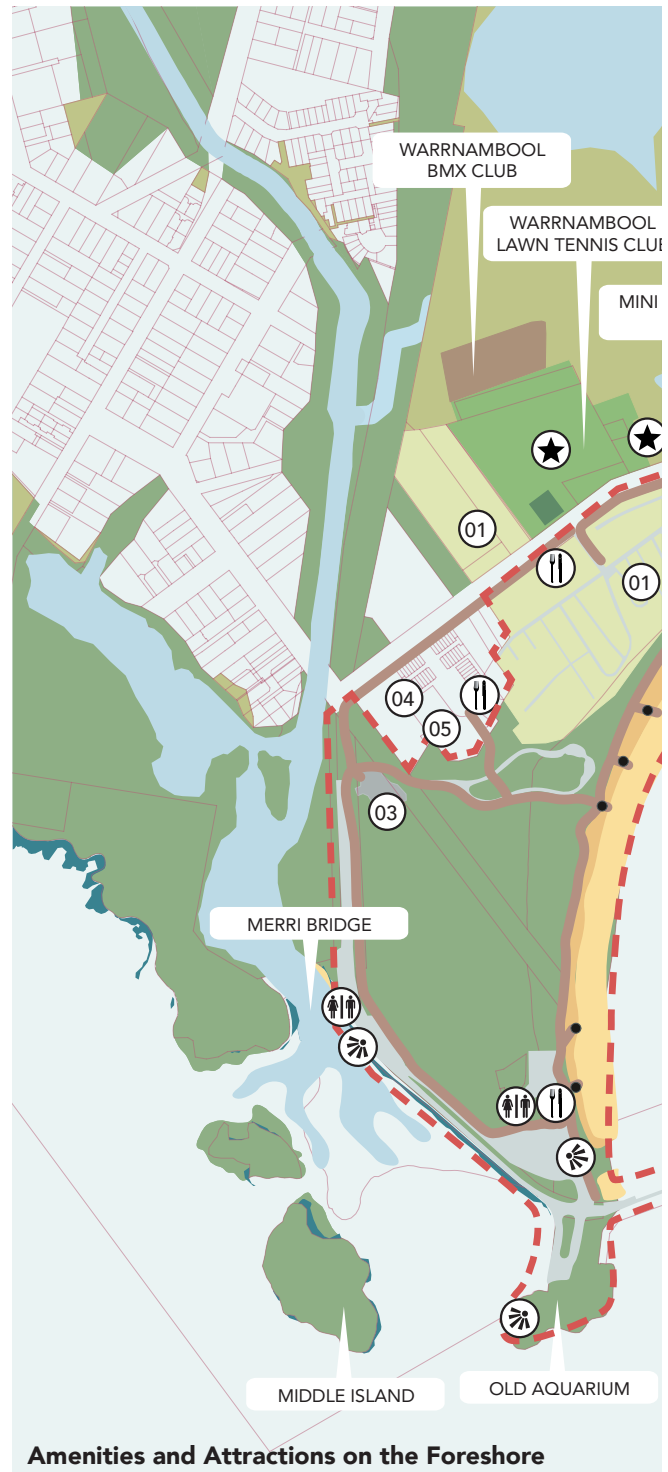
The Warrnambool foreshore is an amenity that draws visitors to stay and enjoy Warrnambool.

Lady Bay beach is one of the key drivers that brings both tourists and locals to the area. Its place as a destination is supported by the broad range of public's amenities and attractions that both respond to the beach directly, or form part of the broader area.

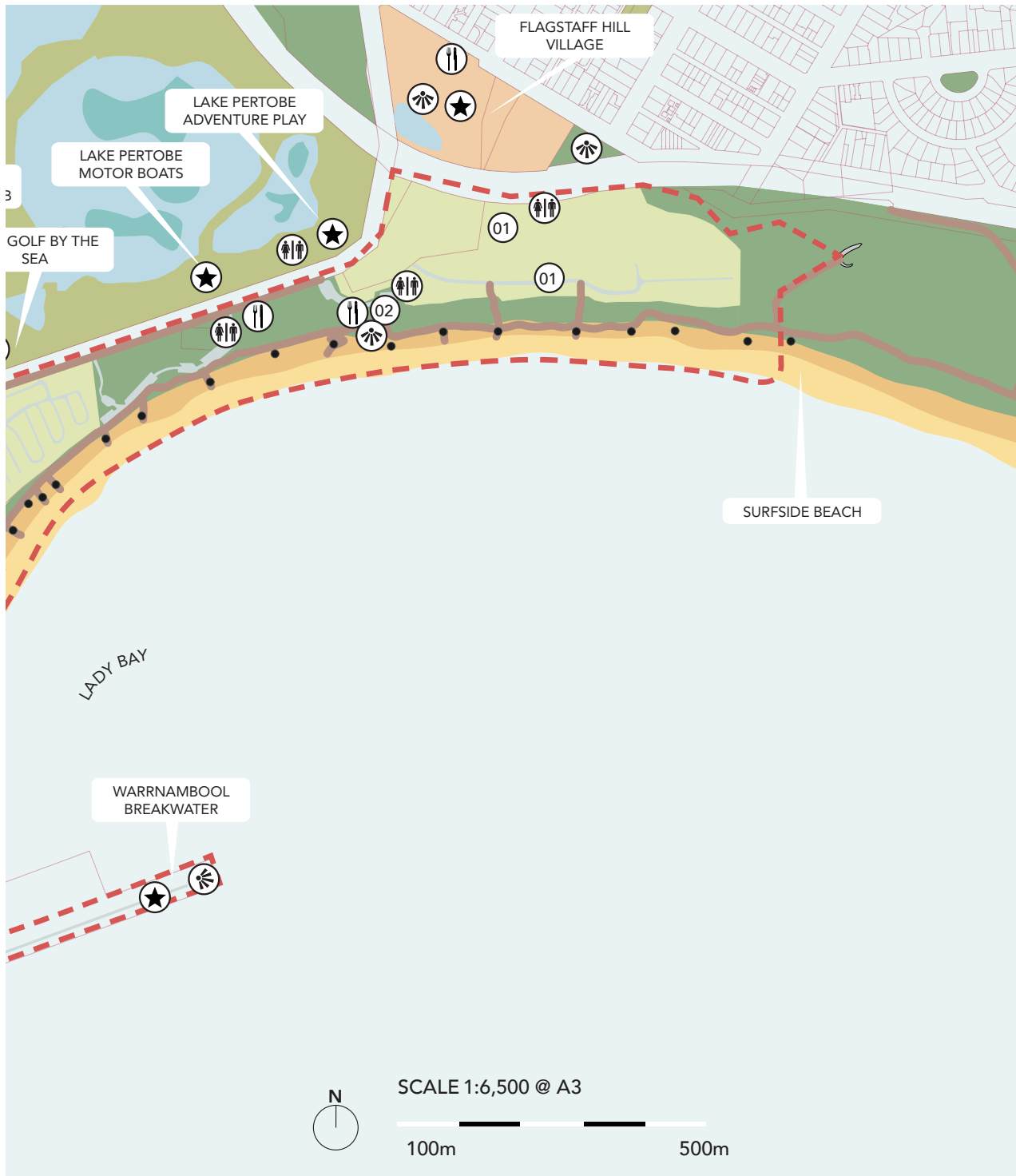
Accommodation providers include popular caravan parks and resorts. A series of food options are located along the bay, including a cafe and more fine dining experiences.

LEGEND

-  Attraction
-  Views
-  Cafe / Restaurant
-  Caravan Park / Campground
-  Surf life saving club
-  Skate Park
-  Lady Bay Resort
-  Deep Blue Hotel
-  Tracks and Trails
-  Cadastre
-  Beach access point
-  BMX Track
-  Bowling Green
-  Caravan Park
-  Golf Course
-  National Park
-  Netball Court
-  Skate Park
-  Parking Area
-  Tourist Attraction
-  Sports and Rec grounds
-  Waterway / Waterbody
-  Dunes / Beach



This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

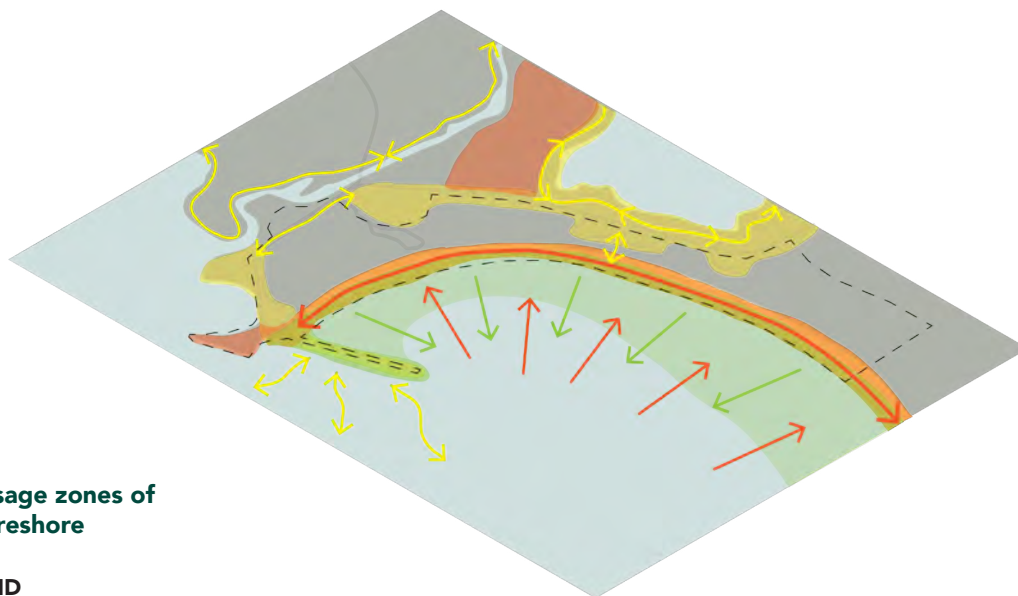
2.8 Foreshore Usage Across the Day

Understanding the usage patterns of the Warrnambool Foreshore throughout the day is crucial for effective planning, management, and decision-making. By analysing how different user groups interact with the space at various times, we can gain valuable insights into the diverse needs, preferences, and potential conflicts that may arise. This knowledge is essential for creating a well-balanced, inclusive, and sustainable coastal environment that caters to the needs of all users while minimizing negative impacts on the natural surroundings.

The attached diagrams illustrate the usage patterns of the Warrnambool Foreshore throughout the day. The color-coded arrows represent different user groups and their predominant activities during specific time periods.








In the morning, the Foreshore is primarily occupied by surfers, swimmers, early morning exercisers, and boaters. As the day progresses into the middle hours, the user demographics shift to include retirees, young children and their parents, workers, and some continued boat usage. Towards the evening, the Foreshore sees an influx of individuals engaging in after-work runs and walks, as well as surfers and young adults participating in sports and recreational activities.

The Surf Life Saving Club is a central activity hub on the foreshore operating nippers and other events at various times of the day throughout the week.

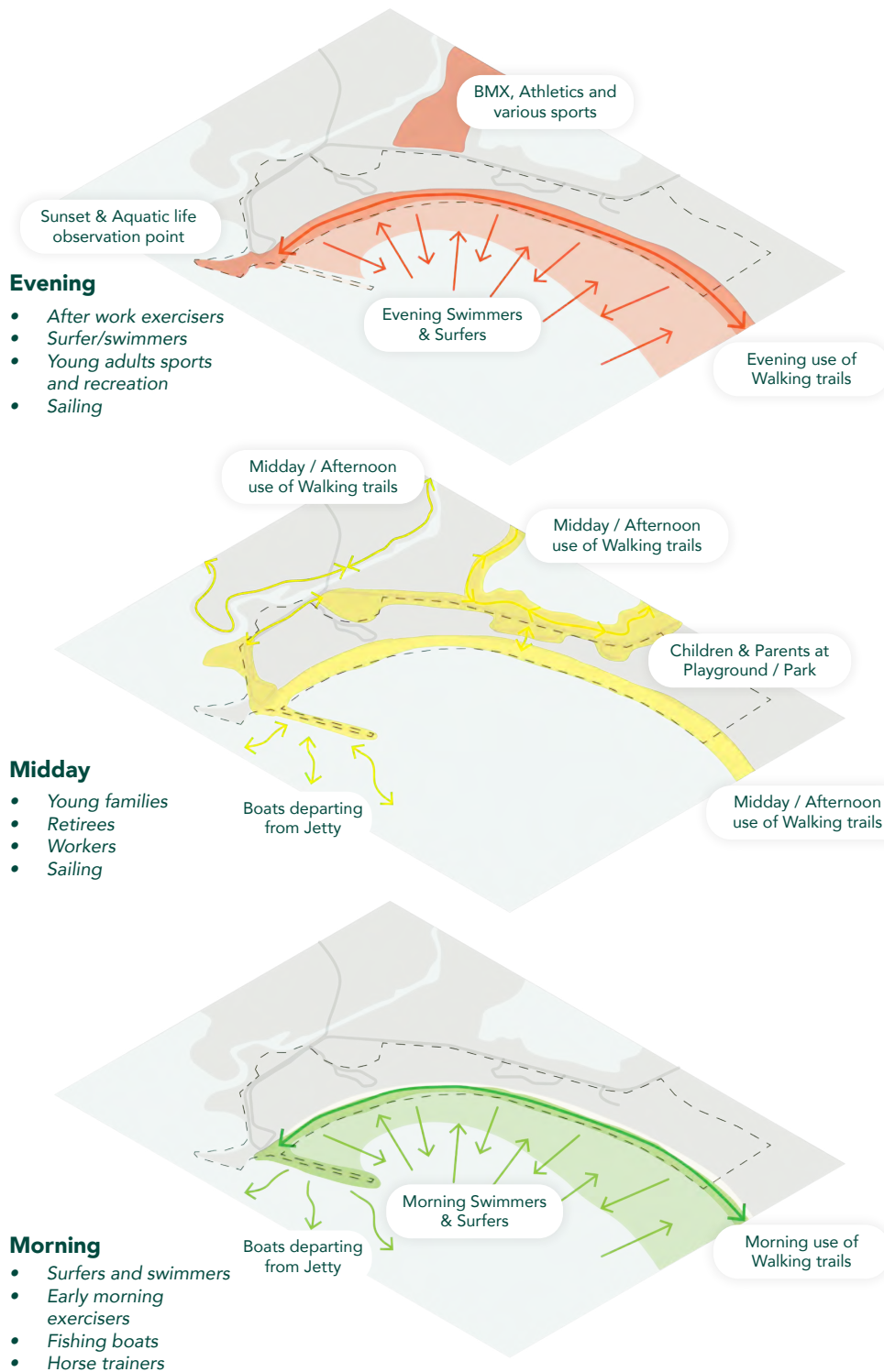


Key usage zones of the foreshore

LEGEND

-  Morning pedestrian movements
-  Morning activity zones
-  Midday pedestrian movements
-  Midday activity zones
-  Evening pedestrian movements
-  Evening activity zones
-  Foreshore Investigation area

This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

2.9 Activity and Catchment Data Insights

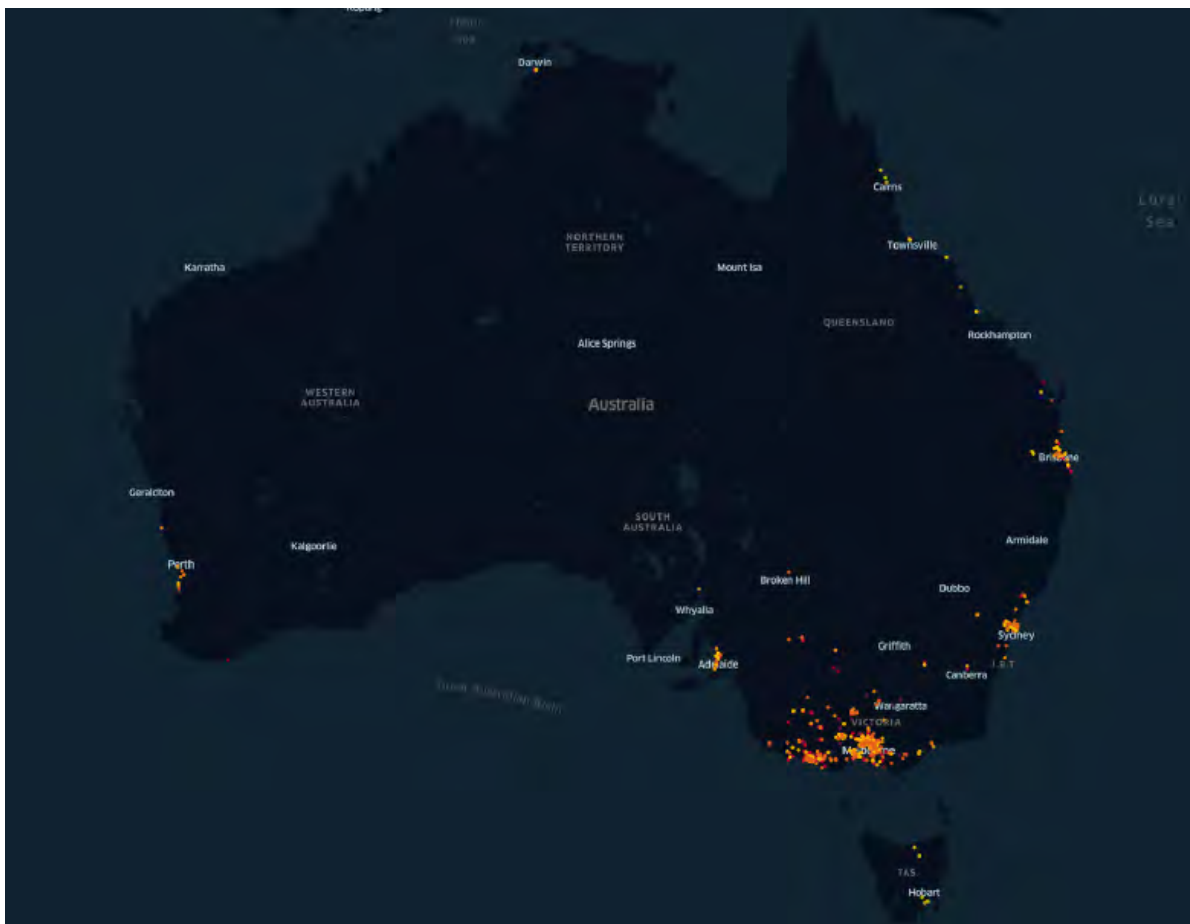
Data from Dec 2022 - Jan 2023

Data was obtained from Geographia which looked at mobile phone pings to reception towers. Due to the individual identification credentials of each devices, this enables an analysis of where people where prior to visiting Warrnambool and the Foreshore.

Mix of Victorian and Interstate Visitors

Majority of visitors coming from Victoria, other hotspots include Sydney, Brisbane-Gold Coast, and Adelaide.

Lighter colours indicate greater number of visitors.



This information is provided from Warrnambool City Council

Visitors from Victoria

Majority of visitors coming from Melbourne, Geelong and Ballarat.

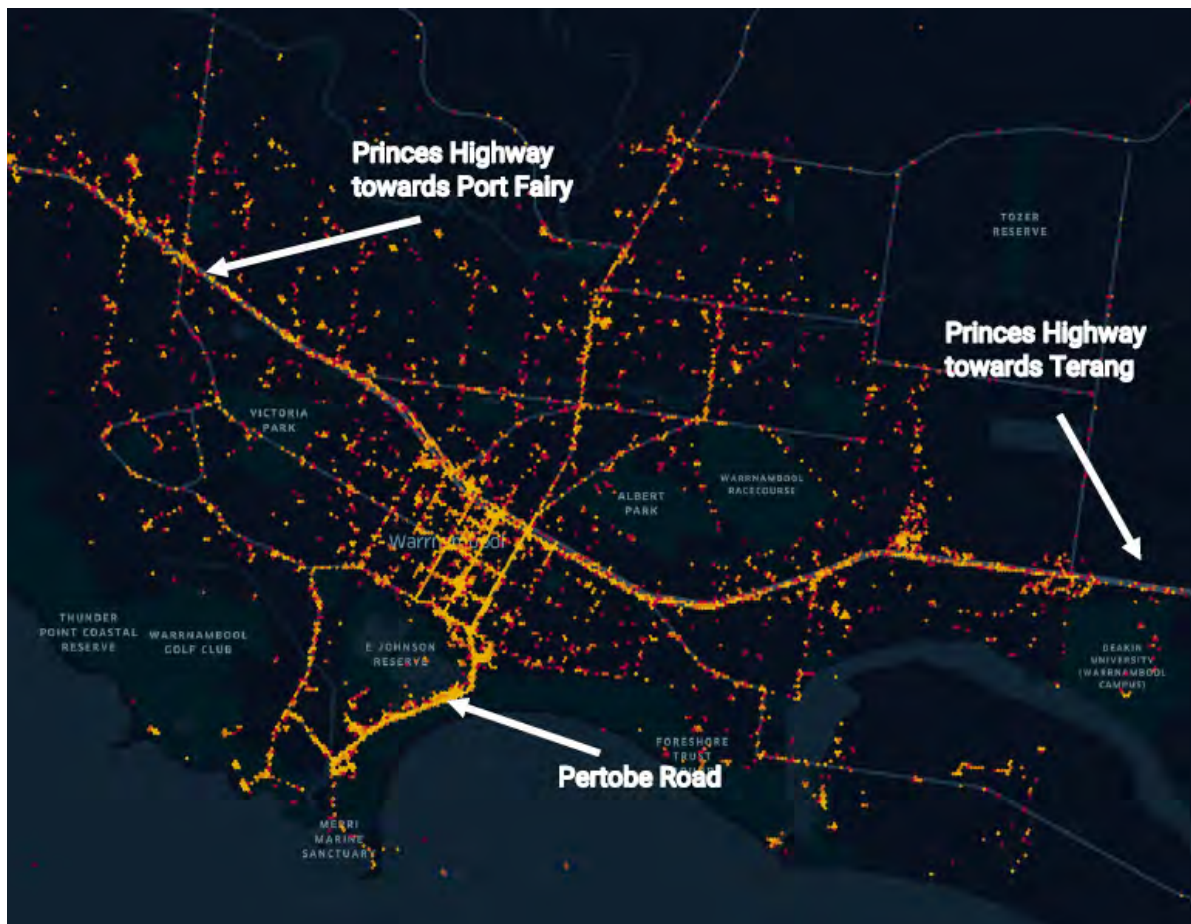


This information is provided from Warrnambool City Council

Visitor activity 2 hours prior to visiting the foreshore

- Movement along main roads such as Raglan Parade and Princes Highway
- Movement extends to Port Fairy and Terang
- Pertobe Road has a substantial volume of traffic as the link to the foreshore precinct
- Concentration of pings along main downtown area of Warrnambool
- Noticeable clustering of pings at fast-food restaurants and cafés along Liebig street
- Residential side streets remain quiet and rarely visited

Lighter colours indicate greater number of visitors.



This information is provided from Warrnambool City Council

Visitor activity 2 hours after visiting the foreshore

Lighter colours indicate greater number of visitors.

- Movement along main roads such as Raglan Parade and Princes Highway
- Liebig Street eateries, supermarkets and shopping centres continue to receive high volume of traffic



This information is provided from Warrnambool City Council



McGennan's carpark

This information is provided from Warrnambool City Council

3.0 Issues and Opportunities

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Version: 1, Version Date: 28/01/2025

Warrnambool Foreshore Strategic Framework Plan

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Print Date: 28 January 2025, 2:19 PM

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3.1 Understanding the Foreshore

The Warrnambool Foreshore is defined by a history of changes and interventions that have shaped the coast we know today. Prior to the construction of the Breakwater, the coastline followed a different alignment. Swell from the Southern Ocean entered the bay, and cross-shore sand movement worked as a 'self-dredging' system, not filling up the bay.

The construction of the Breakwater and associated viaduct in 1890 effectively closed this system, and coastal processes have since deposited large amounts of sand in the south of the beach, resulting in a wholly changed condition of reclaimed land. Today this provides additional open space and through a series of revegetation works, is now home to native vegetation communities that respond to the local biodiversity of the coastline.

From a social perspective the site is Warrnambool's main beach access, serving both local throughout the year and sees large crowds during summer holiday season and during special events. Its close association with Lake Pertobe and the adjacent sporting facilities sees the Foreshore acting as an important buffer between these highly structured activities and the natural beauty that many come to Warrnambool to enjoy.

The established ecologies and dunal system also needs to be considered in the context of changing coastal conditions and the threat of sea level rise. In this, the Foreshore also serves as a buffer between the damaging impacts of storm surge and the community infrastructure associated around Lake Pertobe.

The responses recorded as part of the community engagement demonstrates what a well-loved space the foreshore is, and how important it is to the community. It also reveals the various perspectives on what people love about the area. There is a shared consensus that it is a great place to walk, cycle and to be active in, both on the beach and the path system. It was also evident, that people want to access the Foreshore, both physically as well as visually, from vantage points and pathways.

The Foreshore Strategic Framework Plan represents an opportunity to respond to the diversity of user's needs in the space and become a foundational element of the future of the entire precinct.

The baseline mapping and community feedback provides the basis for the issues and opportunities identified in the following pages. These have been broadly categorised into four themes: Movement + Access, Tourism + Economy, Water, Ecology & Climate Change, and Community Space + Culture.

This information is provided from Warrnambool City Council

3.2 What we heard

As part of our initial engagement process we have met on Country with Traditional Owners, and completed two community workshops, two stakeholder workshops, and two online community surveys. Initial information gathering workshops were undertaken in early December 2023, whilst the online survey was open from November, 2023 through to January, 2024.

A second round of engagement was completed in July, in which the draft plan was presented and discussed.

During these engagement sessions we heard a variety of perspectives, at times competing views for the future of the foreshore. The FSFP aims to balance these views to strategically guide this exceptional community asset into the future.

Activities undertaken

- Two meetings with Eastern Maar representatives
- Two community engagement sessions
- Two community surveys
- Four stakeholder reference group meetings (2 in-person)

There are perceived challenges in:

- Water, ecology and climate change
- Movement and access
- Tourism and economy
- Community space and culture



Community engagement session on the Draft Plan (July 2024)



This information is provided from Warrnambool City Council

Water, Ecology, & Climate Change

- Beach erosion closing the beach at times.
- Overgrown dunal vegetation blocking visual access to the bay.
- Build-up of seaweed near the Breakwater section of the beach. Can be difficult to walk on and smells as it breaks down.
- High levels of rats, foxes and rabbits within the vegetation.
- Reclaimed land behind the skatepark is underutilised.
- Sea-level rise exacerbating beach erosion and localised flooding.
- Accumulation of rubbish during peak times.
- Sea level rise impacting Pertobe Road and access to the Foreshore.



This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

Movement + Access

- Seeing the ocean, a lack of areas to park a vehicle and see the ocean.
- Feeling unsafe along some of the vegetated path network. This is especially a concern where the vegetation is overgrowing the pathway with minimal views outwards.
- Maximising the use of the open space within the Foreshore area, as much of this is within caravan park grounds.
- Too much traffic along Pertobe Road during peak periods.
- Lack of lighting along the pathway.
- Too much seaweed near The Pavilion Cafe create access challenges to the beach.
- Pedestrian safety on path network due to sharing with bikes and scooters.
- Beach accessibility for all abilities.
- Poor accessibility for non-vehicle transport.
- Poor access to current Surf Club.
- Large amounts of dog poo on shared paths.
- Poor access for SLSC emergency vehicles onto main beach



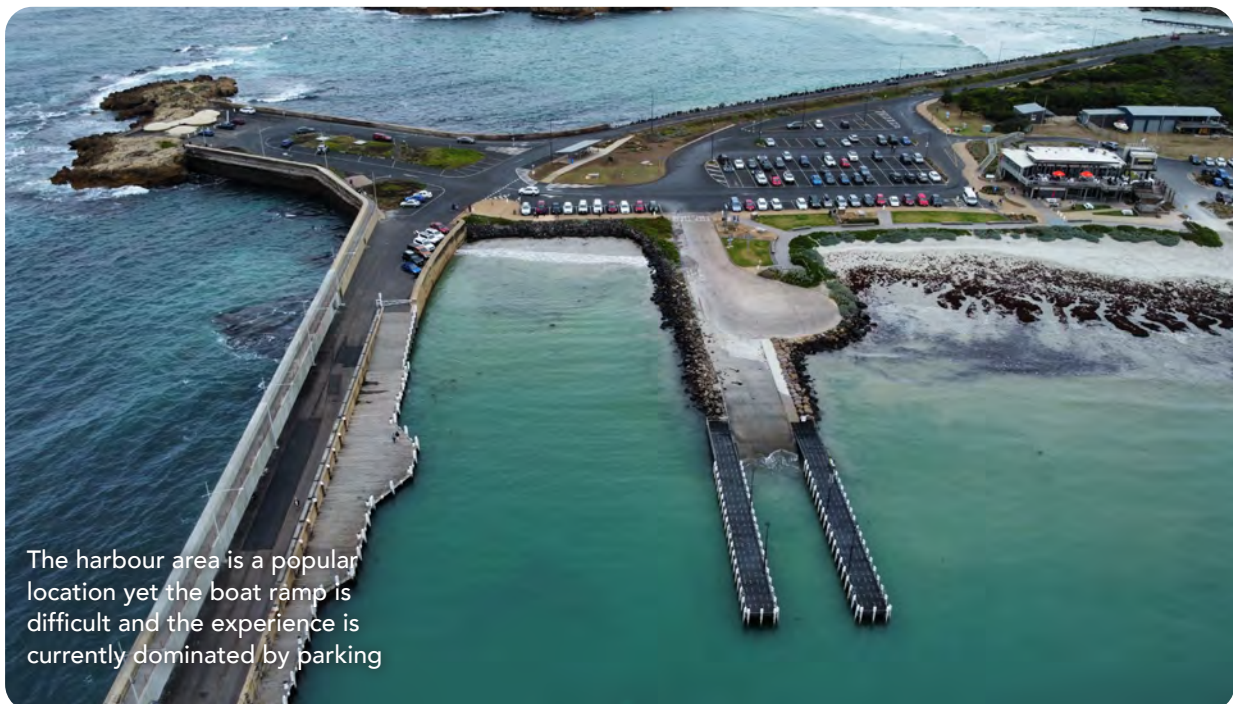
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Tourism + Economy

- A lack of activities within the area during the evening.
- Feeling disconnected from the Great Ocean Road journey.
- Disconnection between the CBD and the Foreshore Precinct.
- Lacks a 'key' attraction to draw users to the area.
- Boat ramp is currently seen to be too steep and slippery, making it dangerous to use. Many boaters launch from other areas such as Portland.
- Lack of beach 'shops' to support tourists renting equipment (e.g. Stand-up Paddle Boards, Surfboards, Bikes).
- Limited operating hours of current cafes within the precinct.
- Horse riding on the beach. This has caused issues between beach users and horse riders at times and safety concerns. However, several community members also mentioned they quite enjoy watching the horses train and swimming.
- A lack of retail food outlets in the area that provide access to affordable healthy food and drink options.



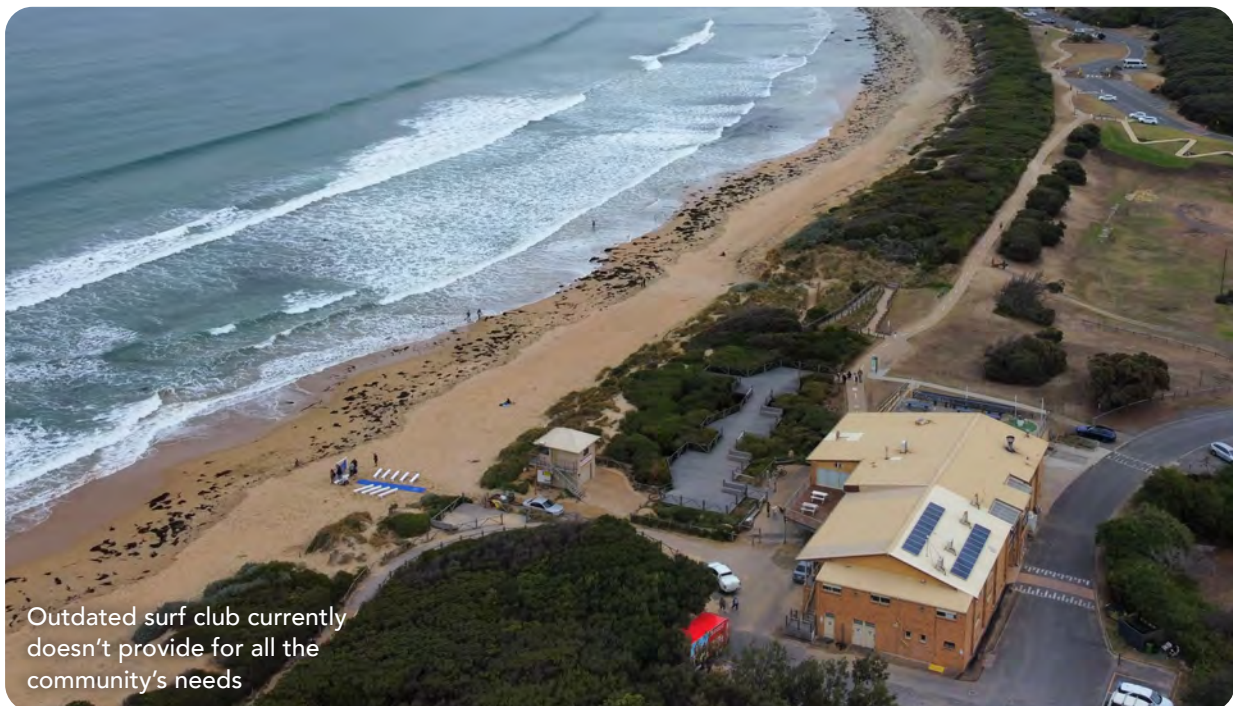
This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

Community Space + Culture

- Finding space for community gatherings and events.
- A lack of cultural immersion - tourists do not know/have a way of knowing about the Aboriginal history of the area.
- Lack of visible local art + culture along the foreshore.
- Lack of historical reference to the Port's history and shipwrecks within the Bay.
- Clarity around the future of the Breakwater. A need to repair/renovate/replace/remove the Breakwater was identified in the survey results.
- Location of the carnival, seen as an eyesore in the centre of the Foreshore. Several community responses proposed moving the carnival space to allow for other uses of the land during peak season.
- Outdated surfclub that doesn't provide sufficient space for community events.
- Difficult to access caravan parks due to price and bookings.



This information is provided from Warrnambool City Council



This information is provided from Warrnambool City Council

Water, Ecology, & Climate Change

- Understand why the build-up of seaweed is occurring and develop strategies to manage this throughout the entire year. This may include collecting and processing seaweed for use on gardens as a natural fertiliser. Explore options for removal of seaweed using a tractor. Also an opportunity for education on the ecological functions and benefits of seaweed on beaches and stabilising vegetation on primary dunes.
- Refine the vegetation management within the area. Some areas may be able to transition towards lower groundcover species or grasses that provide stabilisation whilst also allowing visual access to the ocean.
- Develop a pest management program to help control foxes, rats and rabbits within the Foreshore.
- Include signage promoting environmental sustainability and local wildlife considerations.
- Improve biodiversity outcomes on the foreshore.
- Increase resilience of the foreshore area to sea-level rise and future flood events.

Movement + Access

- Improve physical access to Foreshore through improved beach access structures (including for all abilities).
- Improve visual access to ocean through vegetation management.
- Improve sense of safety within the area by incorporating lighting.
- Provide gym equipment located along path network.
- Activate caravan park grounds during slower periods of tourism (open to public).
- Better connect Flagstaff Hill to the Foreshore to act as a gateway to the area.
- Include a separate bike path, or widened shared path.
- Improve views to the ocean through replanting strategies and management.
- Explore car-parking opportunities away from the Foreshore to open up public space. This would need to be done in conjunction with improving access for pedestrians and other transportation links.
- Improve boat ramp facilities to make it easier to use/less dangerous.
-

This information is provided from Warrnambool City Council

Tourism + Economy

- Explore opportunities to have an expanded events calendar that goes beyond holiday season (expand out to February and March).
- Include an entertainment area around the SLSC.
- Redevelop the SLSC to provide for a larger portion of the community and operate as the area for viewing the ocean.
- Develop a Destination Action Plan to put Warrnambool on the Great Ocean Road circuit.
- Explore spaces for food vans and other 'pop-up' food options during peak times.
- Investigate the provision of horse training facilities in other areas inland and limit access to the main beach.
- Create a multifaceted experience, the community suggested the incorporation of observation decks, native coastal gardens, spaces for yoga and meditation, and lighting installations to serve as iconic evening features. Also reading nooks, bird-watching hides, and a facility for penguin and seal viewing.
- Develop a centralised space for visitor information. This space would also serve as a platform for tourism operators to coordinate foreshore, water sports, events and beach activities.
- Leverage the geothermal hotsprings and provide a public water play area.
- Provide food environments that encourage healthy eating.

Community Space + Culture

- Relocate Carnival (possibilities include near the Mini Golf area) and better utilise the open space in the centre of the Foreshore.
- Develop the area around the SLSC to provide greater amenity to the community and become a multi-functional hub.
- Provide public art within the precinct. Some areas could include the old aquarium site, and along the main pathway.
- Improve community and tourist understanding of Eastern Maar culture and connection to Country. Support Eastern Maar to tell the stories of the area, the sea and land and acknowledge difficult truths.
- Develop a community stage or soundshell to host community events and serve as a central hub to the foreshore.
- Explore the development of an ocean pool. This would need to consider impacts on coastal dynamics and avoid impacting sand movement etc.
- Improve skatepark and provide a quality offering for young adults in the area.
- Improve and consolidate amenities within the area (toilets, seating, picnic/BBQ areas).

This information is provided from Warrnambool City Council

3.4 Strategic Ideas for the Foreshore

At the community and stakeholder workshops, locals came together to identify 8 big strategic ideas for the future of Foreshore. These have been generated by the community and consideration of stakeholder feedback. Implementation is subject to further detailed design and planning inline with the *Marine and Coastal Act 2018*.

01 Environmental Conservation and Enhancement:

- Protect and manage native vegetation, wildlife habitat, and sand dunes
- Improve biodiversity and ecological resilience
- Introduce eco-tourism opportunities

02 Ocean Connection and Views:

- Strategically manage vegetation to enhance ocean views
- Create viewing platforms and improved beach access for all abilities
- Encourage ocean engagement through activities and amenities

03 Community Facilities and Amenities:

- Upgrade and reconfigure the Surf Life Saving Club
- Improve public amenities such as toilets, seating, BBQ areas, and playgrounds
- Introduce an outdoor event space for community gatherings and performances

04 Heritage Celebration:

- Acknowledge and interpret Indigenous and maritime heritage
- Incorporate public art, signage, and cultural events



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05 Traffic and Parking Management:

- Address traffic congestion and parking issues during peak periods
- Explore sustainable transport options and improve circulation
- Provide overflow parking solutions

06 Accessibility and Inclusion:

- Ensure accessibility for all abilities through improved beach access and amenities
- Separate pedestrian and cyclist movements for enhanced safety
- Improve lighting and overall safety measures

07 Year-round Activation and Economic Opportunities:

- Promote year-round events, festivals, and markets
- Support and encourage local businesses
- Investigate the potential for new attractions and experiences

08 Open Space and Recreation:

- Introduce new recreational activities and facilities
- Enhance the overall landscape and visual appeal of the Foreshore
- Create inviting grassy areas for picnics and relaxation



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3.5 Vision + Principles

a way forward to 2040

The Warrnambool Foreshore is a treasured destination that celebrates its unique natural beauty, cultural heritage, rich history, and vibrant community spirit. It is a place where residents and visitors can immerse themselves in the coastal environment, engage in diverse recreational activities, and create lasting memories, all while fostering a deep appreciation for the delicate balance between human activities and the natural world.

The vision for the Warrnambool Foreshore is to enhance and protect its distinctive character while providing a range of inclusive and sustainable amenities that cater to the needs of all users. This will be achieved through sensitive design interventions that prioritise the preservation of native flora and fauna, tangible and intangible cultural heritage, improve accessibility and connectivity, and create inviting spaces for social interaction and relaxation, while also addressing the challenges posed by coastal vulnerability and climate change.



View looking South across SLSC

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The Warrnambool Foreshore will continue to evolve as a beloved destination that exemplifies the best of coastal living, community spirit, environmental stewardship and cultural engagement. By embracing a holistic approach that balances the needs of the community with the conservation of the coastal environment, the Foreshore will serve as a model for sustainable and resilient coastal management in the face of a changing climate.

This vision statement aims to strike a balance between the community's desires and aspirations for the Warrnambool Foreshore, as expressed in the engagement feedback, while also incorporating the important considerations of coastal vulnerability, climate change adaptation, and resilience. It emphasises the need for environmental conservation, sustainable tourism and recreation, and community stewardship, all while ensuring that the Foreshore remains a vibrant and accessible destination for all.

PRINCIPLES

Informed by cultural engagement, MACA and other relevant legislation and policies, the principles guide the delivery of the vision across five key areas, Environmental Stewardship, Ocean Views, Connectivity, Recreation and Tourism and Adaptive Design.

01 Environmental Stewardship

- Preserve and restore native flora, fauna, and coastal habitats
- Implement measures to mitigate coastal erosion and adapt to climate change impacts
- Promote environmental education and encourage sustainable practices

02 Ocean Views

- Enhance visual and physical connections to the ocean
- Create accessible and inclusive beach access points for all users
- Design spaces that celebrate the Foreshore's unique coastal character and heritage

03 Connectivity

- Create inclusive and accessible spaces that cater to the needs of all users
- Celebrate Indigenous and maritime heritage through art, signage, and cultural events
- Encourage community ownership, stewardship, and participation in coastal management

04 Recreation and Tourism:

- Provide a range of low-impact recreational activities and amenities
- Develop sustainable tourism practices that showcase the Foreshore's unique qualities
- Manage visitor impacts and align tourism activities with coastal conservation principles
- Provide a diversity of recreation opportunities across the day and evening

05 Adaptive Design:

- Employ sensitive design interventions that respect the Foreshore's distinctive character
- Prioritise the use of environmentally friendly materials and sustainable design practices
- Ensure that infrastructure and amenities are adaptive and responsive to the changing coastal environment
- Consolidate and rationalise uses/structures to ensure the protection of the foreshore environs

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4.0

Strategic Framework Plan

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4.1 Design Strategies

a way forward

THESE FOUR STRATEGIES APPLY EACH GUIDING PRINCIPLE TO THE SITE TO REBALANCE THE FUNCTIONS OF THE FORESHORE.

A Coastal Marine and Management Plan is recommended to provide direction on the future local management of the area. The following principles should also be considered in developing the CMMP and informed by cultural engagement.

Environment Stewardship: Protect and enhance the natural coastal environment through targeted initiatives that improve ecological values and resilience.

Ocean Views: Strengthen visual and physical connections between the Warrnambool Foreshore and the ocean, promoting seamless integration with the city centre.

Recreation and Tourism: Showcase and leverage the exceptional recreation opportunities offered by the Warrnambool Foreshore while prioritising sustainable tourism practices and managing visitor impacts.

Connectivity: Improve physical and cultural connections to create a cohesive network of vibrant, accessible spaces along the Warrnambool Foreshore, linking key activation points and destinations.

Adaptive Design underpins all aspects of the Warrnambool Foreshore's development and management, ensuring that the site is able to respond and adapt to the changing needs of the community and the environment over time. Flexible and modular design elements that can be easily modified or re-purposed as required, as well as sustainable and resilient materials and construction techniques, will be incorporated. The strategy also recognises the importance of ongoing monitoring and evaluation, allowing for the continuous refinement and improvement of the foreshore's design and management in response to emerging challenges and opportunities. By embracing an adaptive approach, the Warrnambool Foreshore will be well-positioned to thrive in the face of future uncertainties and change.

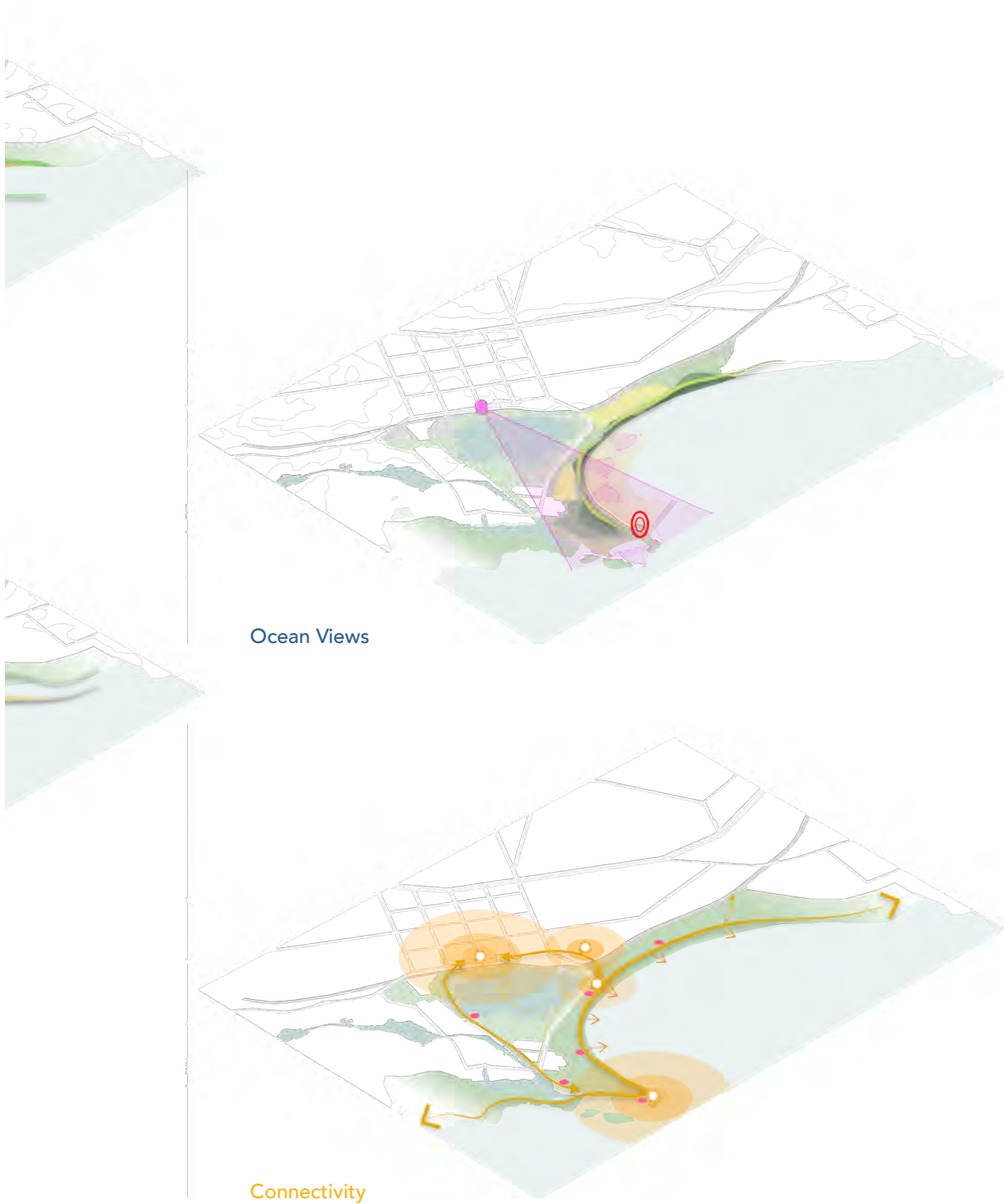


Environmental Stewardship



Recreation and Tourism

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4.2 Environmental Stewardship

protecting and enhancing nature

Environment Stewardship prioritises the protection and enhancement of the natural coastal environment.

Targeted revegetation efforts will focus on indigenous plant species well-adapted to local conditions, providing crucial habitat for native fauna.

Increasing the foredune and allowing coastal processes to shape the foreshore where feasible will significantly improve the coastline's resilience to climate change hazards, such as sea-level rise and storm surges.

The strategy also aims to enhance the site's ecological values by creating a more diverse and interconnected network of coastal habitats, supporting a wide range of species and promoting biodiversity conservation.

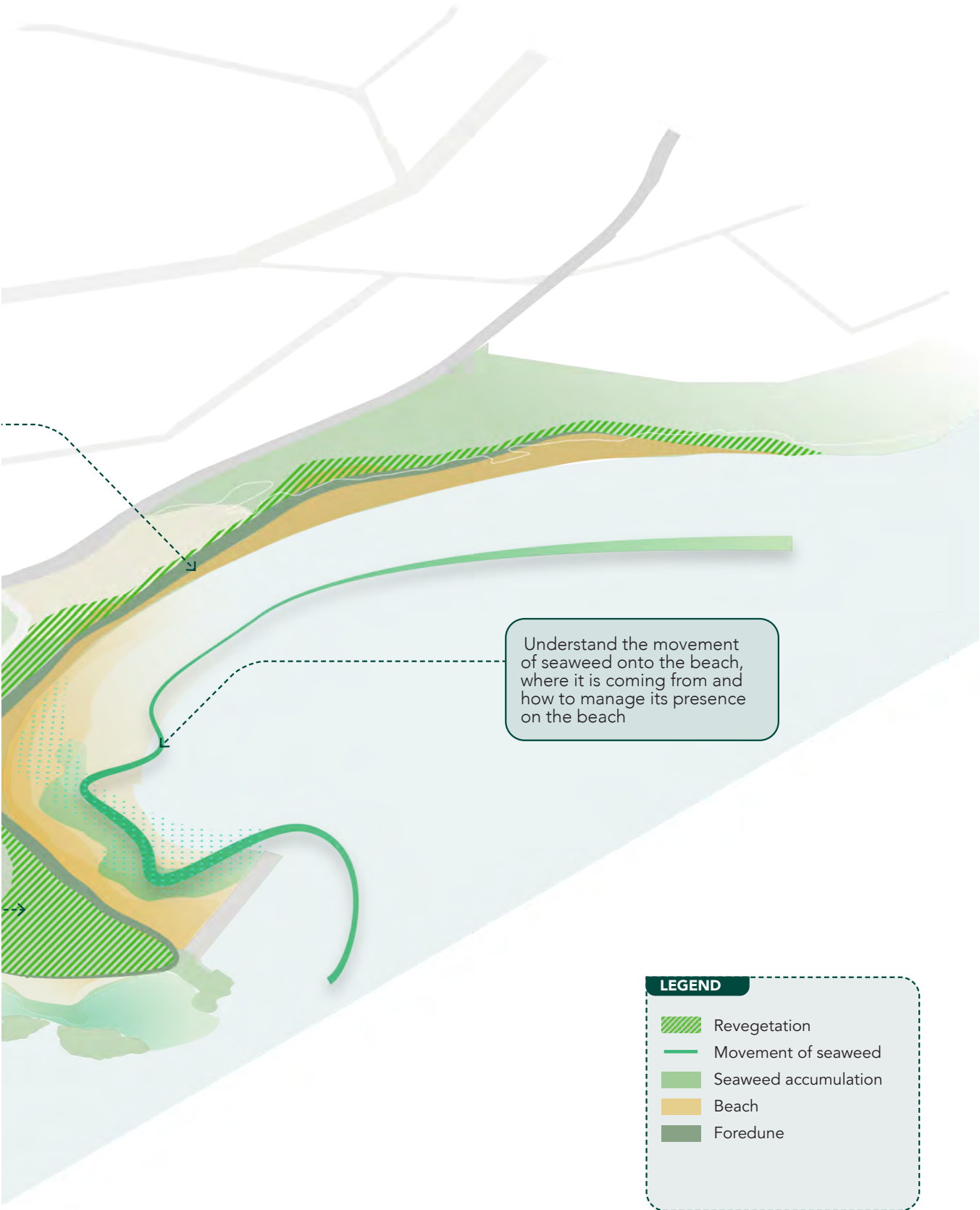
Strengthen foredune to improve coastal resilience into the future

Stronger pest management activities within the area to control rats, rabbits, and foxes

Audit vegetation to define what is indigenous to this area and plan to replace non-endemic vegetation and maintain it until it is well established.

Support ecologies and dunal system through revegetation projects

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4.3 Ocean Connectivity

strengthening coastal connections

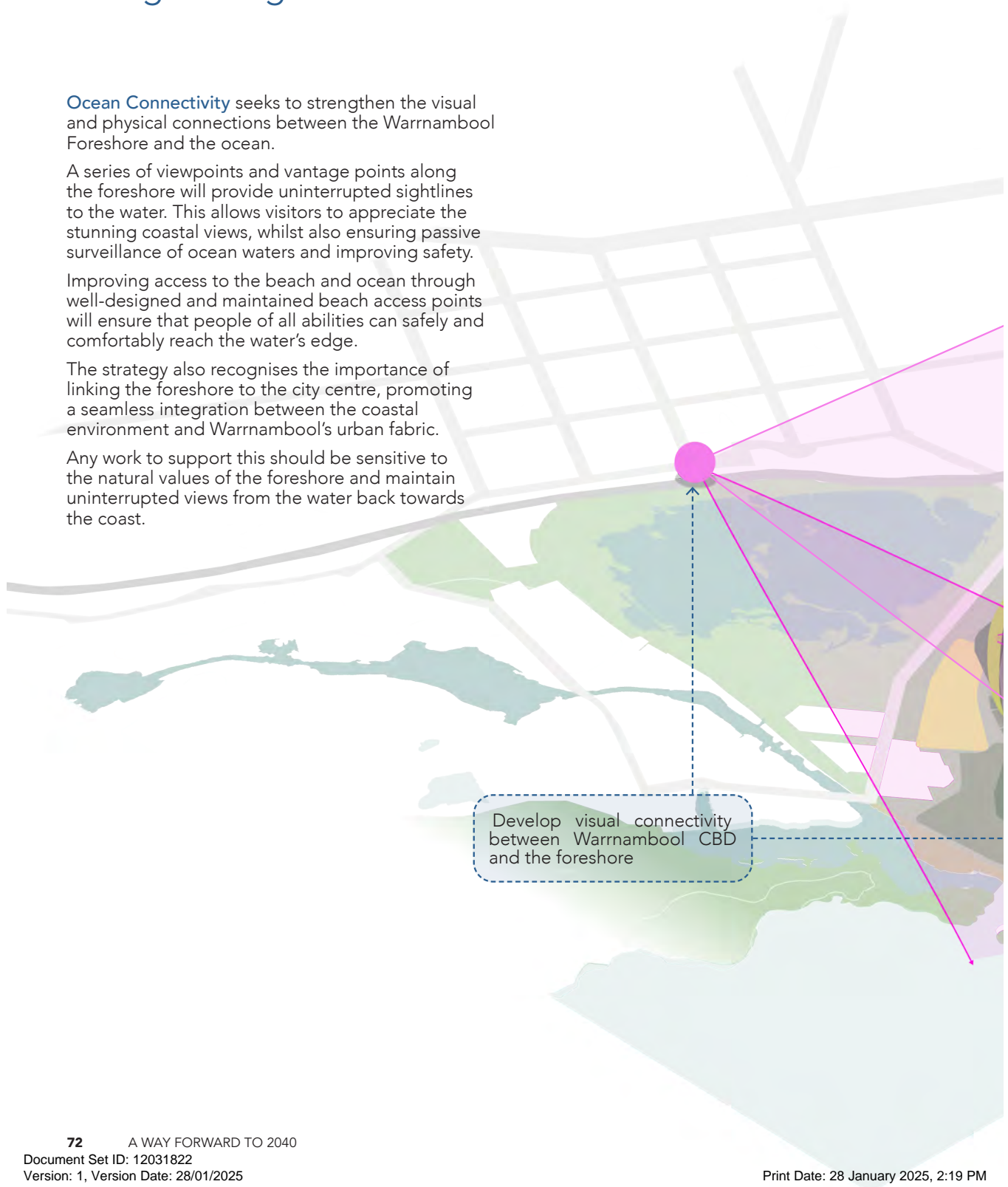
Ocean Connectivity seeks to strengthen the visual and physical connections between the Warrnambool Foreshore and the ocean.

A series of viewpoints and vantage points along the foreshore will provide uninterrupted sightlines to the water. This allows visitors to appreciate the stunning coastal views, whilst also ensuring passive surveillance of ocean waters and improving safety.

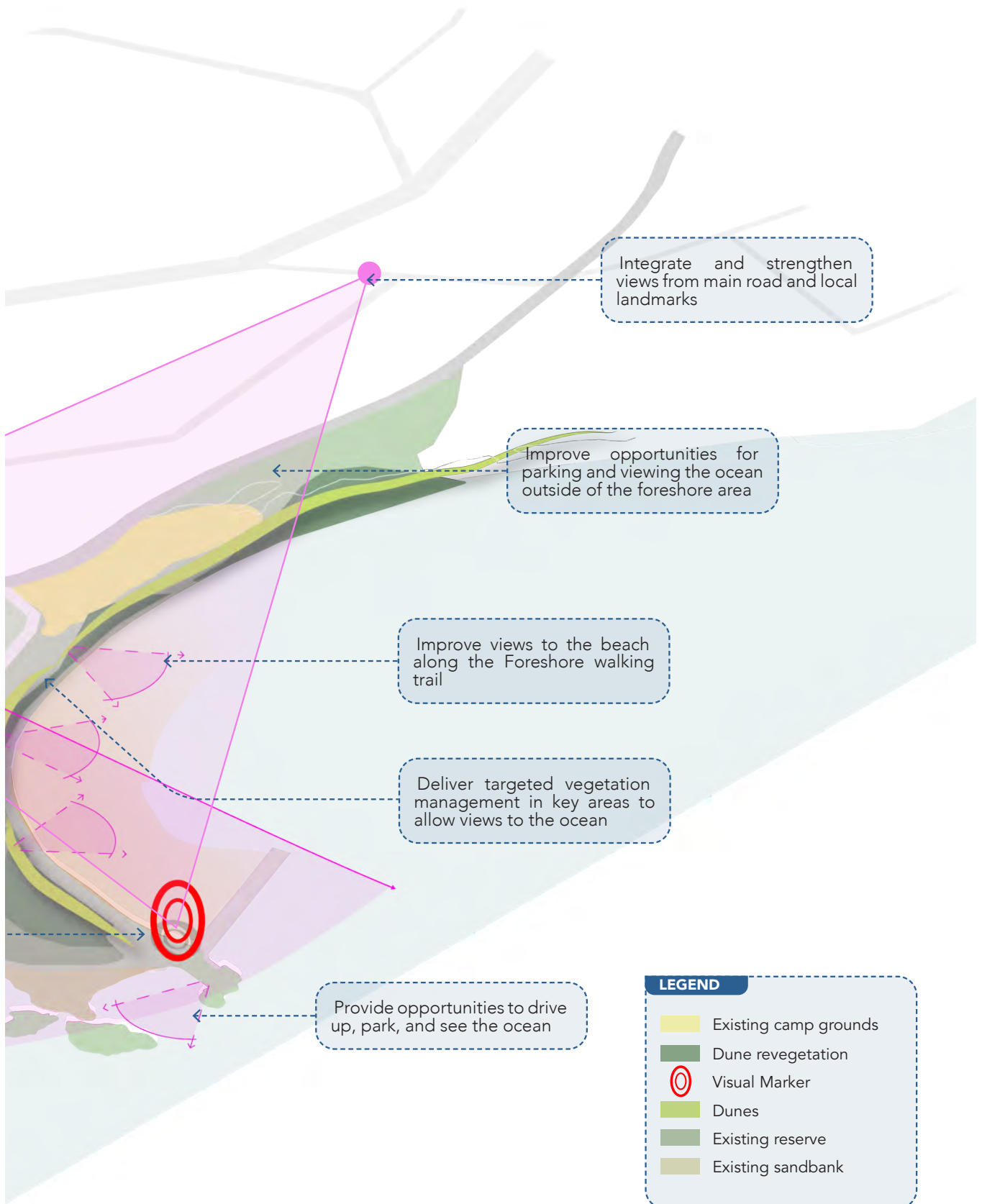
Improving access to the beach and ocean through well-designed and maintained beach access points will ensure that people of all abilities can safely and comfortably reach the water's edge.

The strategy also recognises the importance of linking the foreshore to the city centre, promoting a seamless integration between the coastal environment and Warrnambool's urban fabric.

Any work to support this should be sensitive to the natural values of the foreshore and maintain uninterrupted views from the water back towards the coast.



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4.4 Recreation and Tourism

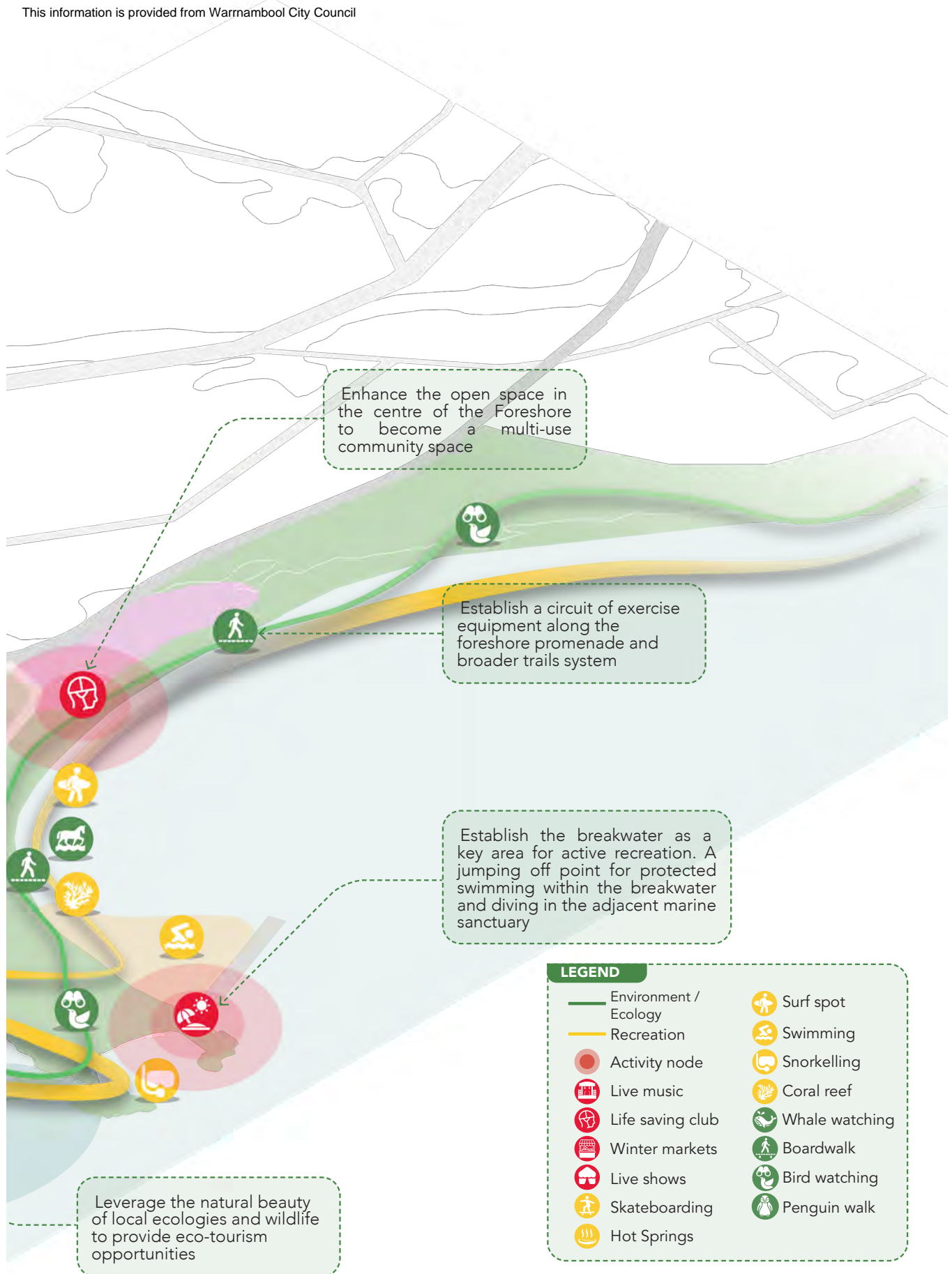
balancing enjoyment and conservation

Any additional infrastructure needs to be considered adaptive and resilient to forecast sea-level rise.

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4.5 Connectivity

fostering belonging and participation

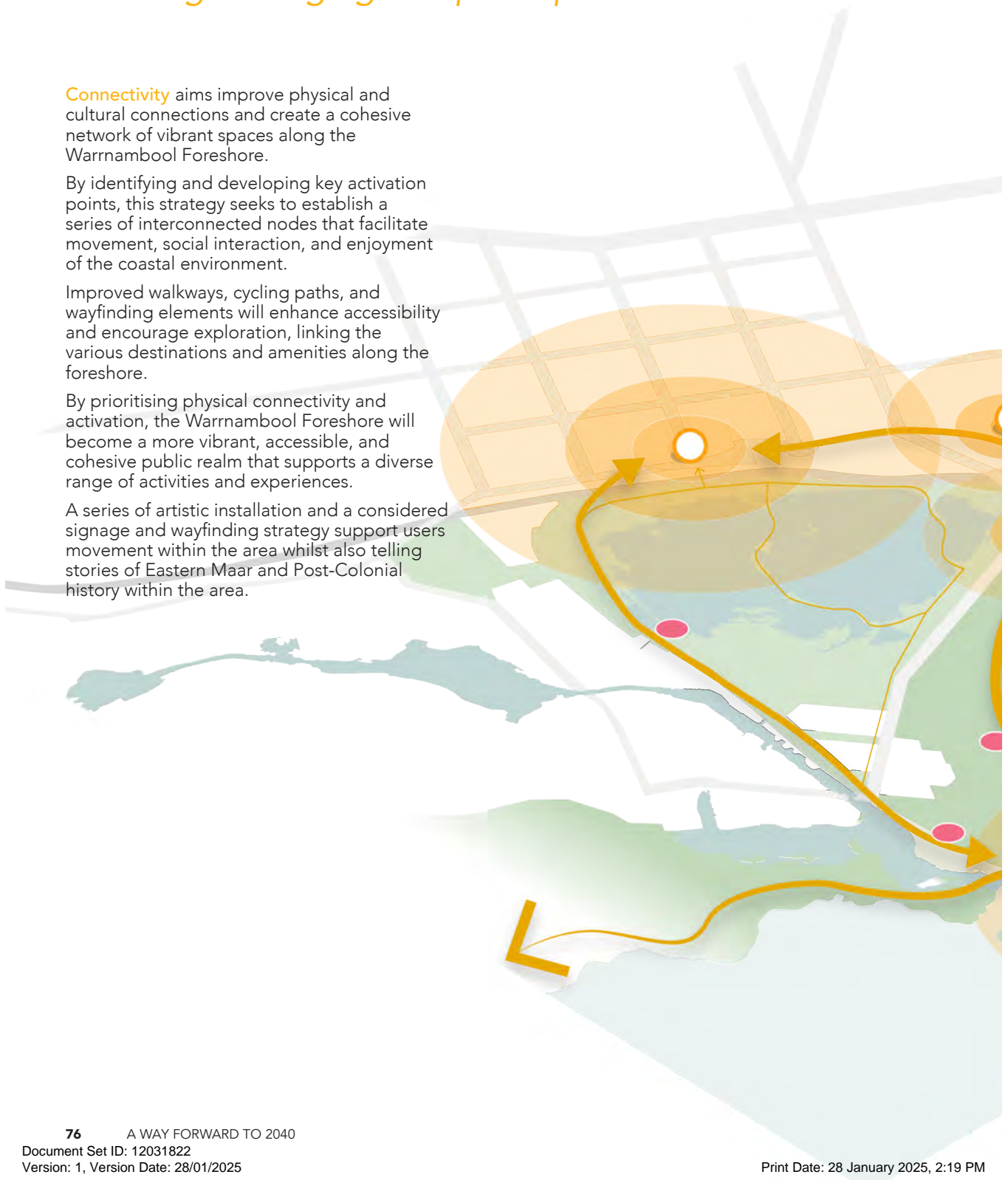
Connectivity aims improve physical and cultural connections and create a cohesive network of vibrant spaces along the Warrnambool Foreshore.

By identifying and developing key activation points, this strategy seeks to establish a series of interconnected nodes that facilitate movement, social interaction, and enjoyment of the coastal environment.

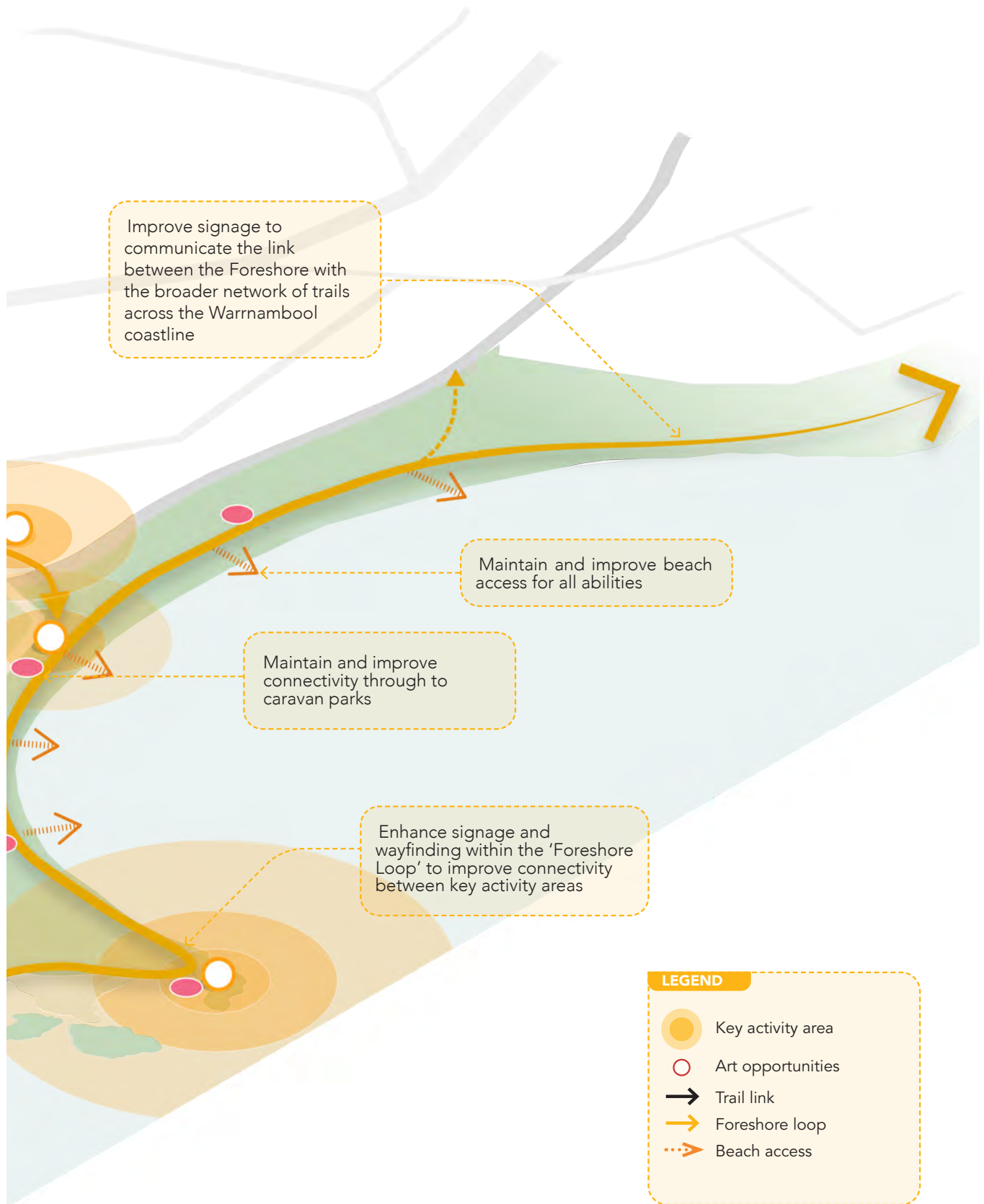
Improved walkways, cycling paths, and wayfinding elements will enhance accessibility and encourage exploration, linking the various destinations and amenities along the foreshore.

By prioritising physical connectivity and activation, the Warrnambool Foreshore will become a more vibrant, accessible, and cohesive public realm that supports a diverse range of activities and experiences.

A series of artistic installation and a considered signage and wayfinding strategy support users movement within the area whilst also telling stories of Eastern Maar and Post-Colonial history within the area.



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4.6 Foreshore Strategic Framework Plan

The strategic priorities are staged across three distinct phases, ensuring a well-coordinated and sustainable approach to the foreshore's transformation. This framework plan does not provide approval of the strategic priorities. Detailed analysis and approval of each of these strategic priorities is required.

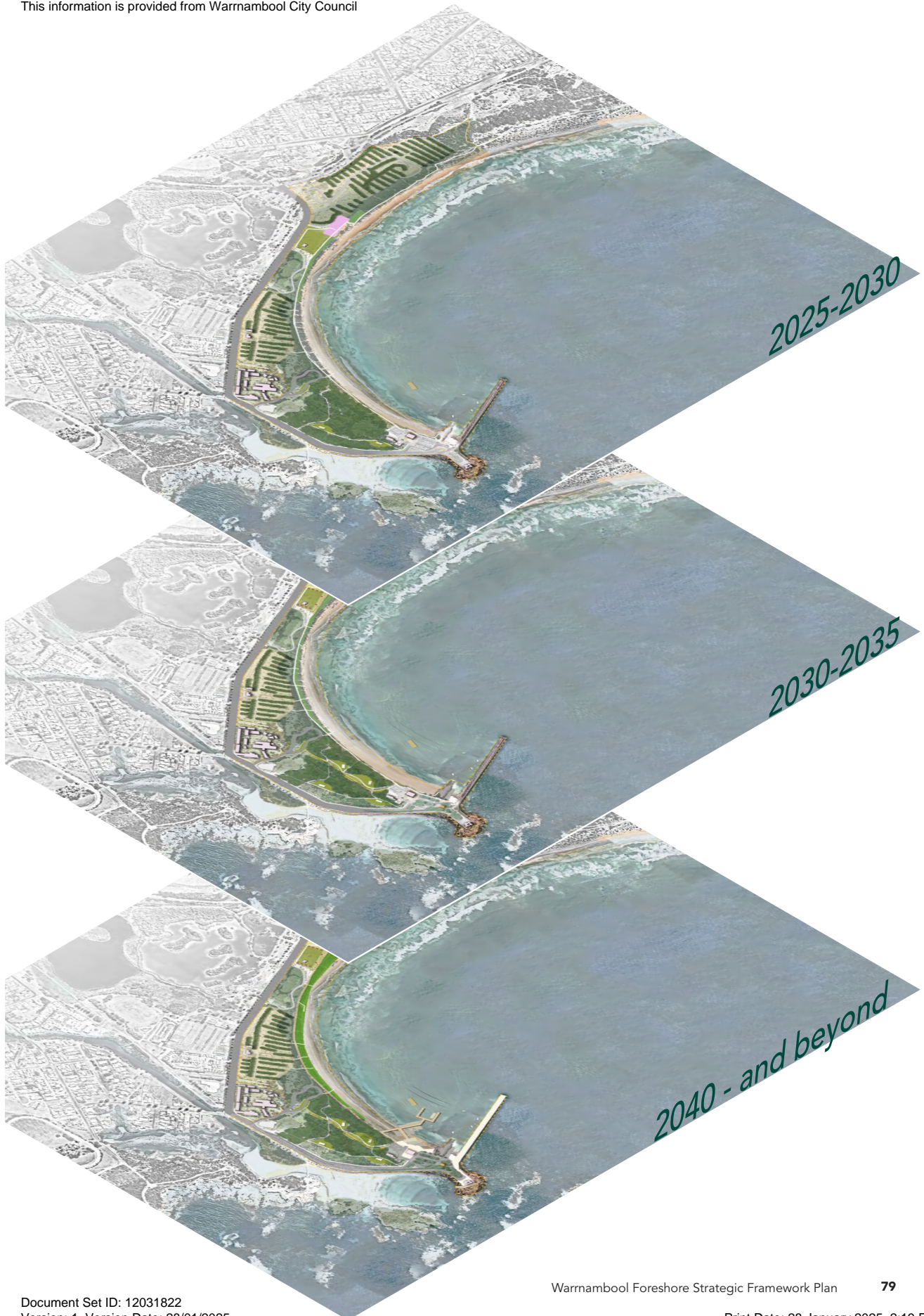
The first phase, spanning from 2025 to 2030, lays the groundwork for the project by focussing on essential upgrades and enhancements to the foreshore's wayfinding, signage, and the introduction of local art. This phase sees the implementation of key design elements, such as a small section of raised boardwalk system, which will improve accessibility, safety, and visual connectivity to the ocean. The initial stage will also prioritise the restoration and stabilisation of the dune system, as well as exploring options to formalise what is currently known as 'the carnival space' into a "Village Green".

Building upon the progress made in the first phase, the second phase (2030-2035) concentrates on further developing the foreshore's recreational offerings and ecological resilience. This stage will introduce additional amenities and attractions that cater to a wide range of user groups, while also expanding the biodiversity corridors and native vegetation throughout the site. This phase introduces a seabath within the protected waters of the breakwater and explores options for capturing and utilising the foreshore's seaweed. It also proposes the initial reconfiguration within the harbour area to facilitate horse training and minimise clashes between users.

Looking ahead to 2040 and beyond, the third phase sees an extension to the raised boardwalk along the entire foreshore area. This allows for separation of users, clear views to the ocean, increased feelings of safety, and the ability for revegetation works to take place beneath the structure. A series of boardwalks and a seabath are also proposed within the harbour area, taking advantage of the calmer waters and developing the harbour area as a key tourist and recreation hub.



This information is provided from Warrnambool City Council



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Phase 01 - 2025-2030

Explore opportunities for greater utilisation of Shipwreck Bay Holiday Park during the off-season

Permeable surface applied to current informal parking area with WSUD integrated

Revegetation works to improve biodiversity and inclusion of gravel path network.

Picnic spaces nestled within the rejuvenated heathland

Parking reconfigured to allow for views to Stingray Bay from parking spaces.

Staged vegetation management to improve biodiversity, user safety, and views to the ocean.

Install beach showers along the foreshore at main entrance points. Explore options for geothermally heated water usage

Floating pontoon installed in calmer waters to promote ocean swimming in the area.

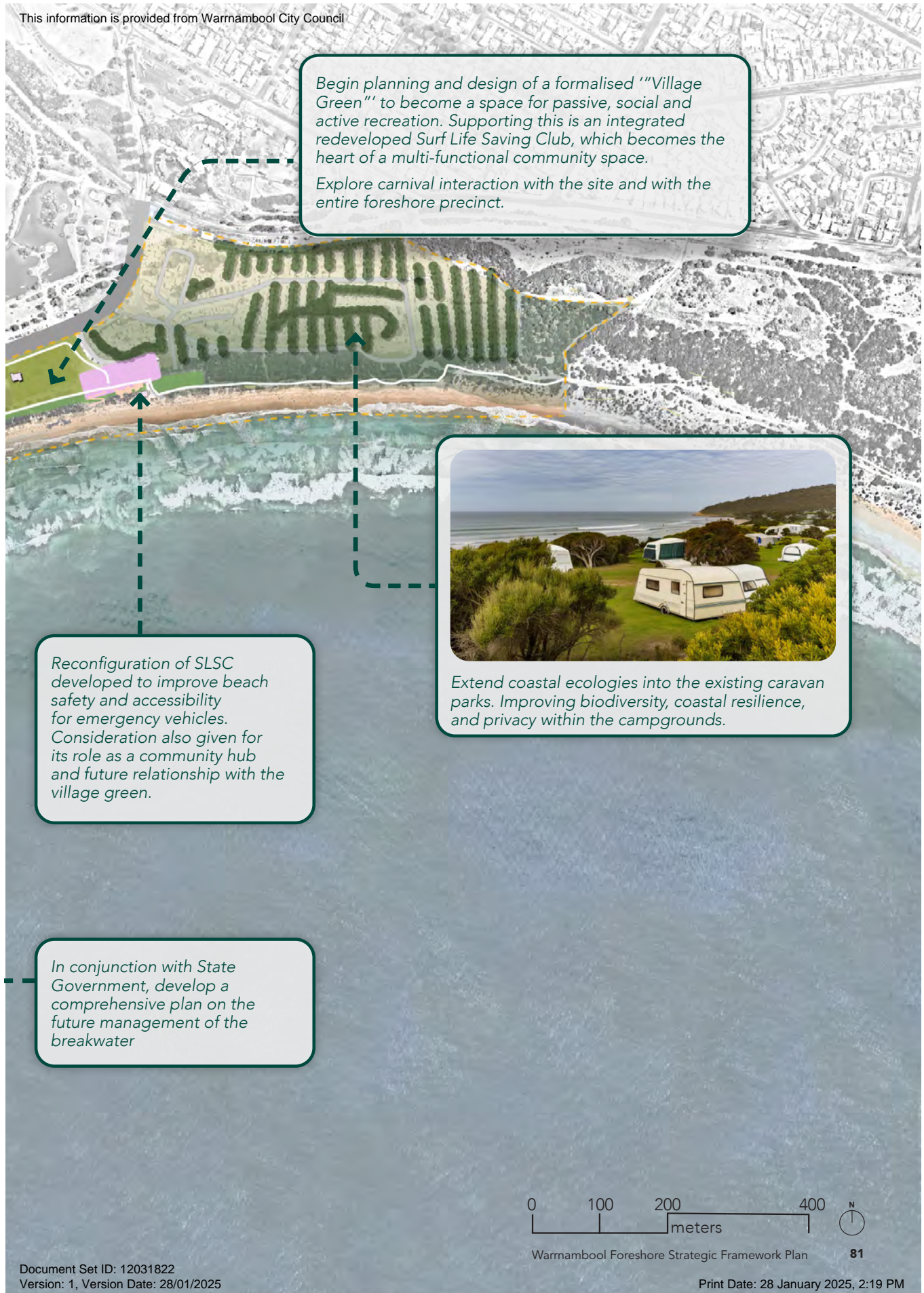
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Vegetation Management

Phase 01 - Phase 03

Vegetation management is a key issue within the Foreshore. Large areas of the Foreshore are dominated by Coast Tea-tree (*Leptospermum laevigatum*). Although not indigenous to the area and with a propensity to create a monoculture (Lyne, 1996), it provides an important value as a dune stabiliser and the creation of woody habitat.

For human users of the Foreshore, the rampant growth of the Coast Tea-tree impedes views to the ocean from the pathway. The dense vegetation also impedes views along and into the pathway, create a sense of unsafety.

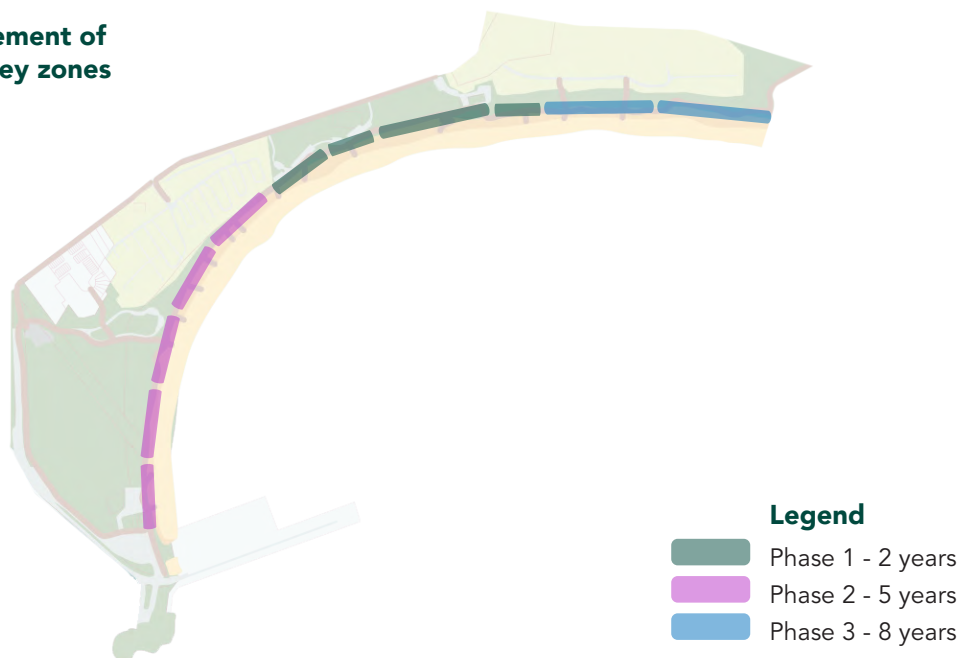
The plan proposes the strategic removal and revegetation of the dunal vegetation with low growing species on the seaward side of the path system. This aims to both allow views and a sense of safety, whilst also improving the biodiversity within the dunal ecology.

The diagram below shows where vegetation management should take place in the initial phase. This is associated with the highest use areas around the SLSC and McGennan's Carpark. Phase 2 proposes management extends along the pathway towards the breakwater. Whilst Phase 3 is continued toward Moyjil/Point Richie.

The series of typical cross-sections on the adjacent page highlight how this can take place over a period of years. This ensures that the dune remains stable, the quality of the vegetation and biodiversity is improved, and views are improved.

Further development of the vegetation management strategy should be contained within a Coastal and Marine Management Plan and consider lessons from Warrnambool City Council's previous vegetation management plans *Warrnambool Coast Vegetation Management Plan* (Biosis Research, April 2012) and *Warrnambool Coast Native Vegetation Precinct Plan* project (Beacon Ecological, c. 2020).

Staged management of vegetation in key zones



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Current



2025 - 2027

Targeted removal of some large species allows light into the understory and the establishment/ planting of shrubs and groundcovers.



2027 - 2030

As the understory matures, Coast Tea-Tree is removed from the seaward side of the pathway.



2040 -

The understory has matured here and a raised path system is proposed to allow for the establishment of vegetation below. This also provide space for a growing dune system.



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Actions Phase 01

This framework plan does not provide approval of the strategic priorities. Detailed analysis and approval of each of these strategic priorities is required.

Action	Description
General	
1.	Improved signage and wayfinding implemented along the foreshore, telling stories of the foreshore. Engagement with Eastern Maar required to understand what stories want to be shared within the area.
2.	Explore opportunities for a free park-and-ride shuttle service connecting the Breakwater, the "Village Green", Lake Pertobe, Flagstaff Hill and the CBD.
3.	Staged vegetation management to improve biodiversity, user safety, and views to the ocean.
4.	Extend coastal ecologies into the existing caravan parks. Improving biodiversity, coastal resilience, and privacy within the campgrounds.
5.	Explore opportunities for greater utilisation of Shipwreck Bay Holiday Park during the off-season.
6.	Ensure emergency vehicle access for the Lake Pertobe and Foreshore area are considered with future traffic management planning.
7.	Install beach showers along the foreshore at main entrance points. Explore options for geothermally heated water usage
8.	Explore improved lighting options along the Foreshore Promenade that also minimises wildlife disturbance.
9.	Establish a circuit of exercise equipment along the foreshore promenade and broader trails system
"Village Green" Area	
10.	Begin planning and design of a formalised "Village Green" to become a space for passive, social and active recreation. Supporting this is an integrated redeveloped Surf Life Saving Club, which becomes the heart of a multi-functional community space. Explore carnival interaction with the site and with the entire foreshore precinct.
11.	Reconfiguration of SLSC developed to improve beach safety and accessibility for emergency vehicles. Consideration also given for its role as a community hub and future relationship with the "Village Green".
12.	Explore opportunities for tour bus parking and flexible use of the village green for overflow parking during specific events

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Action	Description
Breakwater Area	
13.	Permeable surface applied to current informal parking area with WSUD integrated
14.	Revegetation works to improve biodiversity and inclusion of informal path network.
15.	Picnic spaces nestled within the rejuvenated heathland
16.	Parking reconfigured to allow for views to Stingray Bay from parking spaces.

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Phase 02 - 2030



Seaweed capture lines provide a dual opportunity to provide an economic outcome from the challenge of excess seaweed, whilst also removing it from the swimming area.

Gravel road through rejuvenated bushland provide improved access and additional low-impact parking areas.



Sculptural element incorporating stories of Country as a beacon for the Foreshore and providing visual connection to the township.

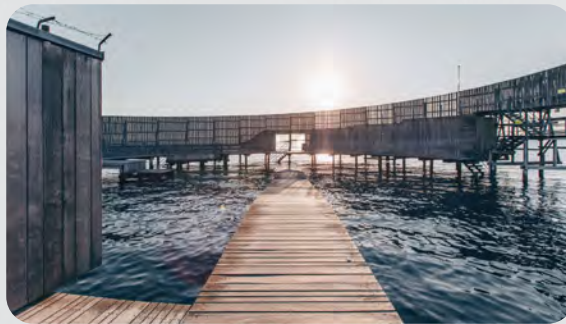
Beach access improved as per the 2022 Warrnambool Beach Access Strategy

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"Village Green" established to provide a central space on the Foreshore for community events. This can also be used as overflow parking when required for beach events.



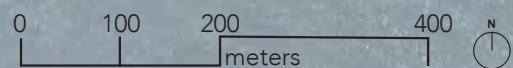
There is a history of swimming in the protected waters provided by the Breakwater. The image here shows the underlying geology which is now largely covered by sand, only exposed following large storm events.



Begin planning and design of a seabath within the protected waters of the breakwater. This could also provide a space for the collection of seaweed to support local business opportunities.

Continuing on from the first stage of upgrades completed in 2022 and subject to funding approvals, explore future stages to the harbour area in line with the Harbour Masterplan (2018), including the upgrade to a 3 lane boat launch area.

Explore opportunities for the reuse of aquarium structure to improve amenity and support the pedestrian activation of this area.



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Phase 02 - 2030

Central to the proposal is the conversion of the current open space area into a "Village Green". This will provide a flexible community space to hold local events and festivals throughout the year. Through its integration with the Surf Life Saving Club, it also serves as an entry point onto Warrnambool Main Beach.

The below section shows the relationship between the "Village Green", a proposed raised boardwalk, which extends past the Surf Life Saving Club (SLSC), and the main beach. The proposal suggests integrating the boardwalk into the second level of the SLSC, creating an open, elevated space that offers stunning views of the sea and the community space behind the dune.



Village Green to Main Beach Concept (subject to approval)

Section A 1:500 at A3

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Phase 02 - 2030

There is an opportunity to explore the introduction of a seabath in this area provides a space for protected ocean swimming.

The area between the harbour and Worm Bay carparking is improved through revegetation works focused on increasing biodiversity within the area. A gravel road connection is introduced between the harbour and Worm Bay carparking area to provide improved circulation and emergency access. Areas of low-impact car parking are proposed off of this gravel road to provide access to the trail network, picnic areas, and the beach.

Furthermore, the design also incorporates fingers of vegetation extending from the dunal system into the neighbouring land uses, particularly the caravan parks. These green corridors are intended to boost biodiversity along the foreshore by creating a more seamless integration between the coastal ecosystem and the surrounding built environment.

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Actions Phase 02

This framework plan does not provide approval of the strategic priorities. Detailed analysis and approval of each of these strategic priorities is required.

Action	Description
General	
1.	Beach access improved as per the 2022 Warrnambool Beach Access Strategy
2.	Explore opportunities for improving tour bus pick-up and drop-off locations adjacent to the Foreshore activity zones.
3.	Develop pest control strategy for the foreshore area initially targeting rabbits, foxes, and rats.
4.	Explore opportunities to upgrade skatepark create an activated space
"Village Green" Area	
4.	"Village Green" established to provide a central space on the Foreshore for community events. This can also be used as overflow parking when required for beach events.
5.	Development of a "Village Green" to become the heart of the foreshore and integrate with a redeveloped SLSC to provide a clear entrance to Warrnambool's main beach.
6.	Reconfigured SLSC integrates with raised boardwalk and forms a central part of the community open space area.
7.	Raised boardwalk implemented in stages providing views above vegetation, improving passive surveillance, and allowing revegetation to take place below.
8.	Consult with local businesses and explore opportunities for expansion (e.g. the Kiosk) and careful consideration of operating hours, viability of any new food options.
Breakwater Area	
8.	Begin planning and design of an seabath within the protected waters of the breakwater. This could also provide a space for the collection of seaweed to support local business opportunities.
9.	Seaweed capture lines provide a dual opportunity to provide an economic outcome from the challenge of excess seaweed, whilst also removing it from the swimming area.
10.	Gravel road through rejuvenated bushland provide improved access and additional low-impact parking areas.
11.	Sculptural element incorporating stories of Country as a beacon for the Foreshore and providing visual connection to the township.

This information is provided from Warrnambool City Council

Action	Description
Breakwater Area	
12.	Continuing on from the first stage of upgrades completed in 2022 and subject to funding approvals, explore future stages to the harbour area in line with the Harbour Masterplan (2018), including the upgrade to a 3 lane boat launch area.
13.	Explore opportunities for the reuse of aquarium structure to improve amenity and support the pedestrian activation of this area.
14.	Revegetation works and expanded trail network with picnic and recreation areas
15.	Picnic spaces nestled within the rejuvenated heathland
16.	Planning and design of future seabath providing protected swimming and reintroduction of rock pools for habitat creation

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Phase 03 - 2040 and beyond



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Phase 03 - 2040 and beyond

The proposed activity node on the point within the Warrnambool Foreshore aims to enhance the existing natural beauty and recreational opportunities of the area while addressing current limitations. Presently, the site is characterised by a dominant car park and minimal pedestrian amenities, yet it continues to attract visitors drawn to its stunning surroundings.

The introduction of seabaths will provide a unique and inviting experience for swimmers, allowing them to enjoy the calm, protected waters created by the breakwater. The incorporation of an seabath will further expand swimming opportunities, offering a safe and accessible option for visitors of all ages and abilities.

To improve the overall ambiance and functionality of the space, the plan proposes the integration of additional planting within the car park. This strategic landscaping will serve as a natural wind-break, creating a more comfortable environment for visitors while also enhancing the aesthetic appeal of the area.



Raised boardwalk concept
Section B 1:500 at A3

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Actions

Phase 03

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Action	Description
General	
"Village Green" Area	
1.	Explore impacts of sea-level rise and flooding on Pertobe Road and how this may impact access to the Foreshore.
Breakwater Area	
2.	Sea baths provide an opportunity to swim within the protected waters of the Bay. They offer accessibility to deeper water swimming throughout the year and help to avoid the built up seaweed on the shoreline. Further studies required to determine future balance between horse training and public use in the area.
3.	Parking reconfigured in line with harbour masterplan with additional planting inbetween bays to provide wind protection
4.	Decking and lookout point near old aquarium providing a connected circulation for pedestrians
5.	Facilities provided to improve access to dive sites for diving and snorkelling activities
6.	Creation of 'safe' spaces for sea life to improve biodiversity in the area
7.	Seabaths provide a lighter touch option for protected swimming
8.	Sculptural element providing visual connectivity to the CBD area
9.	Path network is extended to include the Old Aquarium with a lookout point.

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Implementation

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5.1 Implementation Strategy

This Framework Plan aims to provide guidance on the future development of the Foreshore. This section outlines the next steps towards achieving the vision and concepts outlined within this document. It also provides a series of principles to guide the development of specific areas within the Foreshore to ensure that they comply with the Marine and Coastal Act and aid in the planning application process.

Below are two overarching principles that should guide all projects within the foreshore, whilst the following pages outline project specific considerations.

All proposed implementation pathways and strategic opportunities are subject to funding and approval.

Overarching Principles

- 1 Engage early with Eastern Maar on tangible and intangible heritage values relevant to place. All projects should also seek to avoid extinguishment of Native Title.
- 2 All projects should respond to current and future climate conditions

Planning Scheme Amendment Recommendation:

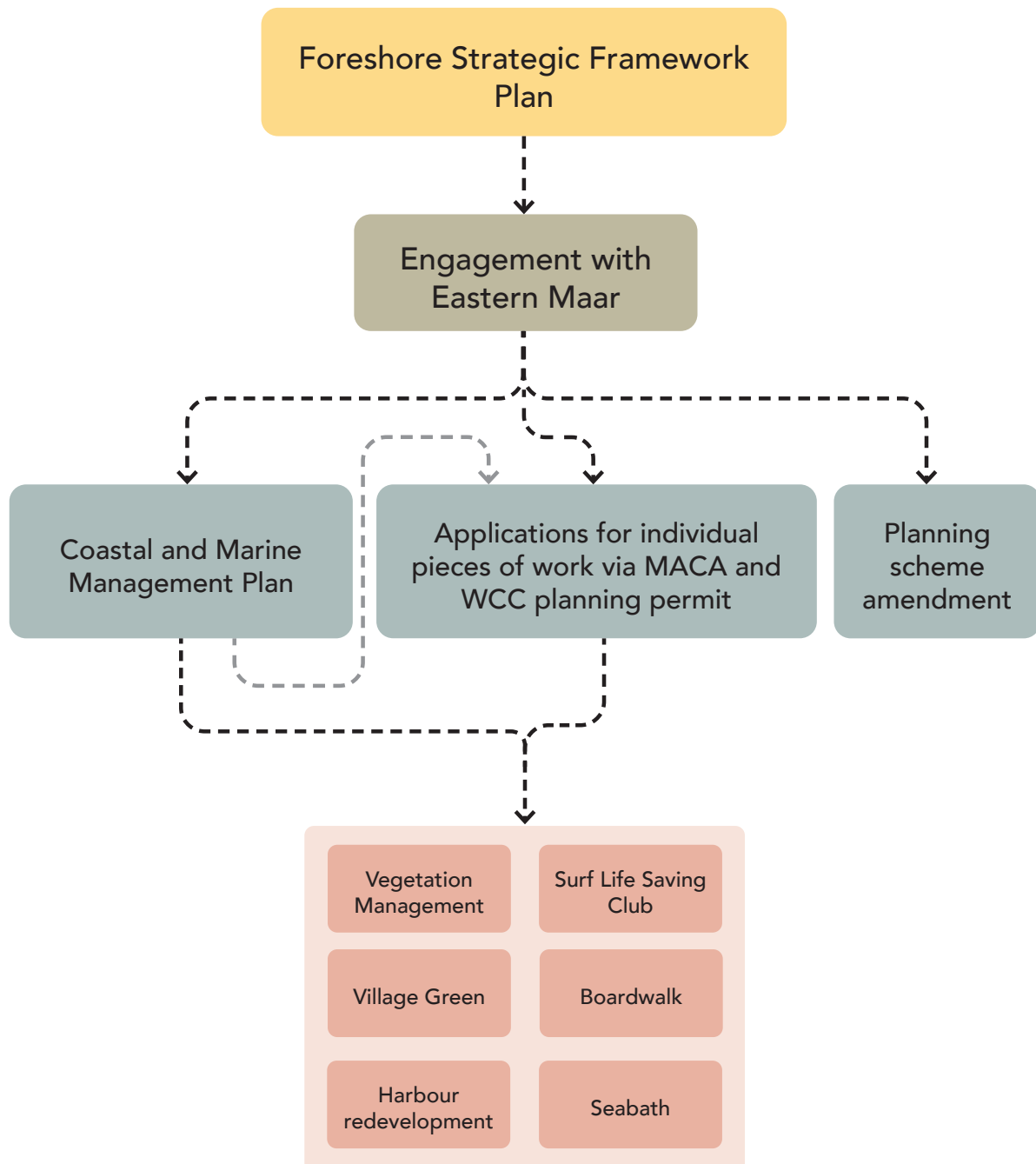
Implement a new planning policy into the Warrnambool Planning Scheme. The purpose of the amendment is to provide statutory support for the Warrnambool Foreshore Framework Plan.

The new local planning policy at Clause 12.02 'Warrnambool Foreshore' including the key principles in the Warrnambool Foreshore Framework Plan and a map of the study area. The purpose of the new policy is to guide future use and development in the area. The Warrnambool Foreshore Framework Plan will be a Reference Document in the Planning Scheme.

Coastal Marine and Management Recommendation:

Prepare a Coastal and Marine Management Plan (CMMP) to provide direction of the management of the Warrnambool Foreshore Framework area. This should also include a Coastal Hazard and Resilience Plan within it.

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5.2 Vegetation Management

Vegetation Management is a key initiative within the Warrnambool Foreshore Framework Plan, addressing the complex balance between ecological health, coastal protection, and community needs. It aims to enhance the foreshore's natural environment while improving the experience for visitors and residents alike.

Currently, large areas of the foreshore are dominated by Coast Tea-tree (*Leptospermum laevigatum*), which, while effective in stabilising dunes, impedes ocean views and creates safety concerns along pathways. The Plan proposes a strategic approach to managing vegetation, with the goal of improving biodiversity, enhancing views, and increasing safety without compromising the dune system's integrity (outlined on page 82 and 83).

Implementation of this project should be carried out in phases, starting with high-use areas around the Surf Life Saving Club and McGennan's Carpark, and gradually extending along the foreshore

Further development of the vegetation management strategy should be contained within a Coastal and Marine Management Plan and consider lessons from Warrnambool City Council's previous vegetation management plans *Warrnambool Coast Vegetation Management Plan* (Biosis Research, April 2012) and *Warrnambool Coast Native Vegetation Precinct Plan* project (Beacon Ecological, c. 2020).

Detailed analysis and approval of each of these strategic priorities is required.

Key Principles

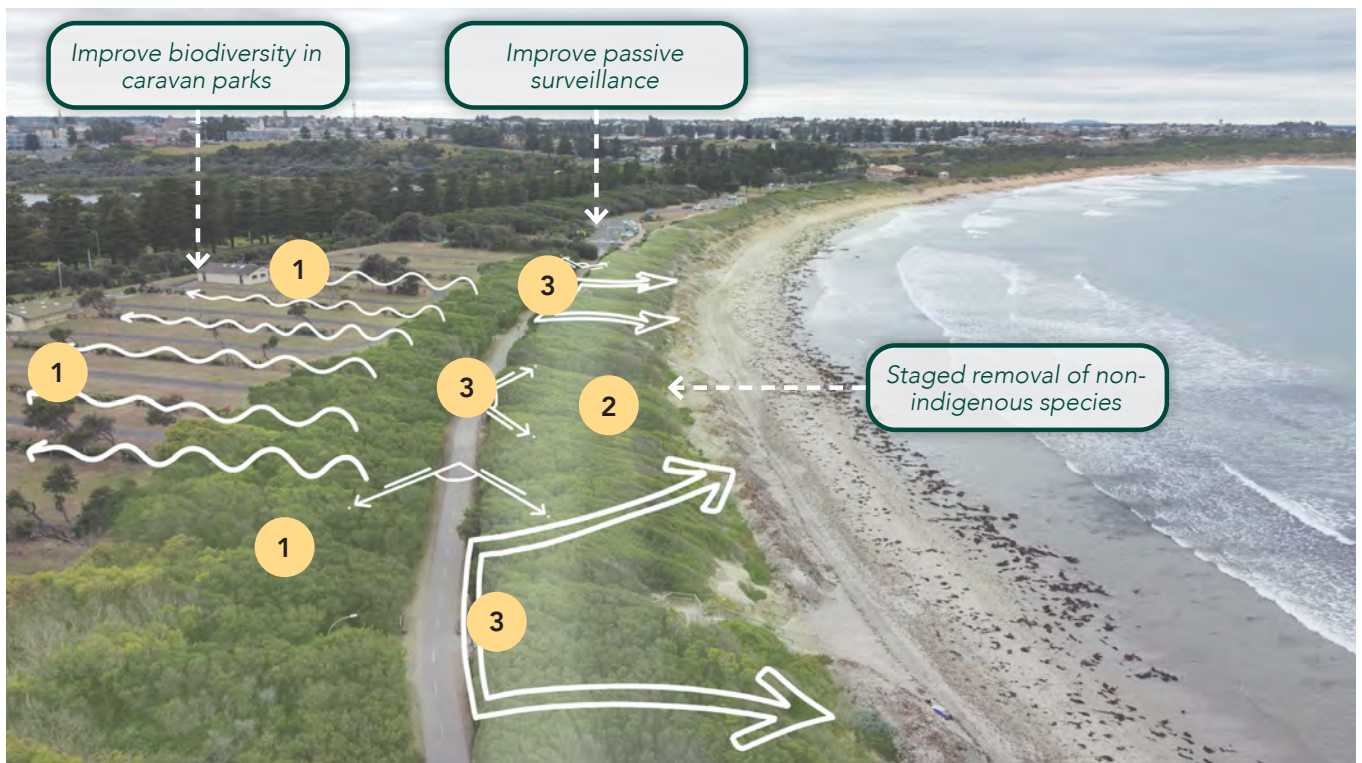
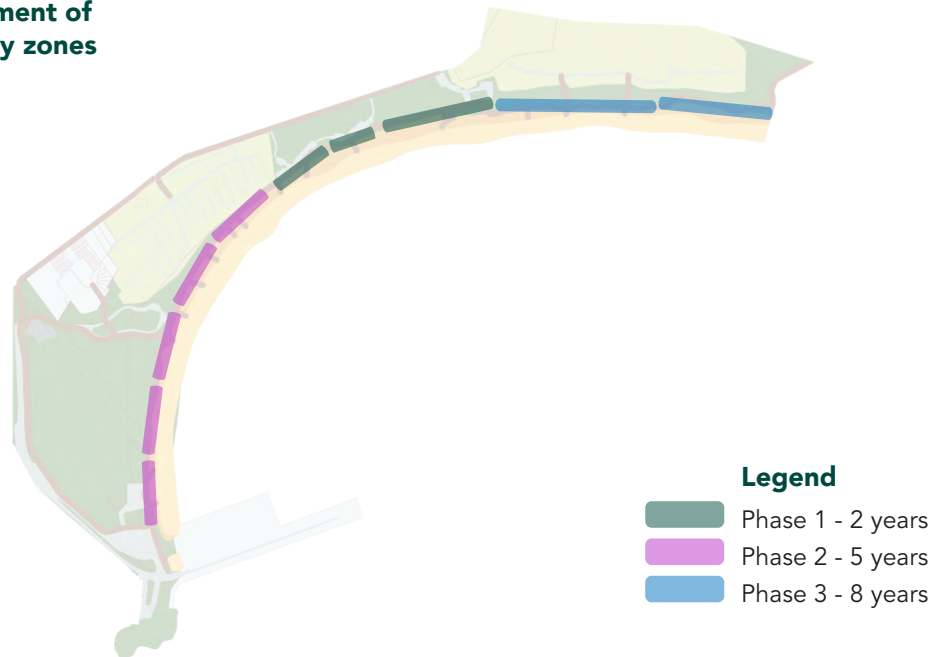
- 1 *Improve biodiversity of indigenous species*
- 2 *Staged removal of non-indigenous species (such as Coast Tea-Tree) and replenishment of indigenous biodiversity*
- 3 *Improve passive surveillance of the promenade and beach to increase user safety*

Recommendation:

A vegetation schedule of indigenous species for the Foreshore to support decision making around vegetation management.

This information is provided from Warrnambool City Council

Staged management of vegetation in key zones



This information is provided from Warrnambool City Council

5.3 Surf Life Saving Club

The redevelopment of the Surf Life Saving Club is a pivotal project on the Warrnambool Foreshore, with the potential to enhance community connectivity with the main beach, integrate with the proposed 'village green', and shape a significant community space at the heart of the Foreshore for future generations.

The following principles aim to guide the future development of the area, focusing on minimising impacts on the coastal environment, improving accessibility, amenity, and safety, and establishing the club as a vital community hub for future generations. This approach ensures that the redeveloped Surf Life Saving Club delivers enhanced environmental and community value.

This helps to ensure a redeveloped Surf Life Saving Club delivers improved environmental and community value.

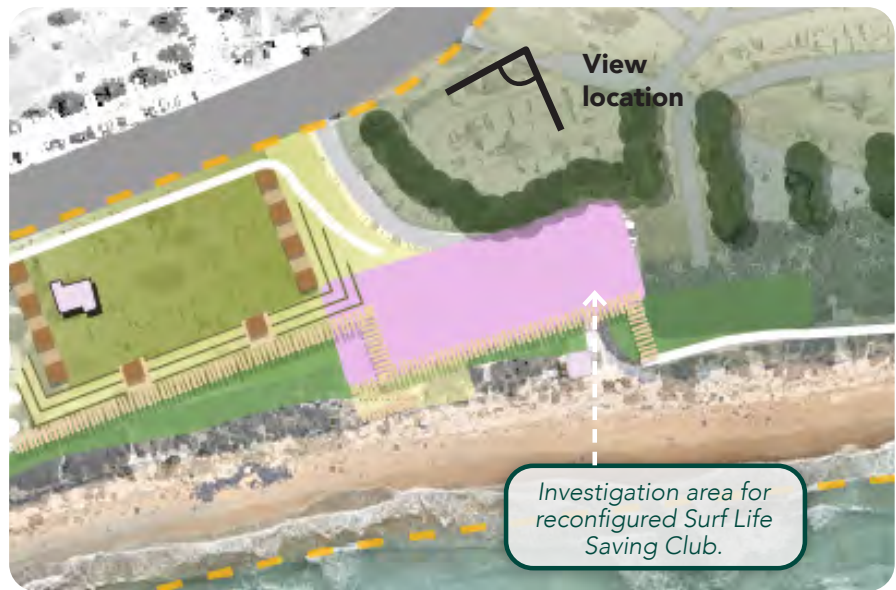
The development of the Surf Life Saving Club is dependent on the club's decision-making process, with investigations well advanced. Given the aging infrastructure and the need to provide modern facilities for both club and community users, the redevelopment should occur within the next five years.

The redevelopment will be subject to planning approval and MACA consent. This process must be supported by considering the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of the redeveloped Surf Life Saving Club.

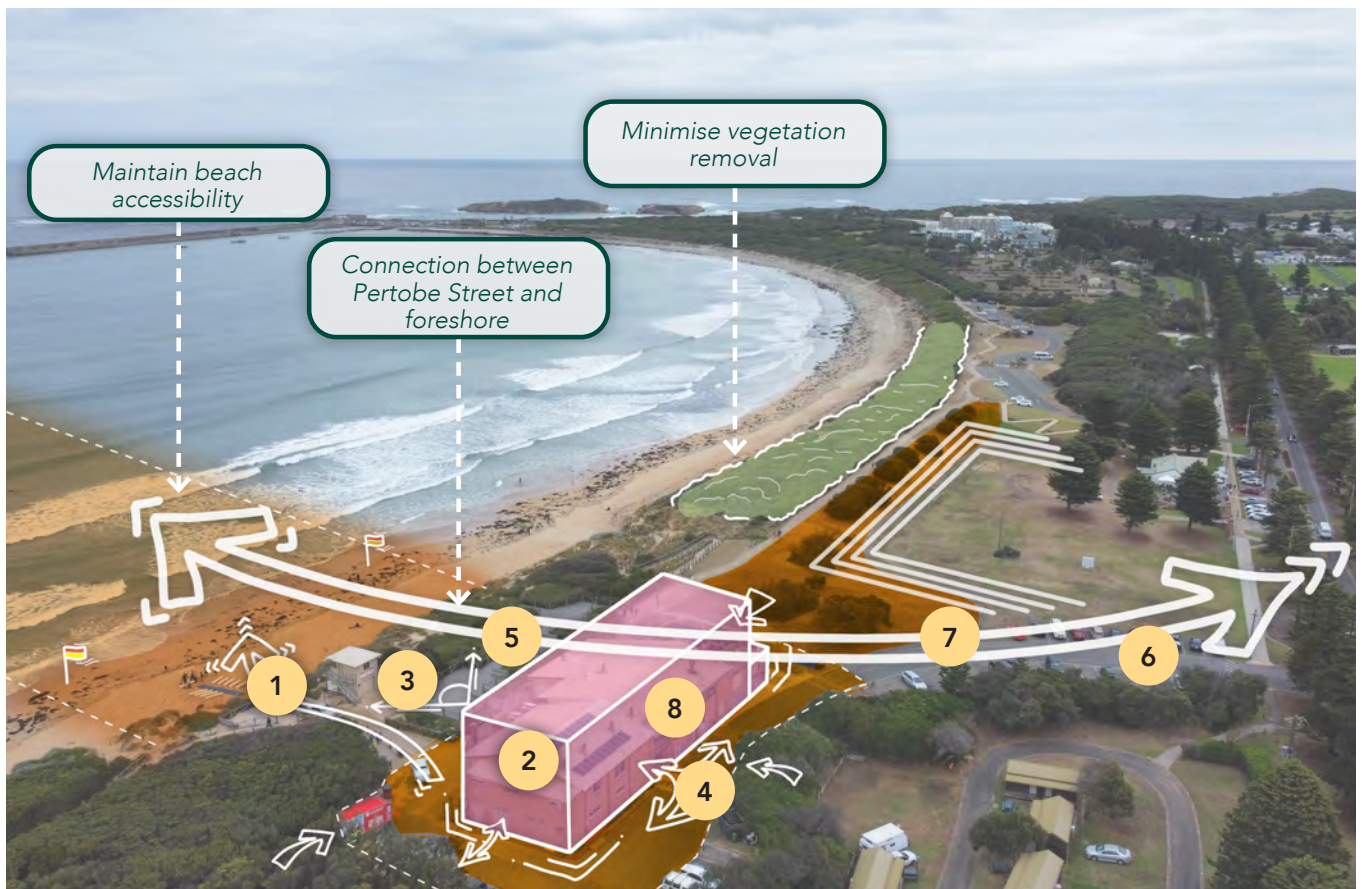
Key Principles

- 1 *Improve emergency vehicle access to the main beach*
- 2 *Support muted materials which reflect the coastal character of the area*
- 3 *Support built form that is sensitive to views to and from the site, including views from off-shore*
- 4 *Improve accessibility in and around the building*
- 5 *Improve access to the beach from the surf lifesaving club*
- 6 *Prioritise pedestrian and emergency vehicle access*
- 7 *Improve community outcomes by drawing on the amenity provided within the Village Green as the main entry point to safe swimming at Warrnambool main beach.*
- 8 *Building design is sensitive to the coastal conditions and underlying geology*

This information is provided from Warrnambool City Council



Key Map



This information is provided from Warrnambool City Council

5.4 Village Green

The Village Green serves an important function in establishing a flexible community space in the heart of the Foreshore. The below principles aim to guide the development of the Village Green to help create a space that is instantly recognisable, clearly legible as a community space, and improves community access and use of the foreshore area.

The development of Village Green is proposed within the next 5 years.

The design and planning will be subject to planning approval and MACA consent. This process must be supported by considering the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of the Village Green.

Key Principles

1

Integrate the village green area with existing infrastructure to enable the efficient use of space whilst also creating a sense of place for the community

2

Support limited community infrastructure to provide passive recreation

3

Create a safe and accessible environment that improves access to the beach and promotes safer swimming and recreation opportunities

4

Provide a flexible community space that takes advantage of the natural elements of the site including: northerly aspect, wind protection and level changes

This information is provided from Warrnambool City Council



Key Map



This information is provided from Warrnambool City Council

5.5 Boardwalk

An elevated boardwalk system that will allow users to enjoy unobstructed views of the ocean while traversing the foreshore. By raising the pathway above the vegetation, the design achieves three key objectives. Firstly, it provides visitors with the much-sought-after visual connection to the water, enhancing the overall experience of the foreshore. Secondly, the increased visibility afforded by the elevated position will contribute to a heightened sense of safety and security for users, addressing concerns related to the current trail system. Finally, the boardwalk will minimise the impact of foot traffic on the underlying vegetation, enabling the coastal flora to recover and effectively stabilise the dune system.

Guided by the below principles, any future development within the primary dune needs to be sensitive to the delicate ecologies and responsive to coastal processes.

The development of the boardwalk can be undertaken in phases as outlined in the main plan.

The design and planning will be subject to planning approval and MACA consent. This process must be supported by considering the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of the boardwalk.

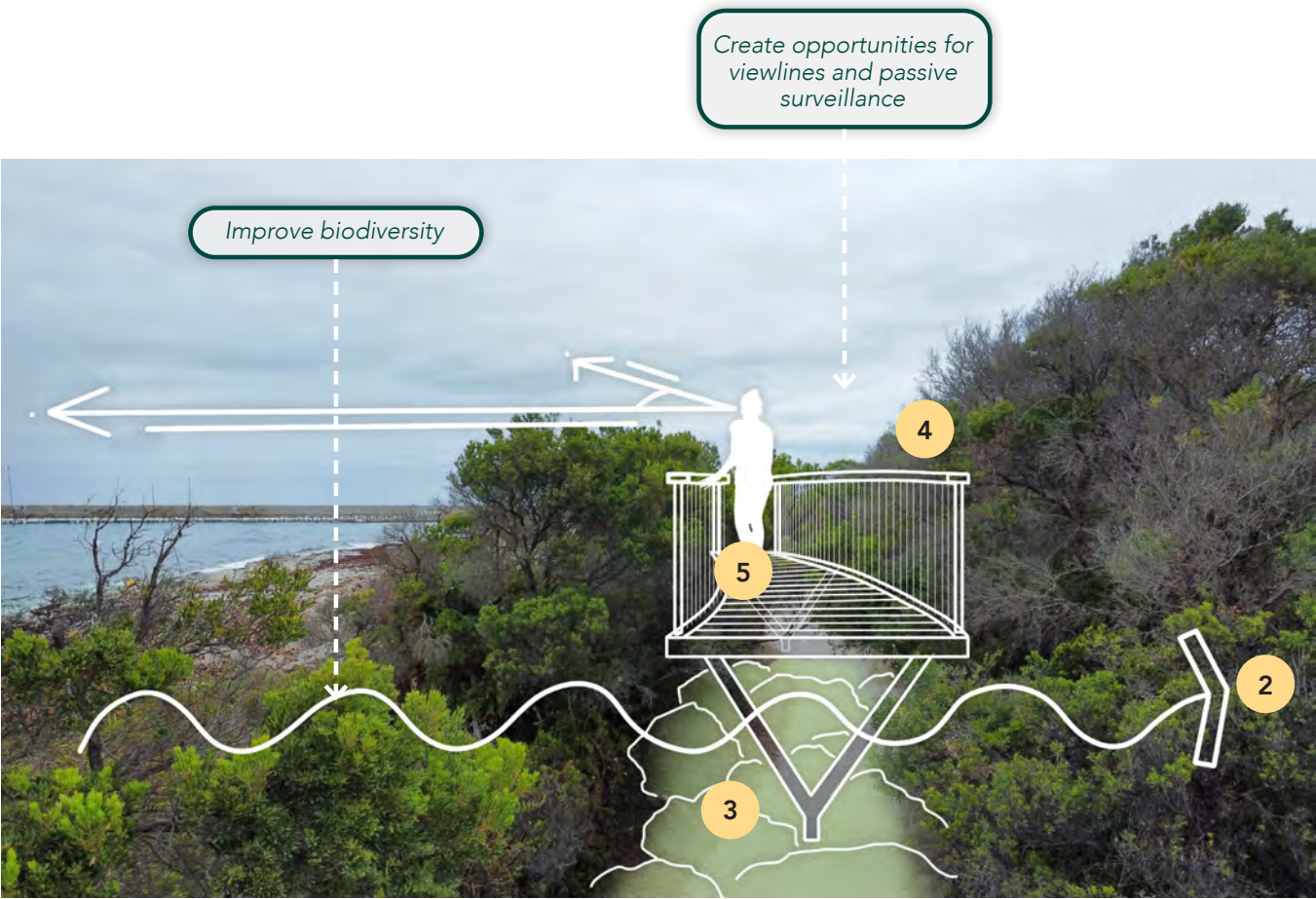
Key Principles

- 1 *Responds to climate change impacts*
- 2 *Allows natural coastal processes to occur (e.g. dunal accretion or growth)*
- 3 *Minimise vegetation removal and improve biodiversity outcomes*
- 4 *Siting and design should be sensitive to views to and from the structure, including views from off-shore*
- 5 *Improve user safety and accessibility to the foreshore*
- 6 *Considers current and future access to the beach*

This information is provided from Warrnambool City Council



Key Map



This information is provided from Warrnambool City Council

5.6 Seabaths

An seabath provides protected access to the beach and are highly values community assets that serve the recreational pursuits of the community.

The construction of any structure within the marine environment requires careful planning and design to ensure negative impacts to the coastal environment are minimised. Similarly, any seabath proposal needs to adequately respond to changing coastal conditions as a result of climate change.

Finally, further exploration of seaweed management techniques should be explored to ensure the seabath remains an opportunity for clear and seaweed free swimming.

The development of the seabath is proposed as a longer term opportunity beyond 15 years.

The location and form shown within the plans and diagrams is indicative only. Further investigation and detail design studies are required to determine, feasibility, site suitability, and final form - all of which will also require MACA consent.

Key Principles

- 1 *Respond sensitively to underlying coastal geology*
- 2 *Avoid detrimental impacts to coastal processes*
- 3 *Provide accessible and safe access for multiple user groups*
- 4 *Design and siting of any seabath needs to show a net benefit to the community (recreation, tourism, enjoyment of the beach) and contribute to the sense of place for the area*
- 5 *Materials and finishes need to be representative of the coastal environment and avoid negative impacts to the surrounding environment*
- 6 *Consideration of seaweed management techniques should be made for the success of the seabath*

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Key Map

- Create opportunities for viewlines and passive surveillance
- Create safe and accessible beach / seabath access



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5.7 Harbour Precinct

The redevelopment of the harbour precinct involves changes to both the hardstand area at the point and the heathland behind. This is an important project that aims to transform this area into a highly used activity node within the foreshore that is also sensitively responding to coastal conditions.

The below principles aim to guide the future development of this area to improve the amenity and environmental performance, whilst also providing benefits to multiple user groups.

The design and planning will be subject to planning approval and MACA consent. This process must be supported by considering the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of the harbour area.

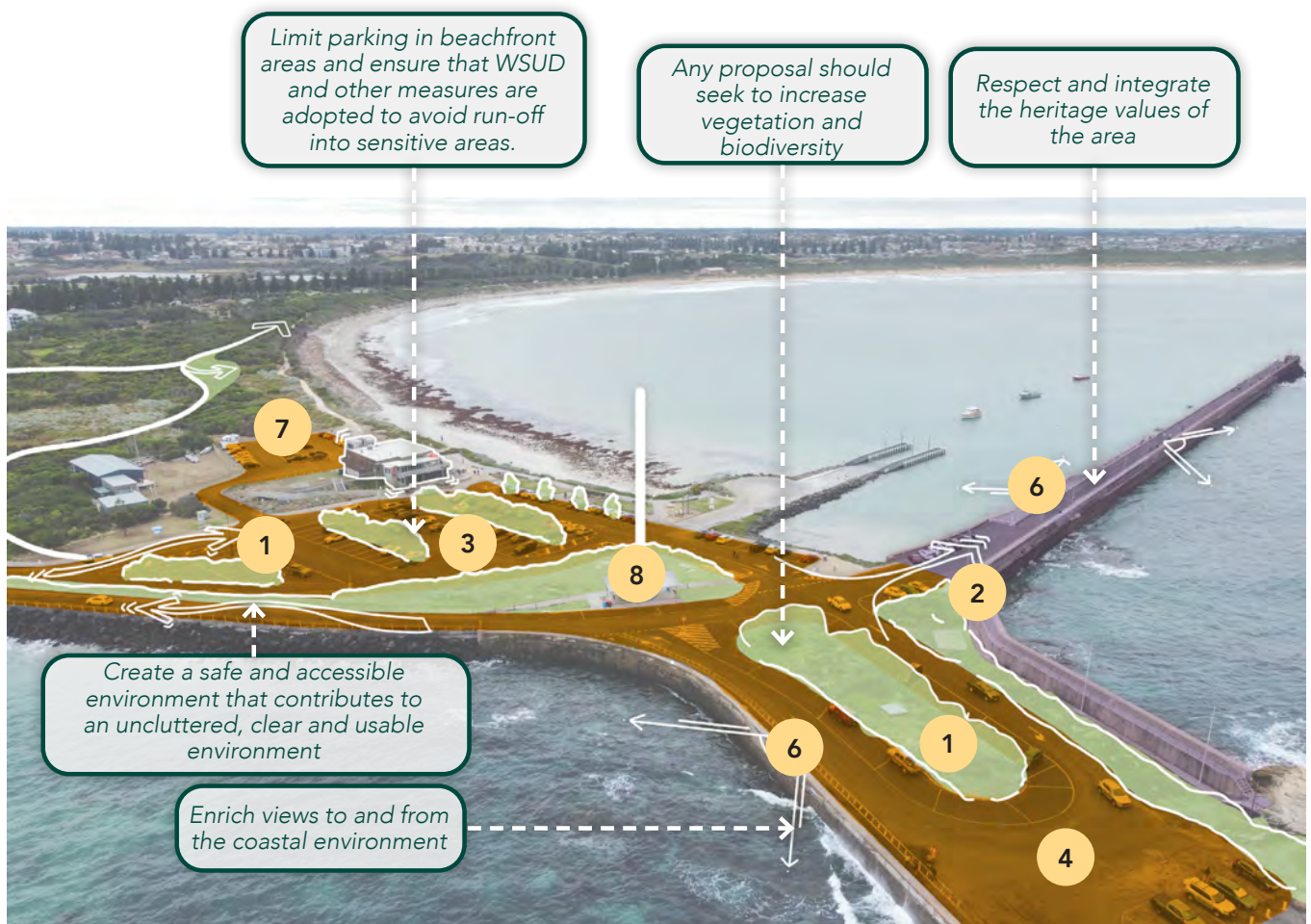
Key Principles

- 1 *Any proposal should seek to increase vegetation and biodiversity*
- 2 *Respect and integrate the heritage values of the area*
- 3 *Create a safe and accessible environment that contributes to an uncluttered, clear and usable environment*
- 4 *Restructuring of car parking in beachfront areas to make provision for summer shade, wind amelioration, and WSUD and other measures are adopted to avoid run-off into sensitive areas.*
- 5 *Materials should be representative of the coastal environment and setting*
- 6 *Enrich views to and from the coastal environment*
- 7 *Maintain functions within the existing footprint of the hardstand areas*
- 8 *Provide opportunities for artwork that connects with the history of place and to the broader Warrnambool community*

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Key Map



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116 A WAY FORWARD TO 2040

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Appendix 1 Historical Mappings

Historical maps of Lady Bay have been used to inform the analysis of the changing coastal conditions. These have been sourced from online and the Warrnambool Historical Society.

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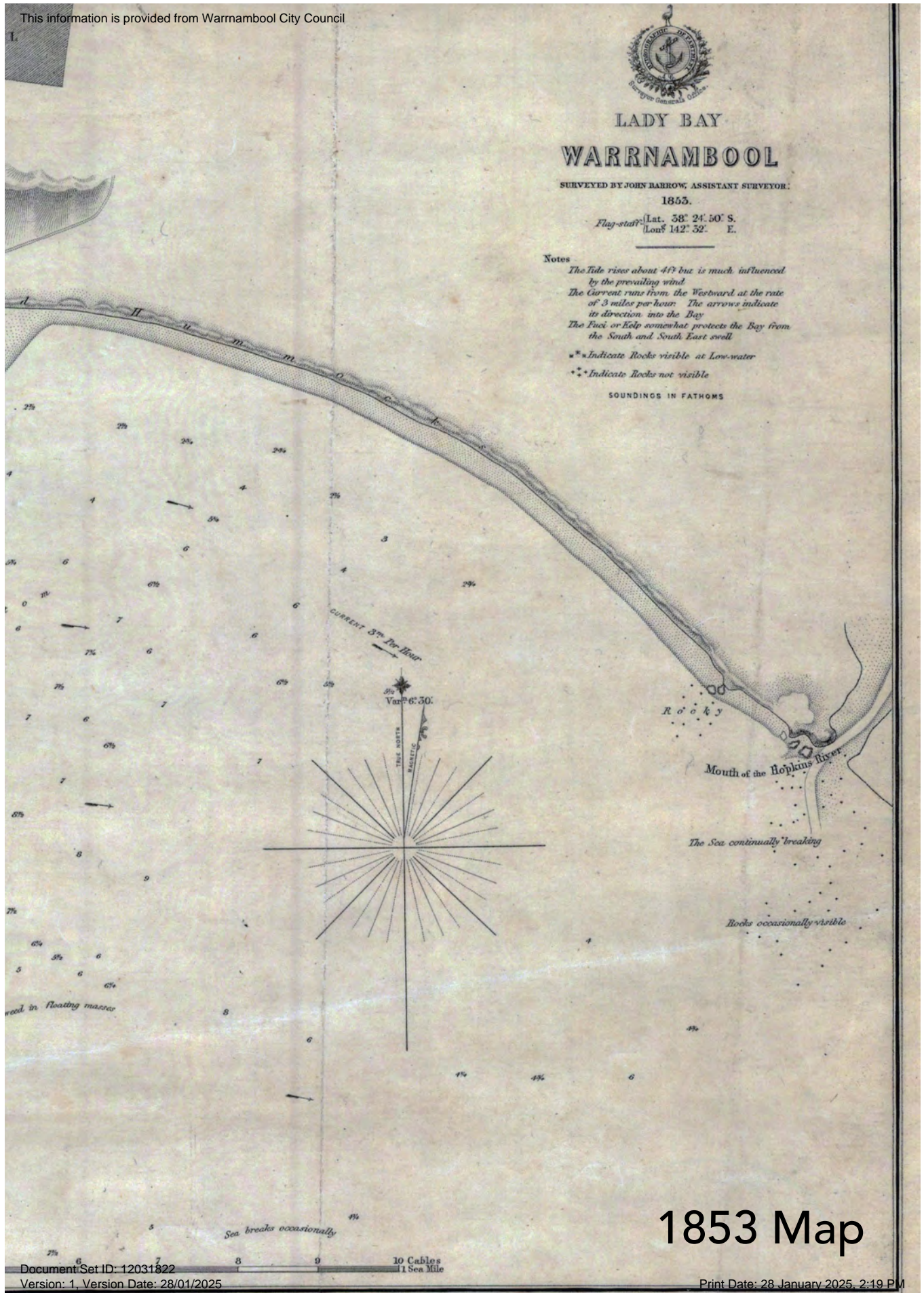
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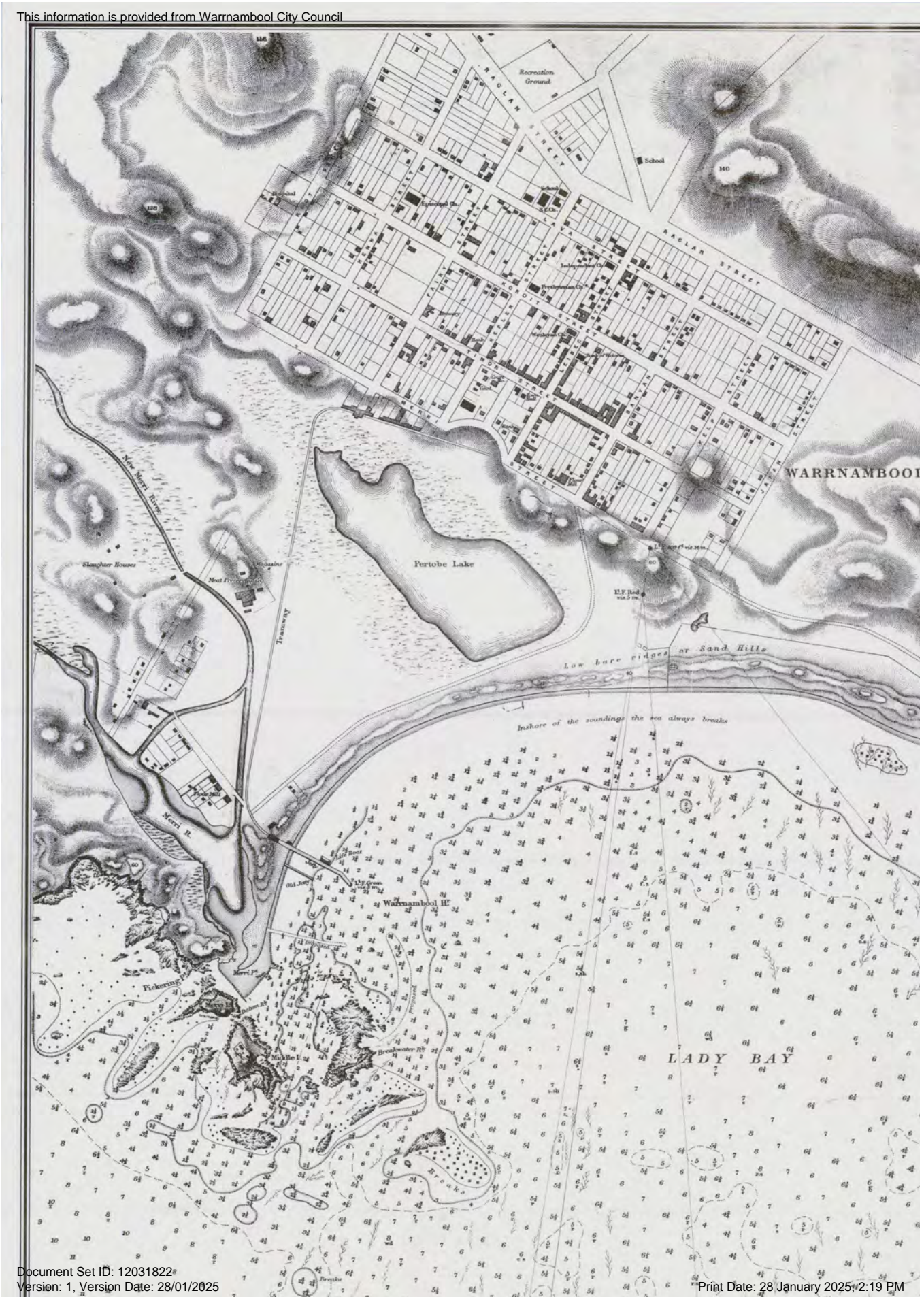


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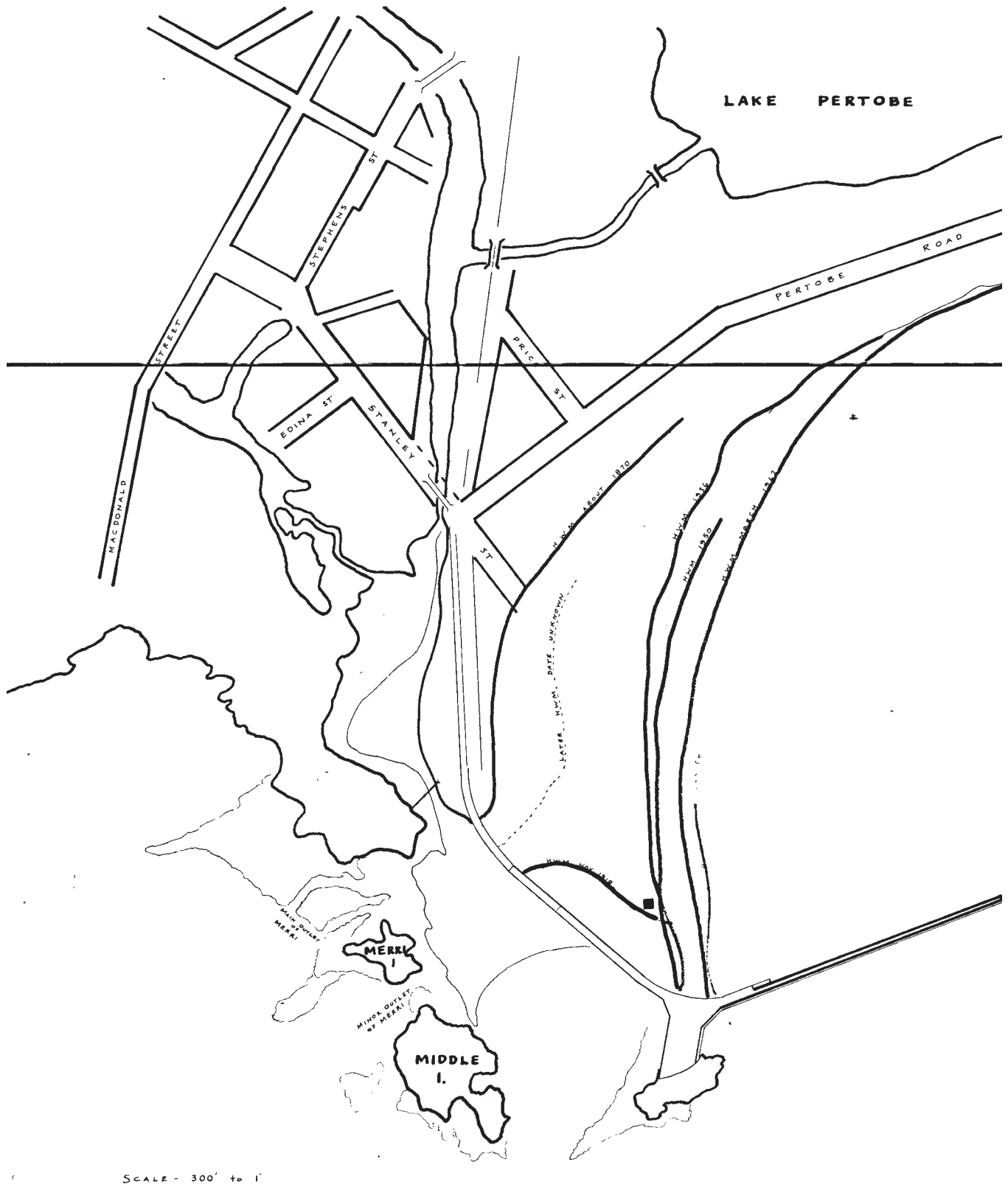


1870 Map

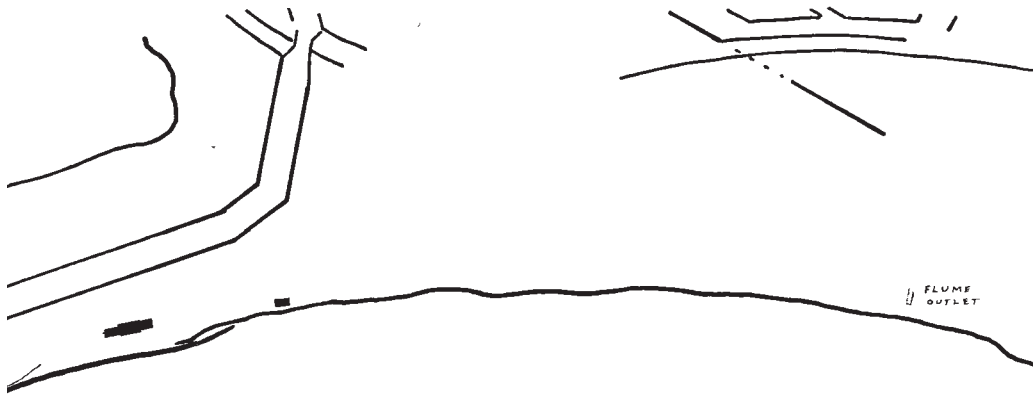
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BREAKWATER CONSTRUCTION
FIRST 500' BUILT 1885 - 1889
EXTENDED TO PRESENT LENGTH 1916 1917

LEGEND
OF HIGH WATER MARKS

1870 _____
UNKNOWN 1870+ _____
NOV. 1918 _____
1936 _____
1950 _____
1962 MARCH _____
1966 JAN. _____

1966 Map

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Comment Legend	REALM
	Novo
	Evolve
	WCC

Stakeholder	Page	Section	Comment	Note	Action for	Column1
Allan Wood	106 - 107	Principles for Implementation	Add annotation "Maintain and not expand the existing hard stand areas"		This is for the Village green - we disagree that the hardstand should stay exactly as it currently is in this area.	
Allan Wood	51	Issues and Opportunities	Solar powered lighting should be installed. It would not be a big project.		Noted as part of Phase 1.	
Allan Wood	51	Issues and Opportunities	There is no mention of dog off lead areas on the beach		Not currently proposed	
Allan Wood	51	Issues and Opportunities	The inclusion of a 3rd ramp in this proposal ignores the above indisputable facts and cannot be supported by any traffic usage statistics, queuing at the ramp is very infrequent.		The 3rd boat ramp is from the Harbour Masterplan and the result of a previous engagement activities	
Allan Wood	51	Issues and Opportunities	The problem will not be solved until there is a minimal enclosed harbour which could and should be integrated into this plan with the sea baths Page 88.		Noted	
Allan Wood	56, 84, 100	Issues and Opportunities	I recommend the plan for the Ocean pool and sea baths be run past this group as it appears to impinge on their current routes between the Sailing Club and the SLSC, and the course between the red buoys along Worm Bay.		Current location is indicative only and subject to further detail studies on feasibility and suitable locations.	
Allan Wood	61	Issues and Opportunities	The proposed location for the Ocean Pool and Sea Baths will expose them to siltation and prolific weed build up especially during East to South East prevailing winds. These would not only negatively effect their functionality but would present an ongoing maintenance nightmare.		Current location is indicative only and subject to further detail studies on feasibility and suitable locations.	
Malcom Price	83	Draft Plan	A picture on page 83 of the draft depicts a scene of safe swimming within the Harbour behind the existing rock reefs. This area is now well submerged under the build up the shifting sands deposited over many years and yet the draft plan endorses building a structure in the area		As above	
Malcom Price	83	Draft Plan	Warrnambool and the south west, is blessed with a rugged coast line, with a prolific sea life in its natural state. Building a rock pool within the beach area is pure folly and designed to failure and totally unnecessary		As above	
Malcom Price	83	Draft Plan	The notion to install a rope system to capture sea weed from depositing itself on our main beach, lacks credibility. The anchoring of this rope system in the sandy beach area would require large anchors, which in turn would create issues with siltation.		As above	
Eastern Marr	General Comments				The proposed plan indicates a general area for the SLSC - it is not endorsing any particular footprint.	
Eastern Marr	General Comments		EM concerned that culling (vegetation) could remove important animals		Further detail for vegetation management will be developed within the CMMP and ensure negative impacts are minimised.	
Eastern Marr	95	Issues and Opportunities	Implementation flowchart could acknowledge EM process in engagement. Emphasis that future work (ie Master plan) will require EM involvement. See page 95 of the WFFP.		The implementation flow chart has been updated to capture this.	
Public consultation	General Comments		Who chooses vegetation species? Most of this is not indigenous.		A list of suitable indigenous species needs to be developed and is recommended within the report.	
Public consultation	General Comments		Vegetation management - in the plan shows a staged approach to remove non-indigenous species/native species (coastal tea tree), and the inclusion of a raised boardwalk to allow for sand movement and better views to the ocean. How high/wide? Will require a detailed design generally shared path width and a safety rail.		Detailed design and feasibility will be required in the future to determine these aspects.	
Public consultation	General Comments		Concern that that elevated promenade would need to be wider than current width of the shared path.		As above	
James Tait	General Comments		Where will people park their cars? Car parking is a challenge on Coastal Crown Land, DEECA will not support additional carparking.		Additional parking has been added in some areas to the west. Also noting a recent traffic study shows that there is minimal need for additional parking within the area.	
SLSC	General Comments		SLSC want the surf club to be the main access point to the beach - not McGennans car park		Noted - the plan also supports this.	
SLSC	General Comments		Not enough room for the SLSC - currently the SLSC has 1000 members and only 16 car spaces.		Only 16 spaces directly adjacent to the SLSC, but numerous other car parks in the local vicinity. The village green will also allow for overflow parking during peak times.	
SLSC	General Comments		The SLSC is designed as a multiuser facility. How do we expect to grow in the same footprint? - What's the creative solution?		We have provided the principles that the creative solution needs to work within.	
SLSC	General Comments				Added.	
SLSC	General Comments		Add additional detail on principles for the surf club - visibility, access points		Added.	
SLSC	General Comments		Request for barbecue and car parking in the untamed heathland to the west of Worm Bay Road		Unclear on comment	
SLSC	General Comments		How does the public access areas that are zoned public recreation?		Added.	
SLSC	General Comments		Much of the foreshore is public rec zone but has no access particularly through the heath land. Propose better access through this area, paths, picnic areas, BBQ, etc.		Wording added	
SLSC	General Comments		Safety and beach access for emergency vehicles is a complex issue now and into the future. Can this be expanded upon in the plan?		Captured in SLSC feedback and updated.	
SLSC	General Comments		Risk adverse consequence and loss of life must be a point of difference for DEECA. Plan should reference the complexities that the surf club face.			
SLSC	General Comments		What is the strategy for seaweed removal/management? Impacts on accessibility, smells. Plan should reference this.		This plan aims to identify strategic opportunities for the foreshore area. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.	
SLSC	General Comments				Relocated and reconfigured in plan	
SLSC	General Comments		Horse training carpark - can it go closer to the beach? Where it's proposed is too far away for horse access and access will be hard to achieve for horses to the beach at this point.			
SRG	General Comments	Phase 1	Removal of tea tree - is a great wind break. REALM - how do we reconcile this, impacts of safety? May not need to remove all vegetation on the sea side - key sections to develop viewlines.		Further detail for vegetation management will be developed within the CMMP and ensure negative impacts are minimised.	
SRG	General Comments	Phase 1	Request that the vegetation pruning be pulled back from the sides of the paths - in doing so will increase sense of safety.		Cross sections have been updated to reflect this.	
SRG	General Comments	Phase 1	Does the plan consider bikes/scooters/e-bikes and safety of use on a shared path? How wide is a shared path? 2.5m-3m. The current path may not meet standard.		Detailed design and feasibility will be required in the future to determine these aspects.	
SRG	General Comments	Phase 1	Request that the shared path be wider than what is currently there given the existing conflict between cyclists and walkers		Detailed design and feasibility will be required in the future to determine these aspects.	
SRG	General Comments	Phase 1	Gravel horse carpark - how do they access the beach? It's a long way away. Reconfigure this to the south.		Relocated and reconfigured in plan	
SRG	General Comments	Phase 2	Ocean pool is in wrong location. Where is the best location for the pool? Consider safety, access and parking!		Current location is indicative only and subject to further detail studies on feasibility and suitable locations.	
SRG	General Comments	Phase 2	Is the surf club in the best location? Proximity to centre of foreshore and access to flume surfing area.		This plan aims to identify strategic opportunities for the foreshore area. The SLSC will be required to undergo their own further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.	
SRG	General Comments	Phase 3	Concern the design is creating a bottle neck around the breakwater with all activity boats/horses/swimmers		Accessibility has been reconfigured with additional parking and access route added.	
SRG	General Comments	Phase 3	Carparking is needed at breakwater end of the precinct.		Additional parking has been added in some areas to the west. Also noting a recent traffic study shows that there is minimal need for additional parking within the area.	
SRG	General Comments	Phase 3	Disabled parking required for ocean pool		Additional parking has been added closer to the ocean pool.	

SRG	General Comments	Phase 3	Kiosk business expansion – can this be noted in the plan? Concern that if there is nothing in the plan, approval won't be given to any expansion.		Added to actions in Phase 2
SRG	General Comments	Phase 3	What if nothing happens with the SLSC? Could the Kiosk expand into the village green?		Yes, an action has been added to Phase 2 to reflect the Kiosk's role.
WCLN	6 - 7	Introduction	Merri Marine Sanctuary label should be pointing to the marine sanctuary. For consistency, get rid of 'The' in front of some labels.		Done
WCLN	6 - 7	Introduction	Surfside Beach" - I haven't heard it called this?		Done
WCLN	8	Introduction	Eastern Maar's Country - Would Eastern Maar Country be better?		Done
WCLN	26 - 27	Site Analysis	Industries that occur in the nearby Western District. Warrnambool is part of the Western District so the sentence would be better as: 'industries of the Western District'.		Done
WCLN	30	Site Analysis	'Wollen' Mill spelling		Done
WCLN	32	Site Analysis	'1942 the Port of Warrnambool was ceased functioning as an official port' - delete 'was'		Done
WCLN	34	Site Analysis	'and creating an green link' - 'a' green link		Done
WCLN	38	Site Analysis	'A series of food options are located across the bay.' - along the bay? around the bay?		Done
WCLN	73	Draft Plan	'Establish the point as a key area for active recreation.' What point?		Done
WCLN	76	Draft Plan	'A series of boardwalks and a seabath is also proposed' - are also proposed		Done
WCLN	78 - 79	Draft Plan	My idea of using the far western corner of Surfside Caravan Park for future surf club parking - is this not feasible?		Additional parking has been added in some areas to the west. Also noting a recent traffic study shows that there is minimal need for additional parking within the area.
			"Large areas of the Foreshore are dominated by Coast Tea-tree (Leptospermum laevigatum). Although not viewed as indigenous to the area (Lyne, 1996), it provides an important value as a dune stabiliser and the creation of woody habitat."		
WCLN	80 - 81	Draft Plan	I think this should read: Although not indigenous to the area and with a propensity to create a monoculture, it provides ... etc.		Done
			"Upgrade to harbour area and boat ramps inline with Harbour Masterplan: - in line		Detailed design and feasibility will be required in the future to determine these aspects.
WCLN	82 - 83	Draft Plan	Ocean pool - considering how human interventions in Stingray and Lady Bays have always had unintended consequences, is this idea fraught with unknowns too?		
WCLN	84 - 85	Draft Plan	"This will provide a flexible community space to hold local events and festivals" - festivals?		
			"It also serves as an entry point into Warrnambool Main Beach" - onto Warrnambool main beach?		Done
			"Parking reconfigured in line with harbour masterplan with additional planting inbetween bays to provide wind protection" - in between		
WCLN	88 - 89	Draft Plan	"Decking and lookout point near old aquarium providing a connected circulation for pedestrians" - delete 'a'?		Done
Beach Kiosk	General Comments		Lighting along promenade? Not included in any stage yet lack of lighting has been addressed as a challenge for the area – can there be solar / sensor lights installed? (it looks as though there are similar new ones installed recently in Surf Side 1 caravan park)		Added as an action in Phase 1
Beach Kiosk	94	Principles for implementation	can we please request that an opportunity to renovate/make improvements to cater for these demands for existing businesses i.e The Beachkiosk be included somewhere in the plan. We would consider it appropriate for our business to be included in the MACA and WCC planning permit diagram on page 94 of the plan as well as specifically mentioned somewhere if possible.		Added as an action in Phase 2
Beach Kiosk	58	Issues and Opportunities	If food vans are being considered to offer dining options in the area in peak times (pg 58), could it be included in the plan that existing businesses be consulted when determining operating hours? These peak times are the times that we (small businesses in the area) have the ability to make some returns and for food vans to be placed along foreshore just for these peak times doesn't really seem fair to us.		Added as an action in Phase 2
Beach Kiosk	General Comments		Vegetation management and footpath widening in certain areas to increase safety for users and to give them the opportunity to view the ocean (our #1 asset) more frequently.		Agree, vegetation management action has been refined.
Beach Kiosk	General Comments		Intense vermin and pest control ASAP across the whole foreshore area. Rabbits, rats etc are making a huge mess the full length of the promenade, foreshore area and into Lake Pertobe.		Added as an action in Phase 2
GO Surf School	General Comments		The skatepark in its current location. Is this the best place through 2040?		Added as an action in Phase 2 to explore these opportunities
GO Surf School	General Comments		Car Parking (see above) Long Bay parking short stay set down and drop off solutions for motorhomes and School Buses (daily) If/when Village Green is established in the location.		Added as an action in Phase 2
GO Surf School	General Comments		The Aquarium, has never been addressed? Opportunity for education and whale studies for children in the region all year around.		Added as an action in Phase 2
GO Surf School	General Comments		Time to revisit this.		
GO Surf School	General Comments		Accessibility for all from multiple entry points on Lady Bay.		We have included additional all access points.
Morteza Mirgholami	General Comments		I agree that connecting all those activities (sea baths, ocean pool, horse ramp, pavilion, ship ramp, etc.) may create some incompatibility. My suggestion is to move the sea bath and ocean pool further up, somewhere parallel to the Deep Blue Spa, to create a recreational hub		The Ocean pool has been removed in place of keeping only the sea baths.
Morteza Mirgholami	General Comments		Using more organic/curved line geometry for the sea bath is advisable. I understand that this is a framework and not a design proposal, but the visual impression may influence future master plans or design alternatives, so it's better to signify this ahead.		Noted but not actioned at this stage - we have further emphasised in the plan that these are strategic opportunities, with further detail required in planning and design phase.
Morteza Mirgholami	General Comments		Pertobe Road will hopefully be used less by cars and more by buses, bikes, and pedestrians in the long term (2040?). The framework can reflect this by suggesting pop-up markets and art festivals along the road, creating a public promenade.		Action added
Morteza Mirgholami	General Comments		The use of artworks and interactive elements to narrate the history of the place, especially that of the Eastern Marr people, can be highlighted in the plan. Sound, light, statues, boards, activities, and even naming can be used to give voice to the First Nation's narrative of the place. "Village Green" was mentioned as a name—are there any alternatives or Aboriginal equivalents for this?		Noted, but we believe this will be picked up in further detail design work
Morteza Mirgholami	General Comments		The big monument proposed near the breakwater, even though it is just an exemplary picture, does not seem to be inspired by Aboriginal culture.		The example picture isn't aboriginal inspired, but a good example of a beacon.
Morteza Mirgholami	General Comments		Many support the proposed redevelopment of the WLSLSC and its new footprint and feel that the plan does not acknowledge it		This has been updated based on SLSC feedback
Public consultation	General Comments				
GORCAPA	General Comments		The plan lists non-negotiables including that "the FFP meets the requirements of the Marine and Coastal Act 2018 and other relevant legislation" and "The FFP responds to the Victorian Coast Siting and Design Guidelines" - which are appropriate and important to capture. However, there are numerous elements of the proposed plan, including new structures and/or upgraded assets and infrastructure that need to have careful consideration for alignment, and approval risks, with the Marine and Coastal Act and supporting strategies, policies and guidelines (including the Siting and Design Guidelines for Structures on the Victorian Coast). These include: Sea Baths, Ocean Pool, raised boardwalk, seaweed capture lines for commercial opportunities, creation of safe spaces for sea life, and upgrades to the SLSC. Given that the plan is proposed to be included in the WCC Planning Scheme, and the potential for approval risk under the Marine & Coastal Act, it is recommended that WCC consider obtaining an independent third party assessment of the draft WFPF against the MAC policy to determine appropriateness of the draft plan before proceeding any further.		Novo planning's response will cover this.

GORCAPA	General Comments		Separate to the WFFP, is there a CMMP being developed for marine and coastal Crown land on Warrnambool foreshore? A CMMP, required under the Marine & Coastal Act, is typically the overarching strategic planning and management document for the foreshore area. A CMMP is approved by the Minister which ensures appropriate oversight of the direction for marine and coastal Crown land management, inline with the MAC Act and Policy. See further comment below regarding the hierarchy on pg. 95.	The development of a CMMP has been added as a specific recommendation within the Framework Plan
GORCAPA	16	Introduction	The final paragraph on this page states 'Each of these documents heavily inform the activities that can take place on coastal Crown land. The WFFP will need to comply with the MACA and follow the recommendations outlined within the policy and strategy'. Suggest this is reworded to: 'Each of these documents heavily inform the activities that can take place on coastal Crown land. The WFFP will need to comply with the MACA and the direction outlined within the policy and strategy'.	Text amended to reflect suggested change
GORCAPA	16	Introduction	The wording under Figure 1 currently states: Figure 1: The Planning and Decision Pathway shows how the objectives and guiding principles of the Marine and Coastal Act should be used in decision making in the marine and coastal environment (Marine and Coastal Policy, 2020) To ensure the WFFP accurately captures and applies the MAC policy, we suggest this should be reworded to be consistent with the wording on p. 15 of the policy, which uses the terminology are to be used. Figure 1: The Planning and Decision Pathway shows how the objectives and guiding principles of the Marine and Coastal Act are to be used in decision making in the marine and coastal environment (Marine and Coastal Policy, 2020)	Text amended to reflect suggested change
GORCAPA	8	Introduction	Second paragraph states 'The Eastern Maar cared for these coastal and riverside lands' suggest this should be reworded to present tense	Text amended to reflect suggested change
GORCAPA	42	Site Analysis	Appears to be a typo above the visitor map on the RHS of the page referencing 'Visitors from Victorian' instead of 'Visitors from Victoria'	Text amended to reflect suggested change
GORCAPA	62	Issues and Opportunities	Under Principle 05 Adaptive Design it includes the following: 'Consolidate and rationalise uses/structures to ensure the protection of the foreshore environs'. This reflects MAC Policy and is great to see. The intent appears to be that the principles guide delivery of the vision across the key areas, however the draft plan also proposes to introduce a number of significant new structures within the foreshore area (e.g. raised boardwalk, ocean pool, sea baths etc.). This appears to contradict the principle above. Further understanding of how structures (existing or new) have been considered against the policy, including any opportunities to consolidate, would be helpful.	This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
GORCAPA	86	Draft Plan	This page includes the following action 'seaweed capture lines to improve collection of seaweed and protect swimming areas'. What studies have or will be undertaken to support this proposed intervention? What are the impacts of seaweed capture lines on marine life? How is this proposal balanced with the ecological benefits provided by seaweed wrack? How will impacts of removing seaweed from the natural process, by collection or removal on collection lines, impact ecosystems and coastal processes? How will collection lines impact marine fauna - could species get tangled? Does it pose a barrier to movement?	This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
GORCAPA	88	Draft Plan	Have the ocean pool and sea bath proposals been rationalised against the MAC Policy during the draft plan development? With both included in the draft plan, we are interested in understanding the justification for proposing both an ocean pool and sea baths as new structures? What is the purpose and need for both structures, and does this align with MAC Policy?	The ocean pool has been removed, whilst the seabaths remain. This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
GORCAPA	88	Draft Plan	The action 'Facilities provided to improve access to dive sites for diving and snorkelling activities' but it isn't clear what facilities are proposed. Is this built infrastructure? Please include more information here.	This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
GORCAPA	94	Draft Plan	There is a typo in the green box. The heading should read 'Planning Scheme Amendment Recommendation'	Text amended to reflect suggested change
GORCAPA	94	Draft Plan	Suggest review of the planning hierarchy on pg. 95, perhaps with input from DEECA, to ensure this is accurate and the most appropriate/practical pathway(s) for WCC. A CMMP is typically the overarching strategic plan that acts as the primary tool for marine and coastal Crown land management and isn't limited to vegetation management outcomes. It is unclear if and why the WFFP will set the strategic direction for Warrnambool Foreshore above a CMMP. Ideally, a CMMP would be developed before specific foreshore plans to ensure that competing demands and uses are able to be prioritised over the long-term. This diagram could also reference the development of other key strategic work that can help inform development and implementation, such as the GORCAPA's Regional Coastal Adaptation Plan (RCAP).	This has been updated to better reflect the possible planning pathways
GORCAPA	General Comments		Victoria's Resilient Coast logic could be better incorporated into the project. Mapping the erosion hazard is an important step in understanding the risk of intensifying developing in areas that are potentially exposed to coastal hazards. The hierarchy of options listed in the policy would be useful in stepping through options over time. A Coastal Hazard Adaptation and Resilience Plan should be conducted to inform development across the entire site.	This is outside the scope of the Foreshore Framework plan.
GORCAPA	General Comments		A further assessment of uses should be conducted to ensure their appropriateness / coastal dependency i.e. circuit of exercise equipment	This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
GORCAPA	General Comments		Vegetation management to establish coastal views should be considered in relation to other values vegetation provides i.e. erosion, biodiversity benefit etc. Reasons for vegetation removal should be assessed against the MAC Policy and FFG Act requirements, and any implications for erosion management considered. The removal, for views, may not be appropriate.	Further detail for vegetation management will be developed within the CMMP and ensure negative impacts are minimised.
GORCAPA	General Comments		Technical and engineering feasibility of options such as seaweed	This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
GORCAPA	General Comments		Suggest grouping the documents into an order - Like MAC Act, MACA Policy, MAC Strategy, And Siting And Design Guidelines, then have Specific Warrnambool Strategies	Updated to reflect this
GORCAPA	General Comments		Upgrades to the surf living club should also consider the following: - Lifesaving Facility of the Future 2021 - Occupation and use of Crown land by lifesaving clubs in Victoria Policy Statement 2019 - upgrades proposed need to be in respect to its core functions as a SLS facility.	Noted, though this may be outside the scope of the framework plan and better suited as feedback for the SLSL
GORCAPA	General Comments		Should also consider EPBC - especially with changes to the marine environment by addition of pools and impacts to species protected under the EPBC (i.e. Southern Right Whale, Great White Shark etc)	Updated to reflect this
GORCAPA	40	Site Analysis	Inclusion of informal path network. Consider risks of this creating or exacerbating erosion and trampling of vegetation if it is informal and not defined.	Wording updated

			Attached is the approved concept for Beach Access 123 – the alignment and location is different to what is reflected in the draft. The interpretation of the Beach Access Strategy was correct in saying the DOA access would be at 122 but once we assessed the two sites it was safer, more cost effective and more environmentally friendly to have it at site 123.		Path alignment updated
Brady Hall	General Comments				
James Tait	General Comments		Has there been any consideration to widen the surf club carpark by going east? This might take a couple of campsites but this might not matter in the large scheme of things.		Additional parking has been added in some areas to the west. Also noting a recent traffic study shows that there is minimal need for additional parking within the area.
James Tait	General Comments		"Village Green." To avoid any confusion with the civic green, I would suggest calling it the "Beach Park". I am not quite sure about using the description as the "hub". Is this intended to extend to the land on both sides of Pertobe road westerly, including the concert area and facilities east of the tennis courts.		Explore alternative naming options
James Tait	General Comments		I believe an ocean pool firstly is not needed, and is not practical. It will be very costly. I can't see it being funded, and I believe these funds would be better spent on maintaining and reinstating the breakwater.		The Ocean pool has been removed in place of keeping only the sea baths.
James Tait	General Comments		The elevated walkway also will be expensive initially and have high maintenance cost. The safety element for the promenade could be achieved by intermittent removal of the current foliage on the sea side.		Current location and design is indicative only and subject to further detail studies on feasibility and suitable locations.
James Tait	General Comments		The plan ought at least to refer to the need for a strategy for traffic movement, parking, and emergency escape routes, especially from the caravan parks. These routes can be easterly to flume level crossing, and westerly north of the courts through jetty flat to Harris Street.		Traffic management is outside the scope of this plan
James Tait	General Comments		I welcome the proposal to use for public recreation the land south of Stanley Street. That is from the skate park to the pavilion. A long-term project would be to take the outgoing traffic from viaduct Road to a new road along and close to the eastern side of the dune that runs along viaduct road to the yacht club car park, leaving the current outbound Road to take the inbound traffic. This would take all through traffic away from the Stingray bay car park, which is much used by families with little children. However I realise this is beyond the ambit of this plan. This area should be reclaimed for the public and used for lawn interspersed with Landscape shelter, barbecue and seating with access both to stingray Bay, and Lady Bay at Worm Bay. There is nothing precious in this area, that cannot be replaced. It needs total levelling, as the seaweed and silt from dredging the bay was dumped by the trucks into the area, and never levelled.		Traffic management is outside the scope of this plan. Further picnic areas, shelters and BBQs have been proposed in this area.
James Tait	General Comments				
EMAC		Draft Plan	Some high end principles that were missing from the draft, including minimising harm to tangible and intangible cultural heritage, and avoiding extinguishment of Native Title.		These have been added to the Overarching principles page.
EMAC		Draft Plan	As noted in the Project Reference Group of 11 July, it was again discussed that the negotiables and non-negotiables for the plan were developed by WCC/consultants in isolation, and that stakeholders including EMAC would have a different set of requirements.		We have removed the Negotiables and Non-negotiables page. They were used to guide the development of the plan - however may not be relevant in the final version.
EMAC		Draft Plan	It was also noted in this PRG that a number of the elements in the draft would not receive consent under the Marine and Coastal Act.		The Framework plan is identifying strategic opportunities for the area - each project will be required to undergo its own MACA consent process once sufficient details have been developed.
EMAC		Draft Plan	Thus far, feedback has been generally in support of horses swimming under the current arrangement, but opposed to beach training and exercise, with suggestions that this should be replicated on a sand track at the racecourse.		Horse swimming will still require a place for horse trailers to park - the plan doesn't propose any extension to the existing facilities
EMAC		Draft Plan	Based on this feedback, the proposed horse training access, float parking amendments, and associated works within the plan are not supported.		
EMAC		Draft Plan	Comments received on the proposed ocean pool and sea bath elements were not supportive of this infrastructure or the addition of more hard structures in the coastal environment.		The ocean pool has been removed from the plan. Sea baths have been maintained as a strategic opportunity to be explored. Further engagement, feasibility, detail design and planning, and MACA consent would all need to take place prior to any built works starting.
EMAC		Draft Plan	Queries were received in regards to the perceived need for additional pathways through the Worm Bay area, and the impacts to vegetation and habitat here, alongside the safety and additional maintenance requirements.		There was strong support for this from the community. The plan identifies this area as being primarily for revegetation with improved human access.
EMAC		Draft Plan	Generally it was considered that safety had not featured enough in the conception of a number of elements of the plan, and was of concern for new swimming areas, new pathways, interaction with horses, etc. Additionally maintenance requirements should be considered at this stage.		The Framework plan is identifying strategic opportunities for the area - each project will be required to undergo its own MACA consent process once sufficient details have been developed. Safety between different users is critical to the success of the area and will be a top consideration in future, more detailed designs.
EMAC		Draft Plan	The plan references Eastern Maar's Meerreengeeye Ngakeepoorryeey, and that this plan will inform the development of the FFP. The link between the two is unclear.		This document has helped to inform the guiding principles for the strategic opportunities. Where elements such as the boardwalk are proposed, the document aims to provide guidelines for how this could happen in a way that is sensitive to the coastal ecologies and provides a net benefit.
EMAC		Draft Plan	The plan states that the Marine and Coastal Act, Policy and Strategy will inform the FFP, however again, the link is unclear where proposed elements are at odds with this		This document has helped to inform the guiding principles for the strategic opportunities. Where elements such as the boardwalk are proposed, the document aims to provide guidelines for how this could happen in a way that is sensitive to the coastal ecologies and provides a net benefit.
EMAC		Draft Plan	The Implementation Strategy should reflect the need for early engagement with Eastern Maar not only on cultural heritage values, but more broadly on proposals WCC wishes to pursue.		The diagram showing implementation pathways has been updated to include Engagement with EMAC prior to any further planning or design activities on the Foreshore.
DEECA		Draft Plan	It is unclear as to how the July 2024 draft of the Framework Plan responds to DEECA feedback on previous versions of the Plan. DEECA understands that resolution of previous comments regarding testing the elements against the MACA and MCP may be difficult to achieve through a strategic planning process, however this is crucial to endorsement of the Framework Plan. If it is felt that such testing is not feasible at this stage of the plan development, a suggested alternative is to reduce the level of detail and specificity depicted and described, and instead describe broad principles and ideas for future investigation. For example rather than depicting ocean pools, pontoons and sea baths, instead general areas for built swimming infrastructure to be investigated could be identified. DEECA considers it positive that Council has included principles for implementation in the Framework Plan and considers the majority of these appropriate. However, the pairing of key principles along with proposing specific elements, risks giving validity to those elements which may not be aligned with MACA and the MCP. This risks creating unrealistic expectations about what can be delivered and delivering less than ideal outcomes for the coastal and marine environment.		Additions to the plan have been made to emphasise that this document is recognising strategic opportunities within the foreshore and continued to reiterate that all components in the plan will require MACA consent.

DEECA		Draft Plan	DEECA recommends all coastal Crown land should have a CMMP. The purpose of a CMMP is to provide overarching direction for the future local management of an area of marine and coastal Crown land. As the Framework Plan covers an area which is entirely coastal Crown land, DEECA advise Council that a CMMP remains the most appropriate tool to provide guidance and approval for future use and development on marine and coastal Crown land. As a CMMP must be consistent with a range of policies and legislative framework outlined in Part 7 (59) of MACA, an endorsed CMMP provides certainty to Council that the proposed plan is aligned with both MACA, the MCP and other relevant instruments. DEECA notes that the Framework Plan now includes reference to a CMMP and although consideration of a CMMP is appreciated, the Framework Plan references a CMMP in the implementation strategy as a sub-plan through which vegetation management would be facilitated. This implementation strategy does not appropriately reflect the purpose of a CMMP. A CMMP should sit at the top of the implementation hierarchy and provide strategic direction and principles (these could be incorporated from the Framework Plan). This the framework plan could then provide detail on proposed elements for inclusion which align with endorsed CMMP.	The implementation flow chart has been updated to better capture the role of the CMMP.
DEECA		Draft Plan	DEECA previously recommended that Council review the remaining project timeline and revise it if / as necessary to ensure the consultation process with stakeholders, particularly Traditional Owners, is appropriate and allows enough time for those involved to review and provide considered feedback on key project elements. DEECA understands that a specific meeting with Eastern Maar Aboriginal Corporation (EMAC) has occurred to discuss the Framework Plan, however, it is unclear as to how the outcomes of any engagement have been incorporated into the Framework Plan. Additionally, DEECA notes that both Eastern Maar Peoples' and Gunditjmarra Peoples' have native title claims over an area including Warrnambool (known as Area C). Area C is defined broadly from the Hopkins River to Penhurst to Yambuk and along the high-water mark of the coastline. DEECA note that any land management dealing that requires engagement with the traditional owners within Area C should be with both EMAC and Gunditj Mirring Traditional Owners Aboriginal Corporation (GMTOAC). It is advised that Council engage with GMTOAC on the development of the Framework Plan if this hasn't already occurred. Under the MACA, decision makers are required to acknowledge and act upon Traditional Owners' rights, aspirations and knowledge. In consideration of the Framework Plan, DEECA would need to understand the Traditional Owner groups for Country had been appropriately engaged and their rights and aspirations considered and acted upon; evidence of this occurring should be provided.	A question for Council.
DEECA		Draft Plan	DEECA remains concerned that considerations of all user groups of the marine and coastal Crown land have not been captured and reflected in the Framework Plan. Although DEECA appreciate there are a wide variety of user groups and developing a plan that meets the specific needs of all is difficult, the MACA and MCP requires that communities and user groups are engaged. This is especially important as more uses are proposed for within a geographically constrained area. For instance, the potential inclusion of an ocean pool and sea baths, modification of the horse training area and arrangements and development of walking trails and picnic areas, whilst maintaining public access to the beach and public water users (swimmers/boaters etc) will be challenging. It is not clear from the Framework Plan how the potential conflict of uses between these user groups will be managed, nor how the proposed concept plan addresses the potential opportunities - Investigate the provision of horse training facilities in other areas inland and limit access to the main beach (p58) - or the list of negotiables - Negotiable: Access to the foreshore for horse training; Negotiable: Area of the Foreshore allocated on beach for horse training (p61).	Unclear on what action is required to respond to this.
DEECA		Draft Plan	Negotiables and non-negotiables The Conceptual Response includes a list of Negotiables and Non-negotiables. As this is a concept document, there is insufficient information to test whether each of the negotiables / non-negotiables is aligned with MACA and MCP. However, at a high level DEECA note that all elements in the Framework plan must meet the requirements of MACA and associated policy. By including items which do not align, Council may encounter difficulties in gaining approval for implementation of certain elements.	The negotiables and non-negotiables have been used to guide the development of the Framework plan, noting the comments and diffculting in assessing whether these have been met given the detail of a framework plan - this page has been removed from the final plan.
DEECA		Draft Plan	The MCP supports the protection and enhancement of the marine and coastal environment. This may include management of native vegetation for biodiversity benefits or improved coastal resilience, however, the MCP does not support the trimming and/or removal of native vegetation for the creation of views. Although the background text to the vegetation management principles includes reference to Coastal Tea-tree (Leptospermum laevigatum) impeding views, the key principles to guide future development do not reference this driver but rather speak to improved biodiversity and user safety.	The vegetation management specifically does not mentioned pruning or trimming, instead focuses on the removal of species that are not indigenous to the area. Thereby improving biodiversity outcomes, improving viewlines and a sense of safety, with the added benefit of meeting the community desire for better views to the beach from the promenade.
DEECA		Draft Plan	It is unclear as to how the inclusion of an expanded trail network amongst the existing native vegetation between the Pavilion Café and Bar and Deep Blue Hot Springs would respond to the perceived challenges of "feeling unsafe along some of the vegetated path network. This is especially a concern where the vegetation is overgrowing the pathway with minimal views outwards." On one regard, the Framework Plan plans to prune / remove vegetation to improve safety along pathways, and on another plans to increase the path network through the same vegetation. DEECA notes there are two vegetation management documents (Warrnambool Coast Vegetation Management Plan (Biosis Research, April 2012) and Warrnambool Coast Native Vegetation Precinct Plan project (Beacon Ecological, c. 2020)) which cover the same area as the Framework Plan. Despite DEECA previously raising this matter, the Framework Plan does not reference either document. These vegetation management documents have previously provided Council with guidance and opportunities to manage current vegetation concerns and have had DEECA support. It is suggested that proposed vegetation management be reviewed against these documents, including consideration of whether / how they have been implemented and challenges that may need to be addressed in the Framework Plan.	Questions of safety are primarily concerned with the main promenade trail. The expanded trail network is proposed as a low-impact network providing access to a revegetated area. As it is not part of the major trail system, not a specific connector between activity hubs, we would prefer to maintain the vegetation in this area, minimise light pollution, and make it clear that if people feel unsafe (e.g. during the evenings) in this area, the main promenade trail is an alternative route (with proposed). These have been referenced in the Vegetation management sections
DEECA		Draft Plan	DEECA understands that this is a new concept from the previous iteration of the Framework Plan. Although the big idea of creating inviting grassy areas for picnics and relaxation is supported, the specifics of how this is achieved need to be further considered in this case. Options to achieve this idea outside of clearing vegetation within the largest patch of native vegetation should be explored and prioritised. This would demonstrate the Framework Plan had regard to taking a stewardship approach and ecologically sustainable development (key considerations of the MCP), and more clearly align with strategies outlined in Clause 12.02-15 Protection of the marine and coastal environment. Options for creating passive and active recreation spaces exist in the redevelopment of the "village green" area and in areas immediately adjacent to the Framework Plan area. For the idea to be supported it would need to demonstrate how it aligned with the MCP.	Agreed. This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
DEECA		Draft Plan	DEECA have previously provided advice regarding future redevelopment of the SLSC. The proposed concepts must align with this advice. The plan should carefully consider whether future redevelopment includes an expansion or altering of footprint aligns with the objectives of the MCP. When assessing the footprint of structures on coastal Crown land, the MCP considers surface footprint, volume and height of a structure. Although the visual representation of the Surf Life Saving Club redevelopment does not indicate an expanded surface footprint, it does appear to include an increase in height and volume which may not align with Clause 12.02-1L Coastal landscapes (e.g. "Limit development heights to maintain coastal view lines from public spaces and respect scale and character"). Without consolidation of existing buildings on coastal Crown land, it is unclear as to how this would align with the MCP. A potential solution to address this potential inconsistency is to modify key principle 1 for the Surf Life Saving Club to read "Maintain current and future functions within the existing footprint", noting how the MCP considers footprint.	This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
DEECA		Draft Plan		

DEECA		Draft Plan	DEECA has previously questioned whether sufficient analysis has been undertaken to understand how the variety of uses and users of the identified area (e.g. public enjoyment, racehorse training, boat users, dredging program). This potential conflict of uses is noted in the plan – "Further studies required to determine future balance between horse training and public use in the area", however there has been no response provided as to how the strategic planning has been undertaken to address these conflicts. Although it may be possible to facilitate the interaction between the limited coastal environment and multiple user groups through subsequent processes, it also may not. Although the inclusion of the principle related to net benefit to the community speaks to this interaction, the uncertainty potentially creates unrealistic expectations about the deliverability of the element.	Noted - This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent. Council's direction is for this to be an ambitious plan, with community expectations to be managed going forward.
DEECA		Draft Plan	Further, although the principle relating to underlying geology and coastal process speaks to the principles of ecologically sustainable development the lack of certainty and understanding of potential constraints and environmental impacts associated with the development at the site fail to address the guiding principle of evidence-based decision making and the precautionary principle. This isn't to say that the ocean pool, or any specific element, can not be part of the future use of the Warrnambool foreshore, but that including the elements in a strategic plan without appropriate studies and analysis is premature.	The ocean pool has been removed, whilst the seabaths remain. This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
DEECA		Draft Plan	The concept plan includes an additional parking area near the existing skate park to be used by horse trainers and other user groups. DEECA has previously assessed an application for MACA consent for additional carparking within coastal Crown land in the Warrnambool foreshore, and determined consent could not be granted for the use and development as it didn't align with the MCP. It is unclear as the origin of the current proposed carpark, however, given the previous determination, MACA consent for such development and use may be challenging and the proposal would need to demonstrate how it responds to the previous grounds of refusal. How the use (race horse training on the beach) facilitated by this car park aligns with MACA and the MCP and conflict between user groups arising from this activity at this location should also be considered.	With increased usage and activation within the area there may be a need for expanded car parking and improved access and circulation for both users, but also emergency vehicles. This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.
DEECA		Draft Plan	DEECA supports the plan to restructure the car parking in the harbour precinct. Conducted in accordance with the identified key principles and based on the detail provided, the plan appears to align with the MACA and MCP. Not only does it improve access to multiple user groups, the plan increases vegetation and will improve water management. This plan also addresses the identified opportunity to create / improve views to the ocean.	Thank you
DEECA		Draft Plan	Comments relating to Victorian Planning Context	Noted - we will add the following: Clause 12.02 Marine and coastal environment Clause 13.01-25 Coastal inundation and erosion Clause 52.17 Native vegetation Add increased clarification regarding the Bushfire Prone Area. Bushfire prone areas (BPA) are where the bushfire hazard has been identified and mapped under the building system. These areas are subject to or likely to be subject to bushfires. This triggers building permit requirements where new buildings are required to build to a national bushfire construction standard. This is known as a bushfire attack level (BAL). Delete 'priority to provide a safe environment'

Draft Warrnambool Foreshore Strategic Framework Plan - Stakeholder Response July 2024

Comment Legend



Note: All survey results emailed to Realm for review and consideration

Stakeholder	Page	Section	Comment	Comment	Action/Status
WCC - PWG					
WCC - Brady Hall			The approved concept for Beach Access 123 – the alignment and location is different to what is reflected in the draft. The interpretation of the Beach Access Strategy was correct in saying the DOA access would be at 122 but once we assessed the two sites it was safer, more cost effective and more environmentally friendly to have it at site 123.	The WFSFP acknowledges beach access improvement as per the 2022 Warrnambool Beach Access Strategy	
WCC - Morteza Mirgholami			I agree that congesting all those activities (sea baths, ocean pool, horse ramp, Pavilion, ship ramp, etc.) may create some incompatibility. My suggestion is to move the sea bath and ocean pool further up, somewhere parallel to the Deep Blue Spa, to create a recreational hub 2. I think the idea of elevated boardwalk, making the village green a flexible space for both parking and social activities and also having sectional low vegetation along the promenade were all good ideas. 3. Using more organic/curved line geometry for the sea bath is advisable. I understand that this is a framework and not a design proposal, but the visual impression may influence future master plans or design alternatives, so it's better to signify this ahead. 4. Pertobe Road will hopefully be used less by cars and more by buses, bikes, and pedestrians in the long term (2040?). The framework can reflect this by suggesting pop-up markets and art festivals along the road, creating a public promenade similar to the one in the picture below! 5. The use of artworks and interactive elements to narrate the history of the place, especially that of the Eastern Maar people, can be highlighted in the plan. Sound, light, statues, boards, activities, and even naming can be used to give voice to the First Nation's narrative of the place. "Village Green" was mentioned as a name – are there any alternatives or Aboriginal equivalents for this? The big monument proposed near the breakwater, even though it is just an exemplary picture, does not seem to be inspired by Aboriginal culture.	The ocean pool has been removed, sea baths and pontoon will remain. Noted. Noted. The WFSFP is a high level strategic document that provides guidance on the future development of the foreshore. The sea baths/pontoon, horse ramp, Pavilion, boat ramp are separate pieces of work that will require additional works to ensure they comply with the Marine and Coastal Act (MCA) and WCC planning permit. The WFSFP reflects this through the Village Green which intends to serve as a flexible community space in the heart of the foreshore. The WFSFP provides opportunities for artwork that connects with the history of place and the broader Warrnambool community. This can be seen with a sculptural element providing a visual connection from the CBD, way finding signage. Further engagement with Eastern Maar will be necessary in achieving this. The WFSFP provides a sculptural element incorporating stories of Country but what this actually looks like will be subject to future responses from MacA and planning requirements as well as further engagement with Eastern Maar.	Has been considered in the WFSFP Has been considered in the WFSFP Has been considered in the WFSFP Has been considered in the WFSFP
WCC - Peter Reid	30-31/44-45	Big ideas, Vision & Principles / Foreshore Concept Plan	As can be seen on the images on pages 44 and 45 of the report, Pertobe Rd is the principle access point for the Foreshore Precinct. As can be seen from the image on pages 30 and 31, this access point is at risk of permanent inundation due to sea level rise in the long term. I think it should be acknowledged somewhere in this document that we need to start planning as to how we might mitigate against this risk. Maybe something in the 'Challenges to Movement + Access' section is appropriate? Maybe in the 'Water, Ecology & Climate Change' section?	This has been incorporated in the WFSFP as a perceived challenge - Water, Ecology & Climate Change. The plan seeks to explore the impacts of sea-level rise and flooding on Pertobe Road and how this impacts access to the foreshore.	Has been included in the WFSFP.
			We know we will need to do significant technical feasibility study including specialized coastal engineering before we can make any commitment to the ocean pool or seabaths concepts. It sounds like we may be planning to do some of that work in Phase 1. Similarly, we may need to have a study in one of the later phases looking at options for mitigating risks associated with long term inundation of Pertobe Rd.	The WFSFP considers the need to increase resilience of the foreshore area to sea-level rise and future flood events. Ocean pool has been removed in place of keeping only the sea baths.	
	84		On another, very minor point, I recommend the removal of the volleyball game from the image on p. 84 on general community expectation grounds. You need a wide flat beach for volleyball. Our beach has never really been suitable and is likely to get steeper and narrower over the coming decades due to sea level rise. It's pretty clear that DEECA will not support interventions to artificially change the beach topography. There are other places in the precinct we can build beach volleyball courts if the demand is there.	The WFSFP has removed the beach volleyball game.	Complete
WCC - Ashish Sitoula	9	Country - Eastern Maar's Country	This issue is a little bit complicated. The way the paragraph is written on page 9 may be problematic at the current time period. The Eastern Maar Country Plan does not make any reference to Warrnambool municipality and its traditional owners outright. While native title for the area East of Hopkins has been settled, native title for rest of Warrnambool is currently not decided and it is being contested by EMAC and Gunditj Mirring Traditional Owners Aboriginal Corporation. Having said that, our acknowledgement of country has been endorsed by Eastern Maar Aboriginal Corporation who is the Registered Aboriginal Party for Warrnambool municipality. Our acknowledgement of country reads: Warrnambool City Council acknowledges the Peek Whurrong and Kirrae Whurrung Peoples of the Gunditjmarra, Eastern Maar Nations as the Traditional Owners of the land, waterways and skies within Warrnambool municipality. We pay our respects to elders past and present. So my advice at present would be to delete what is written in page 9 and replace that with the endorsed acknowledgement to Country. Any language or sentence that makes reference to traditional owners or Country should refer to Peoples of the Gunditjmarra, Eastern Maar Nations. And if we are picking any lines out of the Eastern Maar Country Plan, we should put direct quotes with reference to the document and not try and rewrite them in our own words. At least for the present. EMAC have indicated that they are in the process of revising their Country Plan document.	The WFSFP has amended this section accordingly	Complete
Natural Environment			Following initial consultation, the draft plan presents alterations to policy and planning priorities for: • Native vegetation (commencing page 97) • Climate change impacts • Surf Life-Saving, Caravan Park and Open Space (Village Green) improvement through built and green infrastructure • Sea level change and biodiversity protection • WSUD inclusion into Harbour Precinct		
			Recommendation for further review and consideration remain consistent with previous advice provided for: • Climate change (risk and planning for the whole precinct) • Breakwater development and longevity (Lady Bay management considerations long term) • State Government Legislation and approvals (and GORCAPA) • Supported by future CMMP with more diversified vegetation planning and consultation (incl. threatening processes, species and impacts) • Agreed approach to vegetation and biodiversity planning with the State Government (current vegetation management alternatives may not be endorsed by DEECA and raise community confusion) • Increased usage – data on expected usage (visitors) and impact still required • Implications to costings and management for Council (consider a levy for events (eg.) to manage green infrastructure (including dunes and landscaping, pollution and safety).	All development and vegetation management will be subject to planning approval and MACA consent. Council is aware of its statutory obligations when undertaking works within the foreshore area.	The WFSFP acknowledges that for works or vegetation management to occur on the foreshore MACA consent will be required. To assist in this process it is proposed to amend clause 12.02-21 Coastal Landscapes of the Warrnambool Planning Scheme to reference the WFSFP. The inclusion of the WFSFP into the Scheme will require approval from the Department of Transport and Planning.

			<p>Whilst the plan is now to the submission and adoption stage of approvals, the original feedback summary (see below – May 2024) remain current:</p> <ul style="list-style-type: none"> • Climate Change impacts and extreme weather events • EMAC – partnership and governance • Breakwater – long term plan and maintenance • Biosecurity risks and implications (climate and operation) • State Government Legislation, approvals and long term coastal management • IPA Framework • Events Strategy • Land saturation • Landscape scale planning • Threatened Fauna and Flora • Vegetation Management • Budget and resourcing • Lease arrangements • Security / Public Safety / Asset and Natural Environment 		
	4	The Project	Green Infrastructure and importance of the natural environment for resilience of the precinct and coastal human/ flora/fauna communities.	The WFSFP clearly seeks to maintain and enhance the natural environment. Any works will require permission from DEECA.	addressed in the WFSFP
	4		Climate change vulnerability and risks need to be quantified prior to any confirmed coastal actions.		
	6	Strategic Pillars	<p>Biosecurity Act (fauna/flora and human intervention) Considerations should an area / precinct need to be shut down to the public? Access for emergency responses?</p> <p>Catchment and Land Protection Act 2010 will determine land management responsibilities and require compliance in addition to other legislation.</p>	<p>Targeted revegetation efforts will focus on indigenous plant species well-adapted to local conditions, providing crucial habitat for native fauna. Increasing the foredune and allowing coastal processes to shape the foreshore where feasible will significantly improve the coastline's resilience to climate change hazards, such as sea-level rise and storm surges.</p> <p>The strategy also aims to enhance the site's ecological values by creating a more diverse and interconnected network of coastal habitats, supporting a wide range of species and promoting biodiversity conservation.</p>	The WFSFP has considered this
	7	Strategic Pillars	A great update		
	10	Zoning & Overlays	Glossary with terminology? Threatening process, natural process, event green infrastructure and natural environment definition to assist community?		addressed in the WFSFP
	11	SLD1	Should we explain state requirements for vegetation management in context of the SLD1?		addressed in the WFSFP
	15	Coastal Ecology and Landform	<p>Promote eco tourism and Warrnambool as eco-centre?</p> <p>All development comes at a cost to community and natural environment eg. erosion/ pollutant link with coastal veg and ocean health across foreshore and the Merri Marine Sanctuary. Human health, threatened species including whales and coastal vegetation are linked.</p> <p>Reference management and development considerations for landscape/seascape - eg. river health, riparian management and land management practices.</p>		
	18	Open Space & Vegetation Cover	<p>The health of the foreshore and green infrastructure (eg. mono-culture to diversified species) and high usage areas will require careful planning to prevent environmental degradation.</p> <p>The principle of concentrated management and access is considered for environmental advantage and prevention of degradation.</p>	Vegetation Management - is a key initiative within the WFSFP which addresses the complex balance between ecological health, coastal protection and community needs. The WFSFP offers a staged removal of non-indigenous species and replanting of indigenous biodiversity. This will improve passive surveillance of the promenade and beach to increase user safety.	addressed in the WFSFP
	19	Transport & Access	What are the main high density foot traffic areas? What times of year and how do they interact with climatic events (erosion) and threatened species breeding (fauna and flora)?	The WFSFP is a high level strategic document that provides guidance on the future development of the foreshore. These finer details will require further investigation.	
	25	Understanding the foreshore	<p>Critical impact from human usage to erosion and dune stability, horses and beach festivals.</p> <p>Coastal hazards - flooding and surge events</p> <p>Pollution - buried waste, estuary and industry (port).</p> <p>Usage and erosion events (erosion/pollution/ rubbish and loss of life to plant and animal species through dog/horse and festival events)</p> <p>Critically endangered species are being impacted currently, and smart local isolation of events with a revegetation program for maintaining green infrastructure (eg surf club events) would assist.</p> <p>Future of breakwater and impact to the whole foreshore.</p>	<p>Horse training in Lady Bay is subject to a contractual arrangement with Council. The WFSFP has no power to undermine that contractual arrangement. The concern is noted.</p>	
	26	Perceived challenges with...	Safety of walkers on shared path from dog attack and being struck by hooning bikes/ vehicles. Significant issue to human and animal health (eg. one dog attack per day over summer. How will this be managed?)	The WFSFP is a high level strategic document that provides guidance on the future development of the foreshore. Staffing implications noted - this would need to be considered in conjunction with proposed works. Currently unknown.	
	28	Water, Ecology & climate Change	<p>The impact of climatic events (severe storms/ heatwaves) will cause excessive increases to erosion, vegetation die back and fauna loss in addition to the standard expected impacts from climate change. These are fundamental to the stability of the entire foreshore.</p> <p>Issues also include:</p> <ul style="list-style-type: none"> Monoculture of species lack of succession growth for climate resilience Species are under threat from unmanaged dogs, people and fast moving vehicles Fires and spouting Permitting and ability to functionally manage the threatened flora and fauna 	The WFSFP details all legislation and State government policy that applies to the foreshore area. In order to undertake any works or vegetation management on the foreshore Council must meet all statutory requirements.	addressed in the WFSFP
	29	Perceived challenges with...	Coordinated management (MOU eg. with state agencies for improved management and shared resources (environmental, emergency, peak season management and special events as eg.)	The WFSFP acknowledges that the future development of the area will include improved emergency vehicle access to the main beach. It prioritises pedestrian and emergency vehicle access whilst ensuring safety of users.	
	30	Opportunities to...	<p>Increased tourism will impact green infrastructure and stability of the region.</p> <p>How will Council/ staff extended events periods for all maintenance, rubbish pick up, local laws and reporting of environmental and wildlife vandalism?</p> <p>With the current State Government time frames, maintenance and management agreements will need to be in place for any expansion and environmental management.</p> <p>MACA and design guidelines will not encourage more infrastructure development. Same footprint or reduced especially in the face of climate impacts.</p>	<p>Noted. The WFSFP is a high level strategic document that provides guidance on the future development of the foreshore. The ocean pool, horse ramp, Pavilion, boat ramp are separate pieces of work that will require additional works to ensure they comply with the Marine and Coastal Act (MaCa) and WCC planning permit</p> <p>The ocean pool has been removed in place of keeping only sea baths.</p>	
	30	Opportunities to...	<p>Reference vegetation and legislation management approaches as stipulated by law.</p> <p>Future levy for events to maintain the area (erosion, rubbish, trashing of native veg).</p> <p>Environmental education</p> <p>Cameras for public safety</p>	will be addressed in the vegetation management plan that will need to be approved by DEECA.	

[illegible]

	88	Foreshore Concept Plan Phase 03 - 2040 and Beyond	Have the ocean pool and sea bath proposals been rationalised against the MAC Policy during the draft plan development? With both included in the draft plan, we are interested in understanding the justification for proposing both an ocean pool and sea baths as new structures? What is the purpose and need for both structures, and does this align with MAC Policy?	The WFSFP is a strategic document that includes aspirational elements, such as the ocean pool and sea baths. Extensive investigative work is required in order to determine the feasibility of those items. The inclusion of the ocean pool has been removed in place of keeping only the sea baths.	
	88	Foreshore Concept Plan Phase 03 - 2040 and Beyond	The action 'Facilities provided to improve access to dive sites for diving and snorkelling activities' but it isn't clear what facilities are proposed. Is this built infrastructure? Please include more information here.	The final WFSFP does not provide for facilities to improve access to dive sites.	
	48	Implementation Strategy	There is a typo in the green box. The heading should read 'Planning Scheme Amendment Recommendation'		
	48	Implementation Strategy	Suggest review of the planning hierarchy on pg. 95, perhaps with input from DEECA, to ensure this is accurate as the most appropriate/practical pathway(s) for WCC. A CMMP is typically the overarching strategic plan that acts as the primary tool for marine and coastal Crown land management and isn't limited to vegetation management outcomes. It is unclear if and why the WFSFP will set the strategic direction for Warrnambool Foreshore above a CMMP. Ideally, a CMMP would be developed before specific foreshore plans to ensure that competing demands and uses are able to be prioritised over the long-term. This diagram could also reference the development of other key strategic work that can help inform development and implementation, such as the GORCAPA's Regional Coastal Adaptation Plan (RCAP).	This matter was addressed at paragraph 62 above. A framework plan is a high level document that sets the strategic direction for, in this case, the Warrnambool foreshore over the next 20 years. Based on that strategic document the Council will then prepare the CMMP that will assist it in acquiring MACA approval for those works that it seeks to undertake on the foreshore. The WFSFP provides an opportunity for Council to understand what the community values about the foreshore and its expectations of that area over the next 20 years.	
			Victoria's Resilient Coast logic could be better incorporated into the project. Mapping the erosion hazard is an important step in understanding the risk of intensifying developing in areas that are potentially exposed to coastal hazards. The hierarchy of options listed in the policy would be useful in stepping through options over time. A Coastal Hazard Adaptation and Resilience Plan should be conducted to inform development across the entire site.	Erosion mapping will occur as part of any proposal to undertake works on the foreshore. The WFSFP is a framework plan. Framework plans lack the level of detail required to undertake, for example, coastal hazard plan.	
	43/49	Vegetation Management	A further assessment of uses should be conducted to ensure their appropriateness / coastal dependency i.e. circuit of exercise equipment Vegetation management to establish coastal views should be considered in relation to other values vegetation provides i.e. erosion, biodiversity benefit etc. Reasons for vegetation removal should be assessed against the MAC Policy and FFG Act requirements, and any implications for erosion management considered. The removal, for views, may not be appropriate.	The WFSFP details the legislative, policy and scheme provisions that Council must have regard to in undertaking any vegetation management programme. Such provisions require consideration of issues such as biodiversity, erosion etc.	
	6	Strategic Pillars	Technical and engineering feasibility of options such as seaweed Suggest grouping the documents into an order - Like MAC Act, MACA Policy, MAC Strategy, And Siting And Design Guidelines, then have Specific Warrnambool Strategies.	The current ordering of legislation, policy and scheme provisions is appropriate.	
	50	SLSC upgrades	Upgrades to the surf living club should also consider the following: - Lifesaving Facility of the Future 2021 - Occupation and use of Crown land by lifesaving clubs in Victoria Policy Statement 2019 - upgrades proposed need to be in respect to its core functions as a SLSC facility.	The SLSC is yet to apply for a planning permit or permission under the MACA for proposed works. The WFSFP acknowledges that the SLSC seeks to reconfigure and rejuvenate its building.	This is noted in the WFSFP.
	40	Planning Context	Should also consider EPBC - especially with changes to the marine environment by addition of pools and impacts to species protected under the EPBC (i.e. Southern Right Whale, Great White Shark etc)	The ocean pool has been removed in the Final WFSFP. Consideration of the EPBC is not required.	
	40		Inclusion of informal path network. Consider risks of this creating or exacerbating erosion and trampling of vegetation if it is informal and not defined.	This matter is addressed in light of the vegetation management plan and the Harbour Precinct plan.	
EMAC			Responded on 9 August 2024 noting that the following high end principles were missing from the draft WFSFP: the need to minimize harm to tangible and intangible cultural heritage and to avoid extinguishment of Native Title. The listed negotiables/non negotiables failed to adequately reflect EMAC requirements.	Realm have engaged with Eastern Maar throughout the preparation of the WFSFP.	
			EMAC's Biocultural Landscape Subcommittee reviewed the draft WFSFP on 30 July 2024 and raised concerns about horses on beaches noting that there is general support for horses swimming under the current arrangement but there was opposition to beach training and exercise with suggestions that this should be replicated on a sand track at the racecourse. Given this feedback, the proposed horse training access, float parking amendments and associated works within the plan are not supported.	A contractual arrangement exists that regulates horse training on the beach. The WFSFP has no authority to override that contractual arrangement.	
			Ocean pool and sea baths were not supported given that these proposals would contribute to more hard structures in the coastal environment.	The ocean pool has been removed from the Final WFSFP in response to concerns raised by DEECA and CORCAPA about that structure. The sea baths and pontoon remain.	
			Concern expressed about the perceived need for additional pathways through the Worm Bay area and the impacts that these works would have on vegetation and habitat. Also noted that safety had not featured enough in the conception of a number of elements of the plan and was of concern for new swimming areas, new pathways, interaction with horses etc. Noted the need for maintenance of these areas.	Informal paths currently exist within this area. Upgrading of the paths and vegetation maintenance may enhance safety within this area of the foreshore.	
			The plan references Eastern Maar's Meerreengeyee Ngakeppoorreyeyt however EMAC expressed concern that the link between that document and the WFSFP is unclear.		
DEECA			DEECA supports Warrnambool City Council's (Council) aspirations to provide strategic direction for the appropriate use and development of the Warrnambool foreshore. However, questions remain as to how the Framework Plan aligns with the Marine and Coastal Act (MACA) 2018, Marine and Coastal Policy (MCP) and key elements of the Warrnambool Planning Scheme. This uncertainty has been expressed in DEECA's comments on previous versions of the Framework Plan and, although amendments to the Framework Plan have tried to address this, remains in DEECA's review of the most recent document. Key messages regarding the alignment of the Framework Plan with the MACA and MCP are outlined below	The WFSFP is a strategic document prepared on the basis of extensive public consultation. The WFSFP provides Council with an understanding of the community's expectations and aspirations for the foreshore area. Based on these expectations and aspirations Council will be able to prioritize works associated with this area. The WFSFP is the first of a number of steps required to obtain DEECA/MACA approval. Council will be required to undergo a separate approval process for the initiatives detailed in the WFSFP.	

			DEECA feedback on previous versions of the draft of the Framework Plan (July 2024) whilst acknowledged by the project consultants remains outstanding.	Realms have sought to address concerns raised by DEECA throughout the many iterations of the WFSFP. The Final WFSFP clearly captures this engagement with stakeholders for, by example, removing contentious elements such as the ocean pool.	
			As the Framework Plan covers an area which is entirely coastal Crown land, DEECA reiterate that a CMMP remains the most appropriate tool to provide guidance and approval for future use and development on marine and coastal Crown land	This matter was addressed at paragraph 62 above. A framework plan is a high level document that sets the strategic direction for, in this case, the Warrnambool foreshore over the next 20 years. Based on that strategic document the Council will then prepare the CMMP that will assist it in acquiring MACA approval for those works that it seeks to undertake on the foreshore. The WFSFP provides an opportunity for Council to understand what the community values about the foreshore and its expectations of that area over the next 20 years.	
			Alignment of specific elements of the Framework Plan with MACA and the MCP remain untested and therefore cannot be supported by DEECA at this stage.	As above	
			The elements included in the plan perpetuate and increase current user and management conflicts and increase risks and challenges arising from cumulative impacts- e.g. interactions between user safety and vegetation management.	Realms have sought to minimize these conflicts by engaging with stakeholders, having regard to the various concerns raised and providing workable solutions as detailed in the Implementation Plan.	
			The Framework Plan has a concentrated focus on built infrastructure (e.g. raised boardwalk, village green amphitheater, ocean pool) despite these hard features presenting construction and maintenance challenges in a dynamic coastal and marine environment, and at a time when financial impacts of climate change on coastal regions are expected to increase significantly	The WFSFP is a strategic document that includes aspirational elements, such as the ocean pool and sea baths. Extensive investigative work is required in order to determine the feasibility of those items. The Ocean pool has been removed in place of keeping only the sea baths.	
			The challenging approvals pathway presented by the draft Framework Plan risks creating unrealistic expectations in the community about what elements can be delivered	The concerns regarding unrealistic expectations is a matter for Council to resolve. The consultants have consulted extensively and responded by incorporating design elements raised by the public into the WFSFP. Council will be required to investigate the feasibility of these proposals.	
			DEECA understands that resolution of previous comments regarding testing the elements against the MACA and MCP may be difficult to achieve through a strategic planning process, however this will be crucial to endorsement of the Framework Plan. If such testing is not feasible at this stage of the plan development, a suggested alternative is to reduce the level of detail and specificity depicted and described, and instead confirm and describe broad principles and ideas for future investigation.	The WFSFP is a strategic document that seeks to understand, based on community and stakeholder consultation, the aspirations for the foreshore. Such aspirations/wishes will inform the CMMP. Ocean pool has been removed in place of keeping only the sea baths. The pontoon will remain.	
			How previous DEECA comments have been addressed It is unclear as to how the July 2024 draft of the Framework Plan responds to DEECA feedback on previous versions of the Plan. DEECA understands that resolution of previous comments regarding testing the elements against the MACA and MCP may be difficult to achieve through a strategic planning process, however this is crucial to endorsement of the Framework Plan. If it is felt that such testing is not feasible at this stage of the plan development, a suggested alternative is to reduce the level of detail and specificity depicted and described, and instead describe broad principles and ideas for future investigation. For example rather than depicting ocean pools, pontoons and sea baths, instead general areas for built swimming infrastructure to be investigated could be identified. DEECA considers it positive that Council has included principles for implementation in the Framework Plan and considers the majority of these appropriate. However, the pairing of key principles along with proposing specific elements, risks giving validity to those elements which may not be aligned with MACA and the MCP. This risks creating unrealistic expectations about what can be delivered and delivering less than ideal outcomes for the coastal and marine environment.	This matter has been addressed above and throughout this response.	
			Coastal and Marine Management Plan (CMMP) DEECA recommends all coastal Crown land should have a CMMP. The purpose of a CMMP is to provide overarching direction for the future local management of an area of marine and coastal Crown land. As the Framework Plan covers an area which is entirely coastal Crown land, DEECA advise Council that a CMMP remains the most appropriate tool to provide guidance and approval for future use and development on marine and coastal Crown land. As a CMMP must be consistent with a range of policies and legislative framework outlined in Part 7 (59) of MACA, an endorsed CMMP provides certainty to Council that the proposed plan is aligned with both MACA, the MCP and other relevant instruments. DEECA notes that the Framework Plan now includes reference to a CMMP and although consideration of a CMMP is appreciated, the Framework Plan references a CMMP in the implementation strategy as a sub plan through which vegetation management would be facilitated. This implementation strategy does not appropriately reflect the purpose of a CMMP. A CMMP should sit at the top of the implementation hierarchy and provide strategic direction and principles (these could be incorporated from the Framework Plan). This the framework plan could then provide detail on proposed elements for inclusion which align with endorsed CMMP.	The WFSFP, once adopted, will inform the preparation of a CMMP. The WFSFP is the background document, based on extensive consultation, that informs Council's decision making as to how to manage the foreshore. The important feature of the WFSFP is that it has been based on extensive consultation. It provides a roadmap as to what the community aspires to in regards to this very beautiful part of the municipality. A Coastal and Marine Management Plan (CMMP) is a local scale strategic plan that is the primary tool for the management of marine and coastal Crown Land. A CMMP is a mechanism for land managers to implement an agreed vision for an area of marine and coastal Crown Land. CMMPs are a way to prioritise and manage demand and conflicting uses now and in the future. CMMPs also translate objectives, aspirations and values for an area into on-ground action. A CMMP's priorities come from legislation and policy, as well as engagement with Traditional Owners, stakeholders and the local community. The Council, as landmanager for the foreshore, is required to prepare the CMMP. In preparation of the CMMP it will have regard to the WFSFP and the extensive consultation undertaken to prepare that document.	Considered - The WFSFP is a broad strategic document that will inform a CMMP
			Stakeholder engagement DEECA previously recommended that Council review the remaining project timeline and revise it if / as necessary to ensure the consultation process with stakeholders, particularly Traditional Owners, is appropriate and allows enough time for those involved to review and provide considered feedback on key project elements. DEECA understands that a specific meeting with Eastern Maar Aboriginal Corporation (EMAC) has occurred to discuss the Framework Plan, however, it is unclear as to how the outcomes of any engagement have been incorporated into the Framework Plan. Additionally, DEECA notes that both Eastern Maar Peoples' and Gunditjmarra Peoples' have native title claims over an area including Warrnambool (known as Area C). Area C is defined broadly from the Hopkins River to Penhurst to Yambuk and along the high-water mark of the coastline. DEECA note that any land management dealing that requires engagement with the traditional owners within Area C should be with both EMAC and Gunditj Mirring Traditional Owners Aboriginal Corporation (GMTOAC). It is advised that Council engage with GMTOAC on the development of the Framework Plan if this hasn't already occurred. Under the MACA, decision makers are required to acknowledge and act upon Traditional Owners' rights, aspirations and knowledge. In consideration of the Framework Plan, DEECA would need to understand the Traditional Owner groups for Country had been appropriately engaged and their rights and aspirations considered and acted upon; evidence of this occurring should be provided.	Council engagement with Eastern Maar (Warrnambool's Registered Aboriginal Party) consisted of: The Cultural Immersion Experience - Walk on Country, took place at the Foreshore, near the Pavilion on Friday 1 December 2024. We met to discuss their ideas for the Warrnambool Foreshore's revitalisation. These were the main points from the site discussion: • How will the Foreshore Framework Plan benefit the Peek Whurrong and Kirae Whurrong Peoples of the Gunditjmarra, Eastern Maar Nations? • Consider the Cultural Values Assessment of the area. • Introduce local Indigenous art work and interpretive signage. • The idea of "yunchang" and what was this area pre-settlement. • Building relationships between DEECA and Eastern Maar Additional meeting with Eastern Maar • Meeting with Eastern Maar Representative 29 February 2024 (Draft Issues & Opportunities Report) • Meeting with Eastern Maar Representative 7 May 2024 (Draft Conceptual Options Report) • Project Reference Group (PRG) Meeting 11 July 2024 • Meeting at Eastern Maar 17 July 2024 Council did not engage with Gunditj Mirring Traditional Owners Aboriginal Corporation (GMTOAC). Eastern Maar Aboriginal Corporation (EMAC) is Warrnambool's Registered Aboriginal Party (RAP).	

			<p>Understanding user groups and use conflicts DEECA remains concerned that considerations of all user groups of the marine and coastal Crown land have not been captured and reflected in the Framework Plan. Although DEECA appreciate there are a wide variety of user groups and developing a plan that meets the specific needs of all is difficult, the MACA and MCP requires that communities and user groups are engaged. This is especially important as more uses are proposed for within a geographically constrained area. For instance, the potential inclusion of an ocean pool and sea baths, modification of the horse training area and arrangements and development of walking trails and picnic areas, whilst maintaining public access to the beach and public water users (swimmers boaters etc) will be challenging. It is not clear from the Framework Plan how the potential conflict of uses between these user groups will be managed, nor how the proposed concept plan addresses the potential opportunities – Investigate the provision of horse training facilities in other areas inland and limit access to the main beach (p58) – or the list of negotiables – Negotiable: Access to the foreshore for horse training; Negotiable: Area of the Foreshore allocated on beach for horse training (p61).</p>	<p>As part of the engagement process Council has established: Project Reference Group - Eastern Maar, GORCAPA & DEECA Project Working Group - Council staff Stakeholder Reference Group - made up of local businesses Council has met and worked with members of these groups throughout the project, seeking discussion and feedback. Council has engaged with the Community - via on-line and face-to-face workshops, discussing and seeking feedback. The WFSFP provided an opportunity for all stakeholders to express their views on how the foreshore is to be used. Based on that exchange of views Council is better prepared to determine priorities when drafting the CMMP.</p>	
			<p>Alignment with MACA and MCP DEECA has previously provided advice that some of the big ideas and concepts require careful review and consideration of whether they align with MACA, the MCP and other relevant legislation and policies.</p>	<p>Council appreciates that approvals will be required for any initiatives raised in the WFSFP.</p>	
			<p>Negotiables and non-negotiables The Conceptual Response includes a list of Negotiables and Non-negotiables. As this is a concept document, there is insufficient information to test whether each of the negotiables / non-negotiables is aligned with MACA and MCP. However, at a high level DEECA note that all elements in the framework plan must meet the requirements of MACA and associated policy. By including items which do not align, Council may encounter difficulties in gaining approval for implementation of certain elements.</p>		
			<p>Big Ideas DEECA has identified that there may be inconsistencies between the implementation of the following Big Ideas and associated concepts and MACA and the MCP, but notes that all should be tested: Big idea 02: Ocean Connection and views Strategically manage vegetation to enhance ocean views • Linked actions in concept plan Phase 1 – Phase 3 The plan proposes the strategic pruning and revegetation of the dunal vegetation with low growing species on the seaward side of the path system. This aims to both allow views and a sense of safety, whilst also improving the biodiversity within the dunal ecology. • Linked Vegetation management principles 1. Improve biodiversity of indigenous species 2. Staged removal of non-indigenous species (such as Coast Tea-Tree) and replenishment of indigenous biodiversity 3. Improve passive surveillance of the promenade and beach to increase user safety DEECA comment The MCP supports the protection and enhancement of the marine and coastal environment. This may include management of native vegetation for biodiversity benefit or improved coastal resilience, however, the MCP does not support the trimming and/or removal of native vegetation for the creation of views. Although the background text to the vegetation management principles includes reference to Coastal Tea tree (<i>Leptospermum laevigatum</i>) impeding views, the key principles to guide future development do not reference this driver but rather speak to improved biodiversity and user safety. It is unclear as to how the inclusion of an expanded trail network amongst the existing native vegetation between the Pavilion Café and Bar and Deep Blue Hot Springs would respond to the perceived challenges of 'Feeling unsafe along some of the vegetated path network. This is especially a concern where the vegetation is overgrowing the pathway with minimal views outward.' On one regard, the Framework Plan plans to prune / remove vegetation to improve safety along pathways, and on another plans to increase the</p>	<p>The Vegetation Management Principles include improved biodiversity of indigenous species, implement a staged removal of non-indigenous species (such as Coast Tea Tree) and replenishment of indigenous biodiversity and to improve passive surveillance of the promenade and beach to increase user safety. It is also recommended that a vegetation schedule of indigenous species for the foreshore be prepared to support decision making around vegetation management. The issue of passive surveillance and user safety were raised in the consultation process. Vegetation works within the Harbour Precinct (between the Pavilion and Worm Bay Road) likewise seeks to improve biodiversity and provide a staged removal of non indigenous species and the provision of an expanded trail network. Council believes that these works will be achievable having regard to the MACA and a future CMMP.</p>	
			<p>Big idea 08 Open Space and Recreation Create inviting grassy areas for picnics and relaxation • Linked actions in concept plan Phase 1 Revegetation works to improve biodiversity and inclusion of informal path network Picnic spaces nestled within the rejuvenated heathland Phase 2 Revegetation works and expanded trail network with picnic and recreation areas • Linked key principles There are no specified key principles linked to the big idea and actions in the concept plan, however, DEECA assume the vegetation management principles are proposed to apply DEECA Comment DEECA understands that this is a new concept from the previous iteration of the Framework Plan. Although the big idea of creating inviting grassy areas for picnics and relaxation is supported, the specifics of how this is achieved need to be further considered in this case. Options to achieve this idea outside of clearing vegetation within the largest patch of native vegetation should be explored and prioritised. This would demonstrate the Framework Plan had regard to taking a stewardship approach and ecologically sustainable development (key considerations of the MCP), and more clearly align with strategies outlined in Clause 12.02-15 Protection of the marine and coastal environment. Options for creating passive and active recreation spaces exist in the redevelopment of the "village green" area and in areas immediately adjacent to the Framework Plan area. For the idea to be supported it would need to demonstrate how it aligned with the MCP.</p>	<p>Proposed open space is captured in the Village Green and Harbour Precinct strategies.</p>	
			<p>Big idea 03: Community Facilities and Amenities Upgrade and expand the Surf Life Saving Club • Linked action in concept plan Phase 2 Reconfigured SLSC integrates with raised boardwalk and forms a central part of the community open space area. • Linked surf life saving club principles Maintain functions within the existing footprint as far as possible DEECA comment DEECA have previously provided advice regarding future redevelopment of the SLSC. The proposed concepts must align with this advice. The plan should carefully consider whether future redevelopment which includes an expansion or altering of footprint aligns with the objectives of the MCP. When assessing the footprint of structures on coastal Crown land, the MCP considers surface footprint, volume and height of a structure. Although the visual representation of the Surf Life Saving Club redevelopment does not indicate an expanded surface footprint, it does appear to include an increase in height and volume which may not align with Clause 12.02-11 Coastal landscapes (e.g. "Limit development heights to maintain coastal view lines from public spaces and respect scale and character"). Without consolidation of existing buildings on coastal Crown land, it is unclear as to how this would align with the MCP. A potential solution to address this potential inconsistency is to modify key principle 1 for the Surf Life Saving Club to read "Maintain current and future functions within the existing footprint" – notice how the MCP considers footprint</p>	<p>The SLSC will be required to obtain MACA approval for any redevelopment of the existing facilities. As part of the consultation process for the WFSFP, Realm have advised the SLSC of the requirements of the <i>Marine and Coastal Act 2018</i> and the need for any development of the existing club house to have regard to the <i>Siting and Design Guidelines for Structures on the Victorian Coast</i>. The SLSC will need to address those requirements. The SLSC is an existing activity on the foreshore and therefore included in the WFSFP.</p>	

			<p>Big idea 05: Traffic and Parking Management</p> <p>Address traffic congestion and parking issues during peak periods</p> <p>Provide overflow parking solutions</p> <ul style="list-style-type: none"> • Linked action in concept plan <p>Phase 1</p> <p>Parking reconfigured to allow for views to Stingray Bay from parking spaces.</p> <p>Phase 2</p> <p>Permeable gravel carpark for a range of different users including providing separate access for horse trainers</p> <p>Phase 3</p> <p>Parking reconfigured in line with harbour masterplan with additional planting inbetween bays to provide wind protection.</p> <ul style="list-style-type: none"> • Linked principles <p>Ocean Pool</p> <p>Provide accessible and safe access for multiple user groups (assumed to be applicable)</p>	<p>The WFSFP addresses the car parking issue, having regard to limitations on creating new car parking under MACA, by recommending that opportunities for a free park-and-ride shuttle service connecting the Breakwater, the Village Green, Lake Pertobe, Flagstaff Hill and the CBD be explored. The WFSFP Phase 1 actions recommends reconfiguring parking to provide for views to Stingray Bay from existing parking spaces.</p>	
			<p>Harbour Precinct</p> <p>Restructuring of car parking in beachfront areas to make provision for summer shade, wind amelioration, and WSUD and other measures are adopted to avoid run-off into sensitive areas.</p> <p>DEECA comment</p> <p>The concept plan includes an additional parking area near the existing skate park to be used by horse trainers and other user groups. DEECA has previously assessed an application for MACA consent for additional carparking within coastal Crown land in the Warrnambool foreshore, and determined content could not be granted for the use and development as it didn't align with the MCP. It is unclear as the origin of the current proposed carpark, however, given the previous determination, MACA consent for such development and use may be challenging and the proposal would need to demonstrate how it responds to the previous grounds of refusal. How the use (race horse training on the beach) facilitated by this car park aligns with MACA and the MCP and conflict between user groups arising from this activity at this location should also be considered.</p> <p>DEECA supports the plan to restructure the car parking in the harbour precinct. Conducted in accordance with the identified key principles and based on the detail provided, the plan appears to align with the MACA and MCP. Not only does it improve access to multiple user groups, the plan increases vegetation and will improve water management. This plan also addresses the identified opportunity to create / improve views to the ocean.</p>	<p>Based on the DEECA advice, carparking within the foreshore area may require further refinement in order to obtain MACA consent. See above for suggested recommendations.</p> <p>With increased usage and activation within the area there may be a need for expanded car parking and improved access and circulation for both users, but also emergency vehicles. This plan aims to identify strategic opportunities for the foreshore area, recognising its place as an activated, semi-urban beach front. All the proposals within the plan will be required to undergo further detailed design and planning inline with MACA policy and the siting and design guidelines. They will also require MACA consent.</p> <p>DEECA supports the plan to restructure the car parking in the harbour precinct. Conducted in accordance with the identified key principles and based on the detail provided, the plan appears to align with the MACA and MCP. Not only does it improve access to multiple user groups, the plan increases vegetation and will improve water management. This plan also addresses the identified opportunity to create / improve views to the ocean.</p>	
			<p>Comments relating to Victorian Planning Context</p> <ul style="list-style-type: none"> • DEECA acknowledges previous feedback relating to PUZ7 and the Bushfire Management Overlay has been addressed in the current draft. • Noting the continued concern about the Framework Plans alignment with key policies and legislation, consideration should be given to adding reference to Clause 12.02 Marine and coastal environment and Clause 13.01-25 Coastal inundation and erosion, as well as Clause 52.17 Native vegetation. • Regarding Bushfire Prone Area (BPA) designation (p.23): to avoid misunderstanding, consideration should be given to including additional explanation about what BPA designation means and the ensuing implications. E.g. "Part of the foreshore is located within a Bushfire Prone Area. Bushfire prone areas (BPA) are where the bushfire hazard has been identified and mapped under the building system. These areas are subject to or likely to be subject to bushfires. This triggers building permit requirements where new buildings are required to build to a national bushfire construction standard. This is known as a bushfire attack level (BAL). Development must be in accordance with construction standards and priority to provide a safe environment" (underlined wording taken from https://www.planning.vic.gov.au/guides-and-resources/guides/all-guides/building-in-bushfire-prone-areas). The wording "priority to provide a safe environment" should be deleted to avoid alarm, as its meaning could be misconstrued as referring to the broader area not being safe, which is inconsistent with previous advice (e.g. from the CFA, FRV) 	<p>Relevant legislation and policy is detailed at pages 10 to 23 of the WFSFP. Specific attention has been directed to the <i>Marine and Coastal Act 2018</i>.</p> <p>Comments relating to Victorian Planning Context</p> <p>Realm's response</p> <p>Noted - we will add the following:</p> <p>Clause 12.02 Marine and coastal environment</p> <p>Clause 13.01-25 Coastal inundation and erosion</p> <p>Clause 52.17 Native vegetation</p> <p>Add increased clarification regarding the Bushfire Prone Area.</p> <p>Bushfire prone areas (BPA) are where the bushfire hazard has been identified and mapped under the building system. These areas are subject to or likely to be subject to bushfires. This triggers building permit requirements where new buildings are required to build to a national bushfire construction standard. This is known as a bushfire attack level (BAL). Delete 'priority to provide a safe environment'</p>	
SRG					
Warrnambool Coastcare Landcare Network - Bruce Campbell	6,7	Strategic Pillars	<p>Map labels: Merri Marine Sanctuary label should be pointing to the marine sanctuary. For consistency, get rid of 'The' in front of some labels.</p> <p>'Surfside Beach' - I haven't heard it called this?</p>		
	8	Planning Context	'Eastern Maar's Country'. Would 'Eastern Maar Country' be better?	This has been amended - refer to comments above from Ashish Sitoula	Addressed in the WFSFP
	26-27		'Industries that occur in the nearby Western District.' - Warrnambool is part of the Western District so the sentence would be better as: 'industries of the Western District'.	Noted	Realm to amend
	30		'Wollers' Mill spelling	Noted	Realm to amend
	32		'1942 the Port of Warrnambool was ceased functioning as an official port' - delete 'was'	Noted	Realm to review
	34		'and creating an green link' - a green link	Noted	Realm to review
	38		'A series of flood options are located across the bay.' - along the bay? around the bay?	Noted	Realm to review
	68-69		You have captured the main points well.		
	73		Label: "Establish the point as a key area for active recreation." What point?	Noted	Realm to review
	76		"A series of boardwalks and a seabath is also proposed" - are also proposed		
	78-79		My idea of using the far-western corner of Surfside Caravan Park for future surf club parking - is this not feasible?	This may be investigated further with the redevelopment of the SLSC	WFSFP acknowledges this
	80-81		"Large areas of the Foreshore are dominated by Coast Tea-tree (<i>Leptospermum laevigatum</i>). Although not viewed as indigenous to the area (Lyne, 1996), it provides an important value as a dune stabiliser and the creation of woody habitat." I think this should read: Although not indigenous to the area and with a propensity to create a monoculture, it provides .etc.	Noted	Realm to review
	82-83		"Upgrade to harbour area and boat ramps inline with Harbour Masterplan - in line	Noted. The WFSFP is a high level strategic document that provides guidance on the future development of the foreshore. The horse ramp, Pavilion, boat ramp are separate pieces of work that will require additional works to ensure they comply with the Marine and Coastal Act (MaCa) and WCC planning permit.	WFSFP addresses this
			Ocean pool - considering how human interventions in Stingray and Lady Bays have always had unintended consequences, is this idea fraught with unknowns too?	The ocean pool has been removed. Keeping the ocean baths and pontoon.	
	84-85		"This will provide a flexible community space to hold local events and festivals" - festivals?	Noted. WFSFP integrates the village green with existing infrastructure and creates a safe and accessible entrance to the beach.	WFSFP addresses this
			"It also serves as an entry point into Warrnambool Main Beach" - onto Warrnambool main beach?		
	88-89		"Parking reconfigured in line with harbour masterplan with additional planting inbetween bays to provide wind protection" - in between	The WFSFP aims to restructure the car parking in beachfront areas inline with the Harbour Master Plan.	WFSFP addresses this
			"Decking and lookout point near old aquarium providing a connected circulation for pedestrians" - delete 'a'?		
	90-91		Very good idea to get some vegetation into the car park area.	Noted	
	96-97		Agree with this	Noted	
	106-107		Agree with this		

GO SURF			<p>The area is a very small and fragile parcel of land. It is a concern that not every square inch, every building within it, every business and every inch of land hasn't come under the microscope in this study (thus far). It should have been done forensically starting at the Breakwater and ending at the Surf Club.</p> <p>Eg Warra Gnan Coastal Camp missing. A major, underutilized draw card for 1000's of school children visiting the region.</p> <p>Big misses for me from the study/consult is not addressing:</p> <ol style="list-style-type: none"> 1. The skatepark in its current location. Is this the best place through 2040? 2. Car Parking (see above) Long Bay parking short stay set down and drop off solutions for motorhomes and School Buses (daily) if/when Village Green is established in the location. 3. The Aquarium, has never been readdressed? Opportunity for education and whale studies for children in the region all year around. Time to revisit this. 4. Accessibility for all from multiple entry points on Lady Bay. <p>Whatever plans going forward a budget needs to be set aside for more regular routine maintenance so this remains a viable, safe, green space for all.</p>	<p>Although Warra Gnan were not involved with the Stakeholder Reference Group there were opportunities for them to respond to the WFSFP either online or via the community workshop platforms.</p> <p>The WFSFP has investigated enhancing the aquarium area with signage, way finding within th 'foreshore loop' to improve connectivity. It also highlights the area as a facilities provided to improve access to dive sites/shh and snorkeling activities. May explore opportunities for reuse of aquarium structure to improve amenity and support pedestrian activation of the area. This has been added as an action in Phase 2.</p> <p>It was discussed at the Stakeholder Reference Group meeting that the skatepark remain in the current location. This has been added as an action in Phase 2 to explore further</p> <p>Car parking/Bus parking will be reviewed further through the Warrnambool Parking Strategy.</p> <p>Accessibility has been considered and included in the WFSFP by way of additional additional access points.</p> <p>Routine maintenance will be considered in future works.</p>	
The Beach Kiosk (Darren & Vanessa Lynch)			<p>Whilst we mentioned this previously via email, considering the improvements to the Foreshore area and a potential increase in traffic/visitors plus the lure to keep people in the area for extended periods can we please request that an opportunity to renovate/make improvements to cater for these demands for existing businesses (a The Beachkiosk be included somewhere in the plan. We would consider it appropriate for our business to be included in the MACA and WCC planning permit diagram on page 94 of the plan as well as specifically mentioned somewhere if possible.</p> <p>If food vans are being considered to offer dining options in the area in peak times (pg 58), could it be included in the plan that existing businesses be consulted when determining operating hours? These peak times are the times that we (small businesses in the area) have the ability to make some returns and for food vans to be placed along foreshore just for these peak times doesn't really seem fair to us. We have overheads, staffing costs etc that we need to outlay throughout the whole year and for others to come in when it is most profitable would be extremely detrimental to our businesses long term. Them opening at different times to us may well be a viable solution but not in direct competition to us during our opening hours.</p> <p>If permanent car parking facilities are not an option, more consideration and inclusion to plan for 'green' overflow car parking options? Village Green, caravan parks? We do understand that most times when overflow parking is needed the caravan parks and village green may be fully utilised as well. The town certainly needs extra parking somewhere during those busier times e.g Labour Day weekend, January and any hot/ beach weather day.</p> <p>We would love to see some, lets call them "Easy Wins" included in the plan somewhere, so that there can be some traction with the plan early days and the community can see things are happening in the area. Some of these easy wins we consider to be:</p> <ul style="list-style-type: none"> Lighting along promenade? Not included in any stage yet lack of lighting has been addressed as a challenge for the area – can there be solar/ sensor lights installed? (it looks as though there are similar new ones installed recently in Surf Side 1 caravan park) Intense vermin and pest control ASAP across the whole foreshore area. Rabbits, rats etc are making a huge mess the full length of the promenade, foreshore area and into Lake Pertobe. Vegetation management and footpath widening in certain areas to increase safety for users and to give them the opportunity to view the ocean (our #1 asset) more frequently. 	<p>The WFSFP - Village Green supports limited community infrastructure to provide passive recreation. The village green will integrate with existing infrastructure. Added as an action in Phase 1 & 2.</p> <p>Overflow parking may also be reviewed as part of the Warrnambool Parking Strategy.</p> <p>Pest animal management has been included in the WFSFP</p> <p>Vegetation Management - is a key initiative within the WFSFP which addresses the complex balance between ecological health, coastal protection and community needs. The WFSFP offers a staged removal of non-indigenous species and replenishment of indigenous biodiversity. This will improve passive surveillance of the promenade and beach to increase user safety.</p> <p>Lighting has been added as an action in Phase 1.</p>	
Warrnambool SLSC			<p>When speaking to Jon and Josh at Realm, they suggested that if we have any additions we want to draw on the large plans provided you would have a way perhaps to scan and email them at WCC?</p> <p>I'd also like to clarify the timeframe on this moving forward, eg the following</p> <ul style="list-style-type: none"> - cutoff date for final feedback to Realm (they asked if we have any documentation/further information as to how our precinct master plan maps to MACA design guidelines) - date draft report is re-circulated to stakeholders - date of WCC September meeting for adoption of plan 	<p>An email was sent to the SLSC addressing the answers to these questions.</p>	
			<ol style="list-style-type: none"> 1. Is WFSFP is still targeted for a vote by WCC councillors at their last meeting in September? 2. If yes, before this meeting will we have an opportunity to view the updated WFSFP draft document and provide our feedback directly to councillors? 	<p>Council confirms that:</p> <ol style="list-style-type: none"> 1. Yes, it is still scheduled to present the plan to Council at the September Council meeting. 2. Yes, Council will release the revised plan to all parties who attended the community meeting last month, as promised. Once the final plan has been received by Council, we will circulate it; this should be by the end of next week. 	
			<p>Whilst an improvement on the initial draft, at a minimum, the 'pink' area needs to be expanded to reflect the area currently being investigated by WSLSC for redevelopment. The FFP acknowledges on page 63 that the location of WSLSC is 'negotiable.' The plan on page 99 (and subsequent plans) should therefore be updated to reflect the investigations that are underway.</p>	<p>The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.</p>	
			<p>We also suggest updating the text on page 99 (and logically throughout the document) as follows (for example):</p> <p>The redevelopment of the Surf Life Saving Club is a pivotal project on the Warrnambool Foreshore with the potential to enhance community connectivity with the main beach, integrate with the proposed 'Village green', and shape a significant community space at the heart of the Foreshore for future generations.</p> <p>The following principles aim to guide the future development of the area, focusing on minimising impacts on the coastal environment, improving accessibility, amenity, and safety, and establishing the club as a vital Warrnambool Surf Life Saving Club Submission: Warrnambool City Council Foreshore Framework Plan - August 2024 2 community hub for future generations. This approach ensures that the redeveloped Surf Life Saving Club delivers enhanced environmental and community value.</p> <p>The development of the Surf Life Saving Club is dependent on the club's decision-making process, with investigations well advanced. Given the aging infrastructure and the need to provide modern facilities for both club and community users, the redevelopment should occur within the next five years.</p> <p>The redevelopment will be subject to planning approval and MACA consent. This process must be supported by considering the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of the redeveloped Surf Life Saving Club.</p>	<p>The WFSFP is a high level strategic document that provides guidance on the future development of the foreshore.</p> <p>All development will be subject to planning approval and MACA consent. This process can be supported by consideration of the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of a redeveloped.</p> <p>All future development will address time frames and costings as part of the planning process.</p>	

			<p>The key principles could be updated to read:</p> <ul style="list-style-type: none"> - Enhanced Access: Improve emergency vehicle access to the main beach and ensure better accessibility in and around the building. - Coastal Character: Use muted materials that reflect the coastal character and ensure any future building design is sensitive to views and coastal conditions. - Community Integration: Leverage the Village Green as the main entry point to safe swimming and enhance community outcomes. - Safety and Surveillance: Prioritise pedestrian and emergency vehicle access, ensuring safe separation for users and improving beach surveillance for safety. - Modern and Sustainable Facilities: Develop a modern, accessible, fit-for-purpose facility that incorporates sustainable design principles. <p>The current design has been prepared with these principles in mind.</p> <p>WLSLC vision is to build a water safe community. The WLSLC Redevelopment is about creating a safe and accessible location for people to swim at the foreshore and a hub for community activity.</p>	<p>The Final WFSFP anticipates that there will be some connection between the SLSC and the Village Green. Any future redevelopment of the SLSC will require DEECA/MACA approval.</p>	
	96/97	Vegetation Management	<p>Vegetation Management</p> <p>We support the three key vegetation management principles outlined with the following comments:</p> <ul style="list-style-type: none"> - The implementation timeframe of 5 years for stage 1 is too lengthy. 2 years would be more appropriate. The total timeframe for stage 1-3 should be 8 years maximum. This would more adequately reflect the high priority of this improvement to the foreshore. <p>We request that Phase 1 of staged vegetation management begin at the west end of McGernan's carpark (as currently depicted) and extend past WCC127 Warrnambool Surf Club beach vehicle access (where it currently ends) further to the east by 100m. This would also need to include the patch of tea tree on the east side of WCC127 between the boardwalk and surf club carpark. This would enable improved surveillance from the surf life saving club of the beach.</p> <p>Immediate extensive trimming of tea tree in zone 1 (to a height below top of boardwalk fence line) to improve safety and visibility. Immediate trimming is unlikely to affect tea tree viability in the short term but its completion would be a short-term win for the safety and enhanced views that would be enjoyed by the community. Trimming of tea tree height (in addition to removal) should be canvassed with DEECA as part of the FFP.</p> <p>WLSLC throughout this consultation process has recommended that an agreed over-arching and ongoing vegetation management plan between WCC and DEECA is an urgent priority for our foreshore. This plan needs to enable WCC as a land manager to undertake agreed vegetation management activities on an ongoing basis. This includes removal of dead and overgrown non-endemic tea tree and re-vegetation with more suitable endemic species to better support the environment and improved visibility of the foreshore that the community seeks. Management of vermin and plans to protect and flourish native flora and fauna also need to form part of this plan.</p>	<p>DEECA permission will be required for any works associated with vegetation management. The time in which to acquire the relevant permits has been considered when determining the time frame for each phase. Proposed works are detailed in Phase 1 and Phase 2 of the WFSFP.</p>	
			<p>Requested timing and extent of vegetation management works will be determined by DEECA.</p>		
			<p>Addressed in Phase 1 of the WFSFP.</p>		
			<p>The WFSFP will inform any future discussion about native vegetation management and DEECA.</p>		
	104/105 & 106/107	Harbour Precinct/Ocean Pool	<p>The key principles mentioned in the Harbour precinct need a re-think. The following is not addressed:</p> <p>A need to repair and maintain the Warrnambool Breakwater to provide a useful buffer from ocean conditions. We understand it is a state government asset but it is an important part of the foreshore. It enables safer swimming and boat launching in the West of the Bay. The breakwater contributes to Warrnambool being one of the most sought after venues for surf carnivals as the breakwater effectively provides a "back up" beach in case of rough seas. It also aids safer boat launching and shelter for moored vessels.</p> <p>Improved boat launching Facilities and associated parking is not addressed. The safety of boat users and swimmers in this space and how they interact needs to be considered.</p> <p>Adequate parking is important in this space. It is one of the only parts of Warrnambool now where you can drive and park to view the beach. Any plans that create a reduction in parking are unlikely to meet community needs.</p> <p>The community feedback on activation of the area between the skate park and Pavilion car park needs to be considered and incorporated into the FFP. Currently there is no clearly defined plan for this space.</p> <p>Siting of an ocean pool in the proposed location appears unlikely to be successful and requires extensive investigation. It would likely accumulate seaweed and sand. There is not enough parking and access infrastructure to support the location. It may also struggle to meet siting and design guidelines for structures on the Victorian coast. Expenditure on other required foreshore improvements (such as vegetation, user access and boardwalk management) is a higher priority. A more practical location for an ocean pool might be between the breakwater and the boat ramp where a small bay currently exists. An alternative to an ocean pool could be pontoons. These could be placed at various locations in the bay during summer and removed during winter/more inclement weather. They are also likely less expensive than an ocean pool to install and maintain.</p> <p>Other important elements not yet addressed in the Draft Plan Implementation Strategy</p> <p>Emergency vehicle access plan for the foreshore has not been incorporated and is an important safety feature for users on the foreshore. This would likely include a traffic management plan to prioritise emergency vehicle access to the precinct, provision of designated parking areas at key beach access points. Currently Pertobe road congestion at peak periods can cause dangerous delays to emergency service provision. Consideration could be given to activating an emergency vehicle service road through Lake Pertobe from the Warrnambool Train station towards WLSLC and also the Train Station towards Jetty Flat or similar.</p> <p>Vehicle access and parking on the foreshore. The foreshore is home to two large caravan parks which hold a large number of vehicles both within and immediately outside over the summer and other holiday periods. A majority of families who visit the beach traverse to the foreshore by car with their children, boogie boards, towels, day picnics etc. Buses and pedestrian/cycling access may reduce but is unlikely to largely replace the need for vehicle access. The surf club currently has inadequate parking to meet the needs of beach users. We note the Warrnambool Car Parking Strategy review is in progress and will comment separately towards this.</p> <p>Improved amenities are not really mentioned or incorporated in the draft plan. Adjacent to beach access points dotted along the foreshore boardwalk could be solar showers, changeroom/toilet facilities, improved lighting, drinking water fountains and waste disposal.</p> <p>Investigation of options for seaweed removal needs to be highlighted in the implementation strategy. Seaweed capture lines were mentioned on page 82. Seaweed removal is important during times of high tourism and beach events (such as surf life saving carnivals).</p> <p>FFP Implementation Strategy and Timeline</p> <p>WLSLC understand that WCC plan currently is for the Draft Foreshore Precinct Plan to be considered by councillors for adoption at the September 2024 council meeting before local council election caretaker period commences.</p> <p>WLSLC believe that a further draft FFP that incorporates the suggested amendments from community and stakeholder feedback in July/August should be released again for public comment before the FFP is put to councillors to vote into effect. At this stage it is unclear for many what final version of the FFP will be put to WCC councillors for voting in September.</p> <p>We understand that another round of consultation will mean that the FFP is not ratified by the current councillors before the September 2024 meeting but a newly elected WCC. We believe that it is important for WCC councillors to properly consider the community feedback and views to get the FFP right. At this stage, adequate time is not being given to incorporate the suggestions by stakeholders and community and for these members to view the final FFP document to go before WCC. Our concern is that if the FFP is adopted into the Warrnambool Planning Scheme and it has not addressed all requirements, it will be difficult to enact the improvements desperately needed for this space in the future.</p>	<p>The breakwater is a State Government asset. Harbour Master Plan. Any future development or vegetation management will be subject to planning approval and MACA consent. Such consent will be informed by an assessment of any development proposal against the Siting and Design Guidelines for Structures on the Victorian</p> <p>The removal of the ocean pool from the Final Report will assist in addressing these concerns.</p> <p>The WFSFP aims to restructure the car parking in beachfront areas inline with the Harbour Master Plan.</p> <p>The ocean pool has been deleted in the Final WFSFP. The sea baths is a long term aspirational project. Extensive investigative works are required prior to pursuing.</p> <p>The WFSFP acknowledges that the future development of the area will include improved emergency vehicle access to the main beach. It prioritises pedestrian and emergency vehicle access whilst ensuring safety of users.</p> <p>Car parking/Bus parking will be reviewed further through the Warrnambool Parking Strategy.</p> <p>Facilities such as showers and lighting are addressed in Phase 1 Action Plan.</p> <p>Consideration of seaweed management techniques should be made for the success of the baths.</p> <p>The project team discussed this yesterday, and we agreed that we could release the final plan to all attendees by 16 August 2024 (once we've received it from Realm).</p> <p>This will pre-date any consideration by EMT or briefing of the Councillors, but we thought that this would enable those attendees to raise any concerns with Councillors, which the Councillors could then raise and discuss with Realm at the informal meeting, and hopefully resolve or provide clarification. We should probably release the final plan to all submitters as well, not just those who attended the community meeting.</p>	<p>The WFSFP considers this and it's included as a key principle for the SLSC</p>
COMMUNITY FEEDBACK					

James Tait			<p>1. Has there been any consideration to widen the surf club carpark by going east? This might take a couple of campsites but this might not matter in the large scheme of things.</p> <p>2. "Village Green." To avoid any confusion with the civic green, I would suggest calling it the "Beach Park".</p> <p>I am not quite sure about using the description as the "hub". Is this intended to extend to the land on both sides of Pertobe road westerly, including the concert area and facilities east of the tennis courts.</p> <p>3. Ocean pool.</p> <p>I believe an ocean pool firstly is not needed, and is not practical.</p> <p>It will be very costly. I can't see it being funded, and I believe these funds would be better spent on maintaining and reinstating the breakwater.</p> <p>4. The elevated walkway also will be expensive initially and have high maintenance cost. The safety element for the promenade could be achieved by intermittent removal of the current foliage on the sea side.</p> <p>5. The plan ought at least to refer to the need for a strategy for traffic movement, parking, and emergency escape routes, especially from the caravan parks. These routes can be easterly to Flume level crossing, and westerly north of the courts through jetty flat to Harris Street.</p> <p>6. I welcome the proposal to use for public recreation the land south of Stanley Street. That is from the skate park to the pavilion.</p> <p>A long-term project would be to take the outgoing traffic from viaduct Road to a new road along and close to the eastern side of the dune that runs along viaduct road to the yacht club car park, leaving the current outbound Road to take the inbound traffic. This would take all through traffic away from the Stingray bay car park, which is much used by families with little children.</p> <p>However I realise this is beyond the ambit of this plan.</p> <p>This area should be reclaimed for the public and used for lawn interspersed with Landscape shelter, barbecue and seating with access both to stingray Bay, and Lady bay at Worm Bay.</p> <p>There is nothing precious in this area, that cannot be replaced. It needs total levelling, as the seaweed and silt from dredging the bay was dumped by the trucks into the area, and never levelled.</p>	<p>Increasing car parking on the foreshore has been raised by many. Council is mindful of DEECA's preference not to increase hard surfacing within the foreshore area. This principle is captured in the MACA. Any proposed increase in car parking will require DEECA approval and MACA consent.</p> <p>Some additional parking has been added to the plan.</p> <p>Traffic control is outside the scope of works for this project.</p> <p>The ocean pool has been removed from the plan.</p>	
Leanne Williams			<p>Could we consider making the seating arrangements along the beach side of Pertobe Road a wee bit more comfortable and provide some shelter over them – see attached photo – Batsman's Bay. They are cold and uninviting. Dog families are restricted to that side of the road and given the number of local and visiting families that like to frequent the foreshore area for exercise and gatherings I feel the city can do a better job for them. On that note – I would ask that Council review regulations regarding dogs on the main beach – current access is miserly and pretty unfair. Perhaps looking at dog owners and dog access as a positive feature of our community instead of considering them a nuisance or a potential legal liability would encourage positive behaviours and attitudes amongst owners rather than perpetuating the current persona non grata atmosphere that Council has created via its ungenerous restrictions.</p> <p>Could we also look at naming/identifying our spaces along the road – to make navigation easier – possibly using a theme or link with a naming scheme. May also give opportunity to include some artworks or activities relevant to themes in those open spaces.</p> <p>Shipwreck Bay could be an excellent space for activities during winter.</p> <p>The raised promenade idea is a nice try – constructing anything on a dune must be very expensive. Could we perhaps just create a few more viewing opportunities toward the ocean by trimming sections of the existing vegetation – a peek-a-boo approach to the ocean.</p> <p>Determine a way to convince bike riders that the path is not a stage of the Tour De France.</p> <p>Finally – recognising the fact that land between deep blue and breakwater is Crown Land – this is the only land in this precinct that provides some opportunity for the development of new business/activity – otherwise our foreshore area is essentially landlocked. I would hope that Council will start/continue discussing more effective use of this space to ensure dynamic development of this precinct.</p>		
Malcolm Price			<p>accepted as the preferred choice in the 2018 survey conducted by the Warrnambool City Council.</p> <p>The benefits of the Goyne construction consists of, but not limited to, the following:</p> <p>? The prevention of the Southern Ocean swell, which is the overall greatest threat to Professional and recreational users of the existing boat ramp facilities for launching and retrieval of water craft. Until this threat is contained, Warrnambool's boat ramp development, will never provide safe usage of the facility.</p> <p>? Increased mooring opportunity's for both commercial and recreational users.</p> <p>? True all abilities access to safe waters.</p> <p>? Access to deeper, safe swimming areas.</p> <p>? Access to safe diving areas.</p> <p>? Increased visual attractions.</p> <p>? Greater opportunity's for further commercial development of the area.</p> <p>? Safe area for floating swimming pontoon.</p> <p>The Foreshore plan also promotes the future installation of a Sea Bath Facility and Re-introduction of Rock Pools for Habitat creation.</p> <p>All of this is in an area that maintains constant siltation, due to the construction of the original breakwater. Furthermore, a picture on page 83 of the draft depicts a scene of safe swimming within the Harbour behind the existing rock reefs.</p> <p>This area is now well submerged under the build up the shifting sands deposited over many years and yet the draft plan endorses building a structure in the area.</p> <p>Warrnambool and the south west, is blessed with a rugged coast line, with a prolific sea life in its natural state. Building a rock pool within the beach area is pure folly and designed to failure and totally unnecessary.</p> <p>Also, the notion to install a rope system to capture sea weed from depositing itself on our main beach, lacks credibility.</p> <p>The anchoring of this rope system in the sandy beach area would require large anchors, which in turn would create issues with siltation.</p> <p>The bubble type kelp that exists in this region has a prolific growth rate in seasonal conditions, and when these are deposited on the beach, it is due to rough conditions. Conditions that would inhibit the harvesting of any captured weed. Long delays in being able to recover the weed could contribute to a large build up, causing changes to water flow, further siltation, entrapment for marine life.</p>	<p>These comments are noted. Any proposed works will require further detail to determine their suitability.</p>	
Allan Wood			<p>Unfortunately many community members believe progress can be measured by depletion of vegetated areas into hard surfaces and bricks and mortar.</p>	<p>Comment noted. Any proposed works on the foreshore will require DEECA approval.</p>	

		Overriding Principles	<p>Extremely important</p> <p>2.1 Eastern Maar Consultation Up Front This is essential to ensure all projects conform to the local Indigenous Communities historical preservation of the area. The immersion of Indigenous Culture throughout all aspects of the plan will represent a significant mark of its success.</p> <p>2.2 Expanding Vegetation Areas Not Reducing Them Harbour Precinct Key Principle 1 P 107</p> <p>2.3 Existing Footprints To Be Utilised and Not Expanded There are 2 key areas here:</p> <p>1) SLSC Key Principle 1 Page 99. This is a critical principle. The concept plans that currently exist for the SLSC Upgrade have been localised within the WCC Community for a number of years. Prior to the SLSC spending \$100k on the plans I believe they were informed categorically by the WCC and DELWP that they must utilise their existing footprint. Contrary to this advice they prepared plans that represent a significant thinly disguised land grab to the west of their existing footprint, and turn the west end (current building) into a car park. Obviously they intended to override the WCC/DELWP directive with public opinion. It's encouraging to see this has not prevailed to date. This plan appears to be in line with the WCC/DELWP directive and I fully support it. Community funding should be withheld from this project until the plans are amended appropriately in line with this master plan.</p> <p>2) Harbour Precinct Key Principle 7 P107 – maintain and not expand the existing hard stand areas</p>	Council has consulted throughout the process with EMAC. Eastern Maar's comments are noted above.	
			<p>Pertobe Rd Traffic During Holiday Period PS1 Too much emphasis has been placed on this in the past, it is not an issue. The traffic only adds a few minutes to the duration of the trip along Pertobe Rd only during busy periods and this in itself serves to absorb tourists into the busy atmosphere of the tourist precinct they are in. Other traffic requiring quicker access including Emergency Services or people not wanting to be held up on Pertobe Rd can always quickly access the Harbour Area via Harris St and Stanley St.</p>	This is a matter that Couci's roads department can review.	
			<p>Feeling Unsafe Along The Vegetated Path PS1 The path is well utilised by the public and safe during daylight hours, also it is utilised at dusk and after hours. Solar powered lighting should be installed. It would not be a big project.</p>		
			<p>Pedestrian Safety Due to Bikes and Scooters PS1 This is a very real and ongoing problem. Most bike riders are considerate but a small percentage travel at excessive speed and do not ring their bell when approaching pedestrians from behind. It is inevitable that a pedestrian and/or bike rider will get seriously injured one day. The WCC should be proactive by at least ensuring bikes have bells installed as a regulation and policing it.</p>		
			<p>dog droppings get a mention and they are a real problem the WCC has stated it is too hard to police and probably fair enough. However WCC bylaws state that dog walkers must carry bags at all times and I doubt that this has ever been policed, despite being easy to do so. There is no mention of Dogs off leads on the beach, the WCC has failed to police this and it is very common place. Dog owners who let their dogs off lead usually display a combination of arrogance and ignorance and not all beachgoers want to be approached by dogs off lead, especially if they have a dog on lead. This is easy to police and fix.</p>	This is a local laws matter and outside the scope of the WFSFP.	
			<p>Boat Ramp PS3 The boat ramp upgrade performed a few years back can only be considered a terrible waste of \$1.5 M of public money and surely must cause embarrassment to the WCC Engineering staff, the Councillors and Better Boating Vic Officers and those members of the Offshore Fishing Club who doggedly supported it. The wave surge is just as bad as before and the ramp now silts up at its base. The inclusion of a 3rd ramp in this proposal ignores the above indisputable facts and cannot be supported by any traffic usage statistics, queuing at the ramp is very infrequent. The problem will not be solved until there is a minimal enclosed harbour which could and should be integrated into this plan with the sea baths Page 88.</p>	Concerns about the boat ramp upgrade and a potential third ramp are noted. The WFSFP lacks the engineering detail to address the concerns raised.	
			<p>Horses On Beach PS3 and others Interesting to see this on the agenda, it has been a significant problem for years and the WCC has chosen to ignore it and are content to park it as a horse/people segregation issue on a Risk Register on file. Riders continually breach their permit conditions by galloping exclusively on soft sand ignoring the safety risk to beach users, turning the sand into an unsightly mess and scaring walkers off the beach. The beach now looks like a commercial race track. It is used all year round by visitors and locals, it is a main attraction in Warrnambool and at the moment is detrimental to tourism. This could and should be fixed now, not in a plan to be implemented in the distant future. I support any proposal that would remove horses from the carpark behind the Pavilion and relocate their training off the beach, such a facility already exists, it is called a Race Track.</p>	There is a contractual arrangement between Council and horse trainers relating to the exercising of horses on Lady Bay beach. Council regulates the hours that horses can train on the beach and regularly monitors compliance with the terms of the contract. This matter is outside the scope of the WFSFP.	

			<p>P86</p> <p>It is good to see a commonsense proposal for this area which can contribute to the community recreational use involving paths and local vegetation. The cleanup of the current vegetation and installation of simple walking tracks is a bit of a task but this would be a great area for documented celebration of indigenous culture including history and art. The opinion that it currently contains vermin is hard to believe as it is no worse a state than the densely vegetated areas adjacent to Lake Pertobe which contains lots of bird life, and native snakes, wallabies rats.</p>		
			<p>Community Space/Carnival/Village Green P56, P84, P100</p> <p>It is a great idea to upgrade the proposed Village green area to be more accommodating of people, but it must remain a vegetated/grassed area primarily. It currently houses the Carnival for around 4 weeks a year and acts as overflow parking for the SLSC during major carnivals, both very important functions. Equally important is its return to open coastal space during these periods, it provides a casual uncluttered visually pleasing environment, which could be enhanced.</p> <p>I fail to see why it cannot continue to fulfil all 3 functions in the future if it is correctly reconfigured.</p> <p>The Holiday period Carnival is a time honoured feature of Warrnambool and brings a large population to the foreshore, it should not be relocated. Also the area should not be used to house a significant portion of the new SLSC as discussed earlier. It should never be used as a bituminised car park as some would have it, as it would be an empty eyesore for most of the year.</p>	Options for the 'village green' have been considered in the WFSFP.	
			<p>Vegetation/Grassed Areas Versus Paved Areas</p> <p>It is good to see a stated preference to retain and expand vegetation/grassed areas. This appears to be against the current trend of needlessly converting these to paved walkways and carparks as can be seen throughout the Lake Pertobe precinct.</p> <p>A lot of currently grassed areas are used as overflow parking during busy periods and these should be retained as grassed areas so they can be enjoyed as such for the vast majority of the year.</p>	Considered in the WFSFP.	
			<p>Fantastic, pastime for a large group of swimmers.</p> <p>I recommend the plan for the Ocean pool and sea baths be run past this group as it appears to impinge on their current routes between the Sailing Club and the SLSC, and the course between the red buoys along Worm Bay.</p> <p>Swimming in the harbour area is a very dangerous activity and a recent incident involving a near miss between a very slow moving vessel blind sighted by the sun and a large group of swimmers adjacent to the breakwater had the potential to result in significant injuries.</p> <p>This was not the first occurrence of such an instance.</p> <p>There is a good opportunity to get the swimming groups to get better defined non boating swimming areas to meet their needs and to redefine the harbour power boating area and to clearly designate it as non swimming with clear speed limits.</p> <p>Similarly the swimmers should be involved in designing the ocean pool and sea baths.</p>	<p>The WFSFP is a high level strategic document that provides guidance on the future development of the foreshore.</p> <p>All development will be subject to planning approval and MACA consent. This process can be supported by consideration of the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of a redeveloped.</p> <p>All future development will address time frames and costings as part of the planning process.</p> <p>Any additional works will undertake a thorough Traditional Owner/community/stakeholder engagement.</p>	
			<p>Off Season Utilisation Of Caravan Parks</p> <p>It appears as though Surfside 1 is only 20% utilised off season and Surfside 2 and Shipwreck parks are vacant and unsupported. These are huge areas but as apposed to the statement in the plan, they are available for recreational public use and frequently used by dog walkers or pedestrians.</p> <p>Warrnambool is frequently criticised for not having a free camping area, in particular for self contained RV and big caravan driving Grey Nomads.</p> <p>I suggest a trial of a low cost low serviced area of say Surfside 2 occupied by largely self contained vehicles. This would need to attract new visitors to Warrnambool and be managed to not compete with the fully serviced Surfside1. The trial could be terminated after being monitored for say 6 months, this could be implemented now.</p>	<p>The WFSFP is a high level strategic document that provides guidance on the future development of the foreshore.</p> <p>All development will be subject to planning approval and MACA consent. This process can be supported by consideration of the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of a redeveloped.</p> <p>All future development will address time frames and costings as part of the planning process.</p> <p>Any additional works will undertake a thorough Traditional Owner/community/stakeholder engagement.</p>	
			<p>Permeable Gravel Carpark P83</p> <p>This appears to be in the hit off area for the Hole In One annual golf fundraiser for Rotary.</p> <p>It is hugely popular with tourists and locals and a big charity money spinner.</p> <p>It is pleasant green area for 11 months of the year.</p> <p>I see no need for it to be turned into a carpark and it would most likely not be used by horse trainers to access nearby Worm Bay, which would need a horse friendly access ramp. This proposal makes little sense.</p>	Noted-	
			<p>Vegetation Management P80</p> <p>Great idea</p>	Noted	
			<p>Sailing Club/Coast Guard Facilities PE1</p> <p>I see no need to relocate the Sailing Club or Coast Guard.</p> <p>They are functionally located and fit for purpose considering current membership activity levels (after the new Coast Guard storage shed is installed)</p>	Noted - the WFSFP does not propose to relocate the Sailing Club or Coast Guard.	
			<p>Ocean Pool/Sea Baths Vs Siltation and Weed Buildup</p> <p>The proposed location for the Ocean Pool and Sea Baths will expose them to siltation and prolific weed build up especially during East to South East prevailing winds. These would not only negatively effect their functionality but would present an ongoing maintenance nightmare. These must be considered when each project is planned in greater detail.</p>	DEECA approval will be required for these works. Note that the ocean pool has been removed from the Final WFSFP.	

Draft Warrnambool Foreshore Framework Plan - Community Response July 2024
Note: All survey results emailed to Realm for review and consideration

NAME	EMAIL	POST CODE	PHONE NUMBER	OPEN-ENDED RESPONSE	COMMENT	Action/Status
Megan Cooney	Mraggcooney@gmail.com	3280	0488612681	So many great looking things. We would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan - please be reminded that with the increased number of people using the spaces , especially the water towards to breakwater end, that visibility of and access to the beach for the lifeguards is extremely important for the public safety. I love the idea of an ocean pool I hope that much vegetation remains - it can get very windy along the boardwalk paths and the area with vegetation is more protected. I dont think you need to be able to see the ocean from every part of the path It's all very exciting !!! Thank you WCC	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan. The WFFP Key Principles for the SLSC aim to guide the future development of the area with a focus on minimising impacts to the coastal environment, improving accessibility and amenity, and establishing itself as a community hub e.g. Improve emergency vehicle access to the main beach All development will be subject to planning approval and MACA consent. This process can be supported by consideration of the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of a redeveloped. Vegetation Management - Is a key initiative within the WFFP which addresses the complex balance between ecological health, coastal protection and community needs. The WFFP offers a staged removal of non-indigenous species and replenishment of indigenous biodiversity. This will improve passive surveillance of the promenade and beach to increase user safety.	The WFFP has addressed these matters.
Luke Taylor	taylorl@taits.com.au	3289	0400343485	I would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan. Love the ocean pool and also would like safety lighting along the footpath.	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan. Lighting - increased passive surveillance of the promenade and beach will increase with the staged vegetation removal	The WFFP has addressed these matters. The WFFP is a strategic framework plan - it is providing a 'roadmap' of projects that Council seeks to achieve, having regard to the statutory requirements that attach to the foreshore.
Kylie McRae	kjmcrae@bigpond.net.au	3103	0419508095	I can't see any time frame or costing of preparing a business case? It looks great, but please don't do an "art gallery" and spend money on progressing something that is unaffordable. I say this as a ratepayer and future full time resident	The WFFP is a high level strategic document that provides guidance on the future development of the foreshore. All development will be subject to planning approval and MACA consent. This process can be supported by consideration of the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of a redeveloped. All future development will address time frames and costings as part of the planning process.	The WFFP has addressed these matters.
Jason Dart	jasondart@hotmail.com	3280	0447627772	I would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan. The WSLSC master plan will be required to undergo its own MACA approval.	The WFFP has addressed these matters.

Russell Carlin	russcarlin13@hotmail.com	3280	0448585415	I believe the Warrnambool Surf Club upgrade should be a priority in the Warrnambool Foreshore framework plan due to its historical significance, community engagement, and role in promoting water safety. As a longstanding institution, the surf club has been a focal point for locals and visitors alike, fostering a sense of community and belonging. Its presence not only enhances the foreshore's cultural landscape but also promotes active lifestyles through its nipper programs, squad teams that represent Warrnambool, school programs and major carnivals and events that it caters for. Moreover, the surf club serves as a vital hub for emergency response and rescue operations, ensuring the safety of locals and visiting beachgoers. By integrating and prioritising a new Warrnambool Surf Club building into the foreshore framework plan, the area can uphold its heritage, support local recreation, and prioritise public safety, making it a cornerstone of the community's identity and future development. As well as this the new Surf Club would become be a hub for locals and visitors alike to utilise as a focal point and centrepiece of the Warrnambool foreshore. Kind regards Russell Carlin	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan. The WFFP Key Principles for the SLSC aim to guide the future development of the area with a focus on minimising impacts to the coastal environment, improving accessibility and amenity, and establishing itself as a community hub e.g. Improve emergency vehicle access to the main beach Any future redevelopment of the SLSC will be subject to planning approval and MACA consent. Such consent will be informed by an assessment of any development proposal against the <i>Siting and Design Guidelines for Structures on the Victorian Coast</i> .	The WFFP has addressed these matters.
Tammy	tammygood@bigpond.com	3280	0407819264	1 Double the width of Promenade path to separate cyclist from pedestrians. Raised path is ridiculous. 2 Remove at least half of the overgrown vegetation between Viaduct road to the Promenade. This area is a fire hazard and vermin infested eyesore. 3 Put a road for emergency vehicles from Worm Bay carpark to Pavillion. 4 More car parking around Surf Club. 5 More car parking to North of car park adjacent to Pavillion. a separate parking area for horses to separate those vehicles from the public until 10am then open to public. 6 Removal of seaweed, rather than piling it up against the dunes. Collection and recycling this seaweed with fit for purpose equipment (maybe a private contractor), not the front end loader which takes too much sand off the beach. Communicate with Deakin University for guidance here. 7 Provide access for swimmers between boat ramp and Breakwater. Could replace some of the boulders with flat bluestone slaps as steps. Draft plan for seapool is a waste of money and wouldn't work anyway. 8 Change the bus route for the South Warrnambool bus to go to breakwater, rather than turning at Edwards bridge.	The WFFP is a high level strategic document that provides guidance on the future development of the foreshore. This is not a detailed design. 1. Promenade path width will meet standard minimum 2.5m-3m. 2. Vegetation Management - is a key initiative within the WFFP which addresses the complex balance between ecological health, coastal protection and community needs. The WFFP offers a staged removal of non-indigenous species and replenishment of indigenous biodiversity. This will tie in with a stronger pest management activities within the area to control rats, rabbits and foxes. The WFFP proposes to include an informal path and picnic areas through this heathland area 3. An informal path from worm bay to the Pavillion has been included for emergency access vehicles. 4. & 5. Additional carparking is unlikely to be supported by DEECA. WCC is currently working through the Catpark Strategy. Permeable surface applied to current informal parking with WSUD integrated. Parking around the harbour may be reconfigured. 6. Seaweed removal from beach is an ongoing costly exercise. The WFFP includes a seaweed capture line which aims to do 2 things; provide an economic outcome from excess seaweed while removing it from the swimming area.	The WFFP has addressed these matters.

Noah Steel	noah_steel@outlook.com	3280	0418511068	<p>I like the majority of this plan, especially the rollout of a raised boardwalk and improvements to the breakwater car park area. At the harbour precinct, I support the efforts for regeneration to improve biodiversity and support natural native fauna and flora. I agree that the area behind worm bay needs picnic spaces nestled between the bush. Connectivity within this area is important so additional pathways that help connect this precinct and the boardwalk to viaduct road and the Lady Bay Hotel area are necessary. Reducing the amount of ash felt in the harbour precinct is a great proposal to improving the visual appeal of the area. This could also help to improve pedestrian access through the area, whilst also providing clearer directions for traffic flow. Improving pedestrian accessibility and usability of the Stingray Bag-side of the precinct is also important. In addition to car parks, pedestrian paths and seating in this area would help beach patrons see the beautiful bay. The central garden space behind the aquarium could be demolished and relocated to the perimeters of this space (along with pedestrian paths and seating) and car parks behind. I believe the entire precinct could benefit from having narrower roads here to slow down cars, improve pedestrian safety, and improve the visual appeal of the area. Some wider roads are still necessary for boat trailers. I agree that investigations should proceed into usage of the caravan parks outside of peak seasons. As a resident of Warrnambool, I wonder whether it is necessary to keep the Shipwreck Bay Holiday Park in the future. I understand the controversy around this suggestion however plans for ten years time could propose to redevelop this space so that it can be used all year round. This could include residential developments (similar to the tall buildings behind the Lady Bay hotel), a small grocery store, cafes, and a local gym. Alternatively, the space could be used to create a new football oval and club, or a second aquatic centre in Warrnambool. Considering the growth that Warrnambool expects within the next decade or two, it is worth considering if it is best for the potential of Warrnambool's great foreshore precinct to continue to allow some locals camp at the beach for a few weeks of every year instead. Next, I don't believe a raised boardwalk is needed between the Western end of McGennans Carpark and the Eastern end of the current surf club. Visibility and safety are already well established here through the open space of the car park and surf club. A raised boardwalk doesn't need to be here, nor does it need to be integrated with the second level of WSLSC. I would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan as this would improve beach accessibility and connectivity to the ocean in the area. It also allows for the</p>	<p>Much of response is positive towards the WFFP. In regards to connectivity the WFFP aims to improve this, physically and culturally.</p> <p>The WFFP LOOKS TO EXPLORE OPPORTUNITIES FOR GREATER USE OF THE CARAVAN PARKS DURING THE OFF- SEASON</p> <p>By identifying and developing key activation points, this strategy seeks to establish a series of interconnected nodes that facilitate movement, social interaction, and enjoyment of the coastal environment.</p> <p>Improved walkways, cycling paths, and wayfinding elements will enhance accessibility and encourage exploration, linking the various destinations and amenities along the foreshore.</p> <p>A series of artistic installation and a considered signage and wayfinding strategy support users movement within the area whilst also telling stories of Eastern Maar and Post-Colonial history within the area.</p> <p>Development of the foreshore at Shipwreck Bay may be explored further.</p>	The WFFP has addressed these matters.
Liz Duncan	liz.duncan8@icloud.com	3280	0401530977	<p>I would appreciate if WSLSC Precinct Master Plan proposed footprint could be incorporated into the WCC Foreshore Framework Plan. Your plan provides no attention to emergency access to the Harbour or Main Beach and may make it worse. The new surf club is critical to ensuring safety and enjoyment of our foreshore.</p>		The WFFP has addressed these matters.
Ben Pennington	benpen26203@gmail.com	3280	0476202987	<p>I would love the plan to be updated to include Warrnambool SLSC's redevelopment footprint. Currently, the club is only shown over its existing footprint, rather than their new, preferred building location. This location adds parking and increased accessibility so more people can get down to the foreshore and bathe in an area closer to the red and yellow flags.</p>	<p>The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.</p>	The WFFP has addressed these matters.
Brooke Fleming	b99_@hotmail.com	3280	+61408349971	<p>Extremely positive. Especially the addition of an ocean pool and pontoon. An excellent decision for the foreshore and Warrnambool locals and tourists. Couldn't happen soon enough.</p>	Positive response	
Leigh Dufty	leighduf@hotmail.com	3280	0409530013	<p>We would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan</p>	<p>The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.</p>	The WFFP has addressed these matters.

Stephen Kerr	skerr@emmanuel.vic.edu.au	3280	0401690836	Encouraging beach safety is a significant oversight in the masterplan. People will swim near where they can park and the space between the kiosk and surf club should be used for overflow carparking. People will then come over the dunes onto the beach and swim closer to the red and yellow flags i.e. the safest place on the beach. The surf club have invested significantly in developing a concept plan for redevelopment, yet this seems to be omitted from consideration into the plan. It would make sense for the surf club's precinct master plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan. Would having additional shops/outlets along Pertobe Rd achieve the same outcome as a village green? People could utilise the space behind when not used as overflow carparking. Great suggestion to relocate the summer carnival, the sooner this happens the better for active beach users and the safety of swimmers.	<p>The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.</p> <p>The WFFP Key Principles for the SLSC aim to guide the future development of the area with a focus on minimising impacts to the coastal environment, improving accessibility and amenity, and establishing itself as a community hub e.g. Improve emergency vehicle access to the main beach</p> <p>All development will be subject to planning approval and MACA consent. This process can be supported by consideration of the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of a redeveloped.</p> <p>Begin planning and design of a formalised 'Village Green' to become a space for passive, social and active recreation. Supporting this is an integrated redeveloped Surf Life Saving Club, which becomes the heart of a multi-functional community space.</p> <p>Carnival operations to be relocated to the Lake Pertobe area. Further investigations will inform suitable sites within the area.</p>	The WFFP has addressed these matters.
	Admin@canterburycreativehouse.com.au	3280	0455939193	It's disappointing to see that you have dismissed so many of the surf clubs requests in this document. They play such an important role in our community and for WCC to have overlooked, car parking, emergency vehicle access and moving the clubhouse further west for better line of sight is disappointing and probably the "easy" option for WCC. My generation is next in line to run this club and I hope we can get this right so that we can be proud of it for years to come. Please listen to us.	<p>The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.</p> <p>The WFFP Key Principles for the SLSC aim to guide the future development of the area with a focus on minimising impacts to the coastal environment, improving accessibility and amenity, and establishing itself as a community hub e.g. Improve emergency vehicle access to the main beach</p> <p>All development will be subject to planning approval and MACA consent. This process can be supported by consideration of the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of a redeveloped.</p>	The WFFP has addressed these matters.
James Kol	jacki_dufty@hotmail.com	3280	0448117530	We would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.	
Jacki Thomas Dufty	thomasdufty27@icloud.com	3280	0491962573	I would absolutely adore the WSLSC Precinct master plan proposed footprint to be incorporated into the WCC foreshore framework plan	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.	The WFFP has addressed these matters.

Wade Griffin	wade_griffin@hotmail.com	3280	0452290978	Dear Warrnambool City Council, I am writing to provide feedback on the Draft Warrnambool Foreshore Framework Plan. As a member of the Warrnambool Surf Life Saving Club (WSLSC), I have several concerns about the current draft of the plan that I believe need to be addressed to ensure the continued success and safety of our club's activities. 1. Page 98 - Club Footprint: The current draft mentions maintaining the existing footprint as far as possible. However, the WSLSC Precinct Master Plan outlines the need for our club to move west in order to improve visibility of the ocean, expand parking, and enhance emergency vehicle access. This adjustment is crucial for separating pedestrian and vehicle traffic effectively. The Framework Plan should incorporate the proposed new site for the surf club to prevent the necessity of creating a new Master Plan, which would be a costly and redundant process. 2. Page 100 - Village Green: The plan for the Village Green does not currently specify the provision for special event permit access for parking during overflow events such as carnivals and nippers. Including this specification would be beneficial for managing large gatherings and ensuring sufficient parking. 3. Page 84 - Elevated Boardwalk: The proposal for an elevated boardwalk equal to the second level of the current WSLSC building is problematic. This design does not support safe lines of sight from the surf club to the patrolled beach and could impede access from the club to the beach. The WSLSC Master Plan already includes a boardwalk that adequately addresses traffic management and separates pedestrians from vehicles. I recommend aligning the Framework Plan with the WSLSC Master Plan's proposal. 4. Page 104 - Ocean Pool: There appears to be no evidence that an investigation has been conducted regarding the appropriateness of an ocean pool location. This is a significant consideration for the community, and further investigation and detail should be included in the plan. 5. Page 106 - Harbour Precinct: Details about parking, traffic flow, and access improvements in the Harbour Precinct are currently insufficient. More comprehensive information is needed to ensure that the space can be utilised effectively by members and the public. In conclusion, I urge you to incorporate the WSLSC Precinct Master Plan proposed footprint into the Foreshore Framework Plan and to consider the additional points raised above. This will ensure that the final plan supports the operational needs and safety of the surf club while benefiting the broader community. Thank you for your attention to these matters.	Redevelopment of the SLSC is acknowledged in the WFFP. Any redevelopment of that asset will require MACA approval. The WFFP is a framework document that details works that Council hopes to undertake over the next twenty years. All work and any vegetation management will require approval under the Marine and Coastal Management Act.	The purpose of the WFFP and relationship with the SLSC is acknowledged.
hudson	owehud120@emmanuel.vic.edu.au	3280	0493089968	I think its a very good idea with the pool in the beach		
Brad Chiller	bchiller8@gmail.com	3280	0418543899	We would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.	The WFFP has addressed these matters.
georgie pickering	picgeo120@emmanuel.vic.edu.au	3280	0490062396	I think it will be a great decision to make because it'll improve physical access to Foreshore through improved beach access structures and Strategically manage vegetation to enhance ocean views and Create viewing platforms and improved beach access for all abilities		
Tonya Ferguson	Tonya.ferguson@education.vic.gov.au	3280	0438615580	The priority for our foreshore needs to be the development of a new surf club. Our surf club is needed to be updated to be effectively operational. Being a parent of an ocean swimming daughter I also support the development of an ocean swimming pool. This would give me confidence in the ocean being safe all year round.	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.	The WFFP has addressed these matters.
hannah verhoeff	hannahverhoeff92@hotmail.com	3280	0438068290	We would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.	The WFFP has addressed these matters.
Benjamin Johnson	ben@warrnamboolpc.org.au	3280	0405546513	I would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.	The WFFP has addressed these matters.
Bradley ROgers	brad@wealthshore.com.au	3280	0417742925	I think that you need to use expertise of other people, you only have to consider how badly you have stuffed up the reid oval development, as such use the expertise of the Warrnambool Surf club and life saving victoria to incorporate the WSLSC master plan into the future planning of the (incompetent Warrnambool City Council) Foreshore Framework Plan		
Emily Jansz	emijansz@gmail.com	3280	0417396369	We would like the WSLSC Precinct Master Plan proposed footprint to be incorporated into the WCC Foreshore Framework Plan.	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.	The WFFP has addressed these matters.
James Tait	Taitj@taits.com.au	3280	0408788982			
Anthony	brownsea@westvic.com.au	3280	0408250751	Hi there, Rebuild and extend existing Breakwall to form an enclosed Marina, look at(Mackay QLD) they have Cyclonic weather. Allow new Restaurants, shops to be built, look at most Seaside City's Build a new proper Boat Ramp, look at(Encounter Bay SA). Stop wasting money on consultancies, form a Committee of Management, The population or Warrnambool is increasing, they deserve a better foreshore	The breakwater is a State Government asset. Harbour Master Plan. Any futuredevelopment or vegetation management will be subject to planning approval and MACA consent. Such consent will be informed by an assessment of any development proposal against the Siting and Design Guidelines for Structures on the Victorian	
Brady Hall	bhall@warrnambool.vic.gov.au	3280	0405280447	Everything looks really good and as a council officer and resident i am excited to see this adopted and look forward to the challenge of trying to deliver some of these projects. The below items is beleive need to have a closer look prior to adoption: Page 82-83 Beach Access improved comment requires engagement with Project Management Team, there is a project underway to deliver better access and this image doesnt align with the contract. Same pages as above - Gravel carpark shown at the Skatepark, this doesnt seem correct.? This is also on 86-87. Well done everybody, Brady		

Anonymous Resident		3280		Firstly, how does this respond to climate change impacts and foreshadowed sea level rises. Secondly, who pays for the aspiration. This should not come at the expense of ratepayers. Council needs to live within its means. What we have has been ok for the last 150+ years.	DEECA approval is required for any works on the foreshore. DEECA approval is subject to appropriateness in light of sea level rises.	The WFFP addresses the relevant legislation that is required to be considered when assessing future works on the foreshore.
Rose	rosepritchard@gmail.com	3280	0421062206	Having lived in Sydney with the many wonderful sea baths that are often on every beach- I can attest to the beauty of them and their exception usefulness for our coastal community. It would both add to our foreshore and to Warrnambool as an attractive place to holiday. All without undue environmental impact. Cannot wait!		
DOROTHY ROONEY	rooney3280@bigpond.com	3280	0418519152			
Neville Dance	neville@danceconstructions.com.au	3280	0418527605	Wish to Discuss a number of points		
Sharon McKean	sharonmckean6@bigpond.com	3277	0409404407	It would be great to see the Surf Club rooms updated as the life savers are an integral part of keeping locals and tourist safe during the warmer months, a new facility could also be utilised by community groups and the WCC.	The redevelopment of the Surf Life Saving club is a key project on the Warrnambool Foreshore. The 'footprint' or indicative surf club area is shown on the draft plan.	The WFFP has addressed these matters.
Tamsyn Harris	tomasina19@hotmail.com	3280	0404571249	Really supportive of the draft foreshore plan. The idea of raised walking paths is good from a security and safety perspective which will encourage more single walkers out. Alternatively better vegetation management to existing pathways could achieve the same outcome at a reduced cost. Fully supportive of the sea baths and ocean pool ideas. Think that could be a real tourist and locals draw card. Question would be whether it's intended to be a commercial venture to cover cost ? Which would mean it's potentially in competition with Deep blue or at local taxpayers costs but for the benefit of tourists. Would be good to find some balanced user pays approach. Locals free, tourists pay etc.	The WFFP is a high level strategic document that provides guidance on the future development of the foreshore. All development will be subject to planning approval and MACA consent. This process can be supported by consideration of the Siting and Design Guidelines for Structures on the Victorian Coast in the planning and design of a redeveloped. All future development will address time frames and costings as part of the planning process.	The WFFP has addressed these matters.

From: Julie McLean
Sent: Fri, 16 Aug 2024 02:27:58 +0000
To: Julie McLean
Subject: FW: Draft Response to Council

Julie McLean | Manager | City Strategy & Development

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We value accountability, collaboration, respectfulness, progressiveness and wellbeing.

Council acknowledges the Traditional Owners and Custodians of the lands on which we live and work and pays respects to Elders past, present and emerging.

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From: Kirsten Kilpatrick <kirsten@novoplanning.com.au>

Sent: Thursday, August 15, 2024 15:17

To: Josh Nielsen <josh.nielsen@realmstudios.com>

Subject: Draft Response to Council

Dear Josh

GORCAPA RESPONSE

DRAFT WARRNAMBOOL FORESHORE FRAMEWORK PLAN RESPONSE

The Draft Warrnambool Foreshore Framework Plan (WFFP) feedback identified numerous issues which have been addressed in the updated Plan.

The purpose of the Warrnambool Framework Plan provide identifies strategic land use opportunities within the precinct. The strategic priorities align with the objectives and principles of the Marine and Coastal Act (MACA) 2018, however detailed analysis and approval of each of the strategic priorities is required. This Framework Plan does not provide approval of the strategic priorities.

The WFFP has not undertaken a detailed assessment of the key priorities under the MACA and other legislation. Instead, the WFFP has broadly applied the objectives and guiding principles to inform the strategic direction. The WFFP has been amended to clearly state that detailed assessment and approval from MACA and other relevant legislation is required.

In terms of a third party review of the proposed planning scheme amendment, the Department of Transport and Planning will assess the request as part of the authorization process. The amendment would be subject to the normal notification process and may be considered by an independent panel.

This process provides a robust review mechanism of the proposed changes to the Warrnambool Planning Scheme.

The approval hierarchy has been amended to emphasize the importance of engagement with Traditional Owners. This hierarchy has also been changes to elevate the role of the Coastal and Marine Management Plan (CMMP). It is recommended that the CMMP is prepared for the Warrnambool Foreshore.

Climate change impacts have been considered in WFFP with Sea Level Rise (SLR) up to 1.2m mapped.

Vegetation management principles sought to balance the ecological values, community safety and land management. The WFFP does not provide specific approval on the removal or lopping of vegetation as this should be managed under the relevant legislation including MACA, Flora and Fauna Guarantee Act and the Warrnambool Planning Scheme.

The reference to EPBC has been included in the report, and would be considered as relevant for any future works.

Regards

Kirsten Kilpatrick
Director – Town Planning & Strategic Advice

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Sustainability & Environment Reporting



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Sustainability & Environment Reporting - **Green Warrnambool**

Zero Warrnambool

2040 Goal	2040 Goal Update	2026 Goal	2026 Goal Update	Council Immediate Action	Status Update 2024	Status
The City of Warrnambool will have Zero net greenhouse gas emission	Further work is needed to reach this goal.	Warrnambool City Council will have zero net greenhouse gas emissions	Goal unlikely to be achieved on time. Investigation into offsetting remaining emissions could be undertaken.	Develop the Warrnambool Zero 2040 Plan outlining costed targets and transition pathways.	Development of the Warrnambool Zero 2040 Plan will commence in 2025. Council has completed and is undertaking projects to eliminate it's greenhouse gas emissions.	Unlikely to be achieved
		Warrnambool will reduce its citywide emissions by 20%	Development of the Warrnambool Zero 2040 Plan with community and businesses will assist in achieving this.	Green Futures Program implementation: Support for households and businesses to facilitate improved energy efficiency, use of renewable energy and reduced costs.	Community education initiatives have been undertaken. Environmental Upgrade Agreements (EUA) program completed. Green Futures Program not operational.	In review
		Warrnambool will pave the way for a Zero Net Carbon Housing Development	The East of Aberline Precinct provides opportunities to investigate a Zero Net Carbon Housing Development.	Investigate opportunities for loan finance to accelerate uptake of solar PV, battery storage and Electric Vehicles.	Council's Smart Buildings Program is functioning and completed several large scale solar PV projects. Electric vehicles have been purchased. Battery storage occurs at The Arc and is being investigated for the Civic Centre and Archie Graham Community Centre.	In progress
Warrnambool's energy is sourced from renewables	40% of Victoria's energy is now produced by renewables.	Council will source 40% of its energy usage from renewable resources	Council procures 70% of its electricity from renewable energy sources.	Develop Warrnambool Renewable Futures Project with key industry partners to investigate large scale renewable energy investment opportunities	This project will be developed as part of the Warrnambool Zero 2040 Plan.	2026 goal reached
Homes and businesses use renewable energy for their energy needs	Further work is needed to reach this goal.	Warrnambool will source 20% of its citywide energy from renewable resources. Warrnambool have at least 1 micro-grid set up and operating	A review of micro-grid feasibility to be undertaken.			To be started
		Pilot a Neighbourhood Energy Project	Staff capacity building has occurred in 2024.		Staff capacity building to occur in 2024-25.	To be started

1. ZERO WARRNAMBOOL
innovative solutions for zero net emissions

Sustainability & Environment Reporting - **Green Warrnambool**


2040 Goal	2040 Goal Update	2026 Goal	2026 Goal Update	Council Immediate Action	Status Update 2024	Status
100% of homes and businesses use renewable energy for their energy needs	Further work is needed to reach this goal.	25% of residential properties will have solar PV systems.	Currently 19% of residential properties have solar PV systems.	Develop the Warrnambool Zero 2040 Plan.	Development of the Warrnambool Zero 2040 Plan will commence in 2025. Actively promoting Solar Victoria's Solar Homes Program.	In progress
Residents are actively engaged in reducing their carbon footprints	Further work is needed to reach this goal.	Community Energy Program implemented.	Further work is needed to reach this goal.	Implement the Green Futures Business and Community Program including solar bulk buys, rebates, Energy Upgrade Finance options and other efficiency projects.	Sustainable Business Audit program completed.	In review
				Support community energy projects.	Staff capacity building has occurred in 2024.	To be started
Warrnambool community's main forms of transport are to walk, cycle or use solar powered vehicles	Further work is needed to reach this goal.	Principle Pedestrian Network (PPN) and Principal Bicycle Network (PBN) finalised and top 3 networks are complete.	The Principle Pedestrian Network (PPN) is active with some actions completed. The Principal Bicycle Network (PBN) is in draft form.	Finalise the Principle Pedestrian Network (PPN) to prioritise capital works expenditure on pedestrian/ walking tracks.	The Principle Pedestrian Network (PPN) is active with some actions completed. The Principal Bicycle Network (PBN) is in draft form.	In progress
Warrnambool has low emission public transport options	Warrnambool Bus Lines are investigating Hydrogen fueled Buses with Deakin Universities Hycel Hub.	Council pool cars and commuter use fleet consists of 20% low emission vehicles.	Council's fleet vehicles consists of two electric vehicles and 20 Hybrid vehicles.	Develop Warrnambool's Principle Bicycle Network (PBN) which identifies strategic cycling corridors.	The Principal Bicycle Network (PBN) is in draft form.	2026 goal reached.
Council fleet is 100% fuelled by renewables	A draft Fleet Transition Plan has been completed.	City has smart infrastructure with EV charging stations.	A fast charging public EV Charging Station has been installed at Flagstaff Hill. An EV Charging Station has been installed for council vehicles at the Archie Graham Community Centre.	Develop an Electric Vehicle Infrastructure Strategy to support community Electric Vehicle uptake.	To be completed.	2026 goal reached
Community vehicular transport is approaching 100% fuelled by renewables	Further work is needed to reach this goal.	Electric vehicle charge points are available around the city to recharge electric cars and other e-vehicles, all powered by a smart grid.	Apart from EV Charging Stations mentioned above, there are several other Charging Stations installed across the city by local businesses. Work on a smart grid to be undertaken.			In progress

1. ZERO WARRNAMBOOL
innovative solutions for zero net emissions



Adaptable Warrnambool

2040 Goal	2040 Goal Update	2026 Goal	2026 Goal Update	Council Immediate Action	Status Update 2024	Status
ESD principles used for all new developments and upgrades	As a member of the Council Alliance for a Sustainable Built Environment (CASBE) we have Sustainable Design Fact Sheets and also been a part of the Sustainable Subdivisions Framework. .	Sustainable Building Design Policy and Guide developed and in use.	Sustainable Council Buildings Policy and Guidelines have been adopted and need to be promoted throughout Council.	Commence development of a leading practice Sustainable Building Design Policy and Guide incorporating the IDM Sustainable Infrastructure Guidelines where applicable.	"The Sustainable Council Buildings Policy and Guidelines have been adopted. As a member of the Council Alliance for a Sustainable Built Environment (CASBE) we have Sustainable Design Fact Sheets. "	Immediate Action is now standard practise
All new infrastructure is designed for the changed and changing climate.	Further work is needed to reach this goal.	All new development, renewal and upgrade works to consider the IDM Sustainable Infrastructure Guidelines (or its successor documents).	Promotion and education of IDM Sustainable Infrastructure Guidelines will need to be continually undertaken.	Review and update Climate Change Action Plan.	Review of the Climate Change Action Plan will be undertaken in 2025.	In progress
New Council buildings have greater than a 5 Greenstar rating.	Further work is needed to reach this goal.	Council will have 1 x 5 Star Green Rated building. All Council buildings constructed from 2026 onward will operate as zero net emission buildings.	A 5 Star Green Rated building has not been planned.	Council's Climate Action Plan to include Infrastructure and Open Space Climate Change Response Guidelines.	Review of the Climate Change Action Plan will be undertaken in 2025.	2026 Goal Unlikely to be achieved on time

2. ADAPTABLE WARRNAMBOOL
adapt to the impacts of climate change



Sustainability & Environment Reporting - **Green Warrnambool**



2040 Goal	2040 Goal Update	2026 Goal	2026 Goal Update	Council Immediate Action	Status Update 2024	Status
Zero Carbon Neighbourhood	The East of Aberline Precinct provides opportunities to investigate a Zero Net Carbon Housing Development.	Precinct Structure Plan complete for a Zero Carbon Neighbourhood.	The East of Aberline Precinct provides opportunities to investigate a Zero Net Carbon Housing Development.	Warrnambool will pave the way for a Zero Carbon Housing Development.	The East of Aberline Precinct provides opportunities to investigate a Zero Net Carbon Housing Development.	In progress
High level of community awareness about how to avoid and decrease the personal impacts of severe weather events and a changed climate.	Education programs to be continually undertaken.	A Climate Capable City information program has been rolled out to support residents and businesses to successfully respond to a changed and changing climate.	Information program to be developed.	Climate Capable City Vulnerability mapped.	Warrnambool Extreme Heat Vulnerability project completed. Health in a Changing Climate forum completed.	In progress
Coastal Risks are embedded into the planning scheme	Further work is needed to reach this goal.	Local Coastal Hazard Assessment has been completed for Warrnambool's coastline.	Risk Assessment completed by the Department of Energy, Environment and Climate Action (DEECA) in 2021. Viaduct Road Rock Revetment further assessed in 2022.	Support State Government in Local Coastal Hazard Assessment program.	"Viaduct Road Rock revetment - Coastal Processes Study and Adaptation Plan completed. Warrnambool Coastal Adaptation project underway. Foreshore Framework underway."	In progress

2. ADAPTABLE WARRNAMBOOL
adapt to the impacts of climate change



Sustainability & Environment Reporting - **Green Warrnambool**

Wise Warrnambool

2040 Goal	2040 Goal Update	2026 Goal	2026 Goal Update	Council Immediate Action	Status Update 2024	Status
Zero recoverable waste to landfill	Further work is needed to reach this goal.	Reduce resource consumption from 8.2kg to 3kg per person (based on 2015 levels).	TBC. Goal unlikely to be achieved on time.	Introduce a FOGO collection in a new kerbside collection contract.	FOGO is a part of the four bin system (Glass, Co-mingled Recyclable, General Waste).	Immediate Action is now standard practice
		Increase diversion from landfill to 80%	TBC. Goal unlikely to be achieved on time.	Investigate and invest in local and onshore stable recycling markets.	Three Australian Materials Recovery Facilities (MRF's) are currently being used.	In progress
				Investigate the feasibility and sustainability of waste to energy models.	A review of the suitability of waste to energy models to be undertaken. Further investigation into the separation of Municipal Depot waste are underway.	In progress
				Investigate automated and centralised resource collection systems to intergrate across the City where feasible.	The Container Deposit Scheme (CDS) has been implemented.	Immediate Action is now standard practice
No littering	Further work is needed to reach this goal.	The Warrnambool Pollution Solution Plan and information program has been rolled out.	A community education program is being implemented with the guidance of Sustainability Victoria (SV).	Development of the Warrnambool Pollution Solution Plan and information program.	A community education program is being implemented with the guidance of Sustainability Victoria (SV).	In review
No air pollution by EPA standards	Further work is needed to reach this goal. Monitoring of capped landfill site for leachate and landfill gas currently occurs.	Reduce the volume of litter by 40%	TBC			In progress
No wastewater or waterway pollution	Further work is needed to reach this goal.	80% of drainage outfalls to be fitted with best practise, effective litter treatments.	Albert Park Integrated Management Plan adopted in 2020. Lake Pertobe Integrated Water Management Plan adopted in 2024. All new residential developments incorporate stormwater treatment.			Is now standard practise

3. WISE WARRNAMBOOL
a wise city, that wastes not


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Sustainability & Environment Reporting - **Green Warrnambool**

2040 Goal	2040 Goal Update	2026 Goal	2026 Goal Update	Council Immediate Action	Status Update 2024	Status
There are no single use, unrecyclable plastic items used in Warrnambool	Further work is needed to reach this goal.	Single use plastic bags phased out.	Victorian Government has introduced ban on single-use plastics in Victoria.	Warrnambool v Plastic Policy including Plastic Bag Free Policy and Single-Use Item Reduction Strategy.	Policy is still to be completed.	2026 goal reached.
		Events in the city are plastic free.	Council's Event Team utilise the Event Waste Management Plan.	Support the Plastic Free Alliance and Support Boomerang Bag project.	Plastic Free Alliance is no longer operational. Closest Boomerang Bag project to Warrnambool is Port Campbell.	In progress
		40% reduction in plastic waste on our beaches	TBC	Advocate for container deposit legislation and product stewardship.	The Container Deposit Scheme (CDS) has been implemented. Community groups supported to undertake beach litter collection.	In progress
				Advocate for the Switch the Stix program in Australia.	"Council supports groups such as Beach Patrol 3280-3284 and campaigns Better Buds and Bottles Overboard. 2024 Green Futures Now - focused 'Rubbish Repurposed' Art Exhibition for artists and community awareness raising. Launch Sept 1 2024."	In review
Warrnambool has developed a framework for a closed loop economy.	Further work is needed to reach this goal.	Community and business Zero Waste campaign is developed and implemented.	Further work is needed to reach this goal.	Support community take up of responsible packaging products.	Further work is needed to reach this goal.	To be started
		Business models are developed for businesses to utilise circular economy framework.	Further work is needed to reach this goal.	Support local incentives are established which promote circular economy behaviour and the elimination of waste.	Council have supported Wannon Water on their Circular Economy Roadmap.	In progress

3. WISE WARRNAMBOOL
a wise city, that wastes not





 <h1>Natural Warrnambool</h1>						
2040 Goal	2040 Goal Update	2026 Goal	2026 Goal Update	Council Immediate Action	Status Update 2024	Status
Over 330,000 plants planted and maintained	Further work is needed to reach this goal.	The Warrnambool Biodiversity Plan has been prepared and implementation commenced.	Further work is needed to reach this goal.	Develop Warrnambool's Biodiversity Plan including the collation of baseline data, establish monitoring programs and management plans for key sites of biodiversity.	Development of a Warrnambool Biodiversity Plan will commence in 2025. A School's Plant a Tree Program was started in 2024. Supporting Community groups to take action (Warrnambool Coastcare Landcare Network (WCLN)/ Warrnambool Field Naturalists Club/ Australian Plants Society Warrnambool & District).	In progress
90% of Warrnambool's biodiversity corridors planted.	TBC	120,000 plants planted and maintained.	TBC. Incomplete counts to date come to 39516 plants planted since 2018 by Council and the GHCMA within the municipality.	Development of educational tools to support community awareness and knowledge of Warrnambool's environment, biodiversity and native species.	Community education tools continue to be produced. Warrnambool's Gardens for Wildlife is operational and growing in activities, membership, newsletter distribution and community partnerships. Community continues to be supported to undertake revegetation projects.	Is now standard practice
Increased flora and fauna biodiversity.	Will look to extend the ecological assessment of Wild Coast project across the municipality.	30% of Warrnambool's biodiversity corridors commenced.	Ecological assessment of Wild Coast project has started.	Develop Pest Plant and Animal Management Framework	The Warrnambool Invasive Plant and Animal (IPA) Framework was adopted in 2023 with an Action Plan currently being drafted.	In progress
No new pest or weed species established.	Ongoing discussions with Agriculture Victoria staff will assist with monitoring.	5 key sites of biodiversity are identified for long term monitoring.	Further work is needed to reach this goal.	Undertake pest plant and animal eradication programs.	The Warrnambool Fox Action Plan - Coastal Reserve 2019 continues to be implemented. The Warrnambool Rabbit Action Plan is currently being drafted. Sustainable Garden Booklet will highlight 40 priority weed species. IPA Action Plan will outline priority control zones. 'Partnerships In Pests' community events in development with Agriculture Victoria and WCLN (lead).	Immediate Action is now standard practice

4. NATURAL WARRNAMBOOL
enjoy, love, respect and care for the natural environment

Sustainability & Environment Reporting - **Green Warrnambool**


2040 Goal	2040 Goal Update	2026 Goal	2026 Goal Update	Council Immediate Action	Status Update 2024	Status
No further extinctions of indigenous flora or fauna species	Further work is needed to reach this goal.	Warrnambool's biodiversity values and natural environment is embedded within and protected by the Planning Scheme and Local Policy.	Further work is needed to reach this goal.	Ensure protection and maintenance of existing established vegetation.	"Works to secure the natural population of Correa reflexa var. reflexa Grannys Grave, Correa 'Grannys Grave' underway. Grey Headed Flying Fox (GHFF) Funding - Project for Heat Stress and colony protection started. Draft Engagement and Communications Strategy underway.	In progress
Ensure protection and maintenance of existing established vegetation.	Further work is needed to reach this goal.	Strategic and coordinated approach to pest plant and animal control within the municipality. No new weed or pest animal species introduced.	The IPA Action Plan will guide controls undertaken within the municipality.			In progress.
Traditional Owner Partnership in management of key cultural sites.	Further work is needed to reach this goal.	Implementation of Cultural Landscapes and Heritage Strategy.	Further work is needed to reach this goal.	In partnership with Traditional Owners develop a Cultural Landscapes and Heritage Strategy which intergrates and reflects Traditional Owner knowledge and management practices.	Progressing discussions with Eastern Maar Aboriginal Corporation (EMAC) for Guardian program partnership across conservation and cultural fire regimes.	To be started
		Traditional Owners oversee management of significant sites including Moyjil Aboriginal Place	The Moyjil Advisory Group involves Traditional Owners in the management of the site.			In progress
		Research important stories associated with the region and identify the landscapes that best express these stories	Research into Moyjil Aboriginal Place continues. Research into Wild Coast Landscape has begun.			In progress
50% of Warrnambool's population actively engaged in at least one natural environment stewardship activity.	TBC	10% of Warrnambool's population actively involved in natural environment stewardship activity.	TBC	Develop a Natural Environment Community Stewardship Plan with key community organisations.	"Council's website promotes Citizen Science and conservation education opportunities. Council continues to support environmental community groups through the Community Development Fund and partnerships. Participate in Volunteer Expo and active promotions on community and Gardens for Wildlife. Support of Active Environmental groups for community days and operations - in progress."	In progress
No roaming domestic cats and dogs	Further work is needed to reach this goal.	Begin phase of no roaming domestic cats and dogs program	Further work is needed to reach this goal.	Domestic animal control education	Council have worked with community to educate the wider community on responsible dog and cat ownership.	In progress

4. NATURAL WARRNAMBOOL
enjoy, love, respect and care for the natural environment



Blue Warrnambool

2040 Goal		2026 Goal		Council Immediate Action	Status Update 2024	Status
Water Sensitive Urban Design principles are used in all infrastructure and open space developments and upgrades	Further work is needed to reach this goal.	The Green-Blue City Plan guides development and integrated water management WSUD guidelines.	A Green-Blue City Plan is still to be completed.	Develop a Green-Blue City Plan for Warrnambool to provide a framework for integrated water management and incorporate Water Sensitive Urban Design into residential and commercial development (Partnership with Wannon Water and DELWP).	Council continues to participate in the Great South Coast Integrated Water Management (IWM) Forum. Albert Park IWM Plan 2020 and Lake Pertobe IWM Plan 2024 completed.	In progress
All new developments incorporate roof water harvesting infrastructure	Further work is needed to reach this goal. Wannon Water continues to advocate for roof water harvesting infrastructure.	Neighbourhood Level Green-Blue Water Pilot Project developed.	Further work is needed to reach this goal. Wannon Water has completed some roof water harvesting infrastructure.	Neighbourhood scale solutions for stormwater treatment and reuse.	IWM and Water Sensitive Urban Design ideals are incorporated into planning for urban development.	In progress
No stormwater enters our waterways and coast without treatment	Further work is needed to reach this goal.			Contribute to management and protection of groundwater systems.	Opportunities continue to be implemented through IWM plans and planning of urban developments.	In progress
The Index of Stream Condition for the Hopkins River and Merri River is Good to Excellent	No monitoring has been reported since 2010.	The Index of Stream Condition for the Hopkins river and Merri River is Good.	No monitoring has been reported since 2010.	Partner with Moyne Shire GHCMA and Landcare to develop strategies for increasing riparian protection activities and reducing agricultural runoff and ensuring coordinated management and design of appropriate infrastructure and uses into the Hopkins and Merri catchments.	Council has supported the Glenelg Hopkins Catchment Management Authority (GHCMA) on their 'Rivers of Warrnambool' Flagship Project. Council continues to support WCLN and Making a Difference (MAD) for the Merri.	Is now standard practise
Wetlands and riparian areas are graze free zones	Further work is needed to reach this goal.			Support Traditional Owner involvement in the management of waterways.	Partnering with EMAC on projects is progressing.	In progress

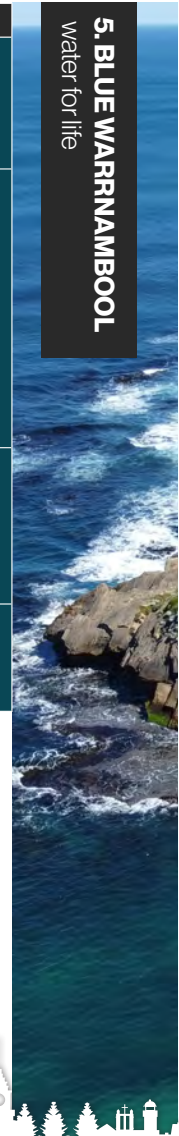
5. BLUE WARRNAMBOOL
water for life



Sustainability & Environment Reporting - **Green Warrnambool**


2040 Goal		2026 Goal		Council Immediate Action	Status Update 2024	Status
Warrnambool's use of potable water is 20% less than 2019 levels	TBC	No net increase in potable water consumption based on 2019 levels.	TBC	Partner with Wannon Water to develop and implement community education program.	Wannon Water presented in 2024 as part of the Green Warrnambool Seminars at Warrnambool Library.	In progress
The Merri River corridor is a connected series of parklands that support active transport, nature-based recreation and wildlife movement	Further work is needed to reach this goal.	Connectivity between parklands on the Merri has improved on 2018 levels. Woodend Road Reserve is being restored for environmental and recreation purposes.	Council continues to work with GHCMa on implementing South of Merri Open Space Precinct Plan including All Abilities Kayak Launch, floating pontoons and concrete paths. Woodend Road Reserve is a Council Advocacy Project.	Develop policy that recognises the Merri River as a significant future open space corridor	South of Merri Open Space Precinct Plan completed. North of Merri Landscape Plan will be undertaken in 2025.	In progress
		The significance of the Merri river as an open space corridor is recognised in the Planning Scheme and Council Policy.	Further work is needed to reach this goal.	Implement the North Dennington and North of Merri Structure Plans.	Implementation of the Structure Plans continue.	In progress
				Undertake an Open Space Precinct Plan for public land between Queens Road and Manuka Drive.	South of Merri Open Space Precinct Plan has been adopted by Council in August 2020.	Completed


water for life
5. BLUE WARRNAMBOOL


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Sustainability & Environment Reporting - **Green Warrnambool**

 <h1>Green Warrnambool</h1>						
2040 Goal		2026 Goal		Council Immediate Action	Status Update 2024	Status
Warrnambool urban areas will have 30% vegetation canopy cover	Urban Forest Plan is being developed to assist in achieving this.	Warrnambool urban areas will have 10% vegetation canopy cover. At least 1 Green Streets initiative is underway.	Urban Forest Plan is being developed to assist in achieving this.	Provide information on appropriate vegetation selection to thrive in the local environment and climatic conditions.	"Warrnambool Plant Selector Tool expanded. Gardens for Wildlife program ongoing. Nature Strip Landscape Policy and Guidelines adopted in January 2021. Albert Park Revegetation Plan was adopted in 2022 and is now being implemented.	Immediate action is now standard practice.
Productive agricultural and rural land is protected.	Council support WCLN 'Partnerships in Pests' Engagement program and LandLife South West project.	City Centre has 3 greener built spaces.	Goal unlikely to be achieved on time.	Pilot a Green Streets initiative to use vegetation to cool the urban environment.	Growing Green Rooms project started in 2024. Green Streets initiative not started. Urban Forest Plan in development.	2026 Goal Unlikely to be achieved on time
		Provide a strategic framework for agricultural and rural land use.	Will be incorporated into the Warrnambool Futures Blueprint, 2040 and beyond project starting in 2024.	Identify rural land use trends and issues to inform the assessment of the agricultural capability of rural land.	Will be incorporated into the Warrnambool Futures Blueprint, 2040 and beyond project starting in 2024.	In progress
Over 50% of fresh produce consumed in Warrnambool is sourced locally, from backyards, community gardens, farmer's markets and local businesses.	Further work is needed to reach this goal.	The community has knowledge and connection to local produce growers, manufacturers and businesses.	Local Market Gardeners actively promote their produce. Fresh Market occurs fortnightly at Lake Pertobe and Warrnambool Community Gardens holds weekly market.	Support and promote local producers, manufacturers' and businesses.	Archie Graham Community Centre Food Cubes Project and Fresh Produce Exchange started in 2024. Gardens for Harvest booklet produced.	In progress
		A Local Fresh Food Plan is developed and implemented.	Further work is needed to reach this goal.	Develop the Local Fresh Food Plan and build baseline information of current trends and statistics related to consumption choices.	Further work is needed to reach this goal.	To be started
		Neighbour Food Assets increase with two vegetable patch nature strips supported.	Promotion of Nature Strip Landscaping Guidelines continues.	Support food share initiatives.	Warrnambool Community Gardens and initiatives such as Food Rescue support food sharing.	In progress

a city in nature
6. GREEN WARRNAMBOOL


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Promotional Roundabout Banner Policy

This policy is framed to allow Warrnambool City Council (WCC) directorates, community groups and organisations located in the Warrnambool Municipality and to promote their events through the display of appropriate advertising at specific roundabout locations, WCC is the single permitting authority.

GENERAL INFORMATION

1. There are 8 roundabouts and 4 banners per pole
2. Therefore the maximum is 32
3. All banners are installed Monday to Monday
4. Maximum hanging time is 2 weeks, unless otherwise approved by WCC Events & Promotion Team
5. Banners will not be changed mid-week.
6. Approvals for banners shall be limited to applications from local, community based organisations and WCC directorates for the promotion of events. Banners are not to be utilised for promotion of entities only.
 - a. Note: in times where there are spaces available WCC will install banners which promote Warrnambool and will endeavour to keep all banner spaces utilised. This may include promoting 'I am Warrnambool' or 'What's on in Warrnambool' as examples to direct visitors and locals to sites where all events are listed. More generic promotional material for the city may also be utilised. These banners will be the first removed when an event is to be promoted and may be kept in place for longer than the maximum 2 weeks outlined above to ensure banner spaces are fully utilised
7. All promotions **must** be for a specific event (date) that is located within the Warrnambool district.
8. Confirmation is subject to availability.

To ensure that banners fit the roundabout frames:

- Banners **must** be of a required size (**900mm in width, 1850mm in depth with an 80 mm turnover top and bottom**).
- All banners are to be dropped off and picked up from the Visitor Information Centre desk at Flagstaff Hill, 89 Merri Street, Warrnambool.
- Delivery must be at least 3 working days prior to display. Collection must take place within two weeks at end of display, after this time they will be destroyed
- The delivery and pick up of banners is the **sole** responsibility of the individual, club or organisation making the booking.

BANNER DESIGNS MUST ADHERE TO THE FOLLOWING GUIDELINES:

- Advertising of tobacco products, alcohol or drugs will not be permitted.
- Commercial advertising, sponsors logos, names or any material **not** relating to the event being promoted should not exceed 20% of the total visible banner surface area.
- Banner advertising is to be prioritised to the promotion of events approved by the WCC Events & Promotion Team. In instances where banner spaces are empty/available and not booked for use please refer to **No. 6 in General Information** for WCC allowable use.
- Banners shall be professional in appearance, aesthetically pleasing and kept in a simple form carrying the event name, venue, date and name/logo of organisation (if forming part of the event title).

Warrnambool City Council has the right to refuse permission to erect banners where design does not meet the guidelines or is inappropriate for public display. No refund will be applicable.

Further information can be obtained from the Warrnambool City Council Events Team on 03 5559 4965 or events@warrnambool.vic.gov.au.

Policy last updated: 03/02/2025. Policy review date: 03/02/2028

S5 Instrument of Delegation to Chief Executive Officer



Warrnambool City Council

Instrument of Delegation

to

The Chief Executive Officer

Instrument of Delegation

In exercise of the power conferred by s 11(1) of the *Local Government Act 2020 (the Act)* and all other powers enabling it, the Warrnambool City Council (**Council**) delegates to the member of Council staff holding, acting in or performing the position of Chief Executive Officer, the powers, duties and functions set out in the Schedule to this Instrument of Delegation,

AND declares that

1. this Instrument of Delegation is authorised by a Resolution of Council passed on 3 February 2025;
2. the delegation
 - 2.1 comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
 - 2.2 is subject to any conditions and limitations set out in the Schedule;
 - 2.3 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and
 - 2.4 remains in force until Council resolves to vary or revoke it.

Signed by the Chief Executive Officer of Council)
in the presence of:)

.....
Witness

Date:

Signed by the Mayor in the presence of:)
)

.....
Witness

Date:

S5. Instrument of Delegation to Chief Executive Officer

SCHEDULE

The power to

1. determine any issue;
 2. take any action; or
 3. do any act or thing
- arising out of or connected with any duty imposed, or function or power conferred on Council by or under any Act.

Conditions and Limitations

The delegate must not determine the issue, take the action or do the act or thing

1. if the issue, action, act or thing is an issue, action, act or thing which involves
 - 1.1 entering into a contract exceeding the value of \$400,000 (excluding GST);
 - 1.2 making any expenditure that exceeds \$400,000 (excluding GST) unless it is:
 - 1.2.1 Expenditure made under a contract already entered into; or
 - 1.2.2 Expenditure which is, by or under legislation, required to make including insurance premiums, WorkCover Premiums and employee superannuation payments, in which case it must not exceed \$2,000,000 (excluding GST);
 - 1.3 appointing an Acting Chief Executive Officer for a period exceeding 28 days;
 - 1.4 electing a Mayor or Deputy Mayor;
 - 1.5 granting a reasonable request for leave under s 35 of the Act;
 - 1.6 making any decision in relation to the employment, dismissal or removal of the Chief Executive Officer;
 - 1.7 approving or amending the Council Plan;
 - 1.8 adopting or amending any policy that Council is required to adopt under the Act;
 - 1.9 adopting or amending the Governance Rules;
 - 1.10 appointing the chair or the members to a delegated committee;
 - 1.11 making, amending or revoking a local law;
 - 1.12 approving the Budget or Revised Budget;
 - 1.13 approving the borrowing of money; or
 - 1.14 subject to section 181H(1)(b) of the *Local Government Act 1989*, declaring general rates, municipal charges, service rates and charges and specified rates and charges;

S5. Instrument of Delegation to Chief Executive Officer

2. if the issue, action, act or thing is an issue, action, act or thing which is required by law to be done by Council resolution;
3. if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;
4. if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a policy or strategy adopted by Council;
5. if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation, whether on account of s 11(2)(a)-(n) (inclusive) of the Act or otherwise; or
6. the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

S5. Instrument of Delegation to Chief Executive Officer

*S11A Instrument of Appointment and Authorisation (Planning and
Environment Act 1987)*



Warrnambool City Council

Instrument of Appointment and Authorisation
(Planning and Environment Act 1987 only)

S11A. Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "officer" means -

Bronwyn Mellor
Hannah Carswell
Julie McLean
Matthew Cross
Morteza Mirgholami
Nicholas Legoe
Peter Reid
Rob Wandell
Srimali Mellawa

By this instrument of appointment and authorisation Warrnambool City Council –

1. under s 147(4) of the *Planning and Environment Act 1987* - appoints the officers to be authorised offices for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under s 313 of the *Local Government Act 2020* authorises the officers either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this instrument -

- comes into force immediately upon its execution;
- remains in force until varied or revoked.

This instrument is authorised by a resolution of the Warrnambool City Council on 3 February 2025.

The Common Seal of)
WARRNAMBOOL CITY COUNCIL)
 was affixed in the presence of :)

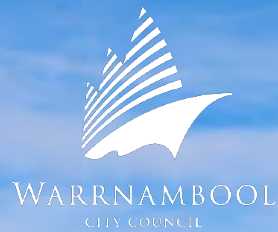
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Chief Executive Officer

.....

Date:

S11A. Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

The background of the entire page is a photograph of a city street. In the distance, a tall, white clock tower with a blue clock face is visible, topped with a spire. The tower has a 'Bank of Melbourne' sign. The street is lined with trees showing vibrant autumn foliage in shades of red, orange, and yellow. Several cars are parked along the sides of the road, and a pedestrian is visible in the distance. The sky is a clear, bright blue with some light clouds. A white rectangular box is overlaid on the lower half of the image, containing the title text.

Quarterly Financial Report October - December 2024

Quarterly Financial Report

Oct - Dec 2024

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Quarterly Financial Report

Oct - Dec 2024

I. Executive Summary

The quarterly report is designed to illustrate the financial performance and position of Warrnambool City Council compared to its adopted and forecast budget for the period ending 31 December 2024. The forecast budget column includes carried-forward project budgets from the 2023-24 financial year of \$18.054m. The six months' actual results indicate an unfavourable financial position of (\$0.206m) to the forecast budget.

Key Financial Results	Adopted Budget \$'000	Forecast \$'000	YTD Forecast \$'000	YTD Committed \$'000	YTD Variance to Forecast	
					\$'000	
Rates	48,577	48,627	48,569	48,576	6	▲
Recurrent Income	53,836	54,474	29,370	29,397	27	▲
Recurrent Expenditure	(84,975)	(86,268)	(43,616)	(43,545)	71	▲
Net Recurrent Surplus/(Deficit)	(31,139)	(31,794)	(14,246)	(14,148)	98	▲
Project Income	679	1,465	994	996	2	▲
Project Expenditure	(1,907)	(8,978)	(2,913)	(2,990)	(78)	▼
Net Project Surplus/(Deficit)	(1,228)	(7,513)	(1,919)	(1,994)	(76)	▼
Capital Income	3,669	9,399	2,890	2,820	(70)	▼
Capital Expenditure	(18,381)	(35,318)	(14,115)	(14,280)	(165)	▼
Net Capital Surplus/(Deficit)	(14,712)	(25,919)	(11,226)	(11,460)	(235)	▼
Loan Drawdowns	0	0	0	0	0	■
Loan Repayments	(1,679)	(1,679)	(833)	(833)	(0)	■
Net Financing Position	(1,679)	(1,679)	(833)	(833)	(0)	■
Surplus / (Deficit) Brought Forward	0	18,054	18,054	18,054	0	■
Total	(181)	(223)	38,400	38,194	(206)	▼

Recurrent: is \$0.098m favourable to forecast. Recurrent income is slightly higher than forecast with a favourable variance in user fees relating to Lighthouse Theatre commercial hires of \$0.184m which is offset by an unfavourable variance in fee income at the Holiday Parks due to lower patronage (\$0.105m) and less income than forecast at the early learning centres because of lower than budgeted numbers in one room due to children with complex needs (\$0.047m). There continues to be a favourable variance in employee costs mainly due to vacant positions and there is an unfavourable variance in materials and services due to a number of factors including timing (refer to section 5 for further details).

Projects: Unfavourable variance of (\$0.076m) partially due to expenses for a major art exhibition above forecast (\$0.041m) however they are expected to be covered by ticket sales with the balance due to timing.

Capital Works: is (\$0.235m) unfavourable to forecast.

Capital income is lower than forecast mainly due to the timing of fleet disposals.

Capital expenditure is unfavourable to forecast mainly due to developer contribution plan design costs to be funded from reserves once the design costs are finalised (\$0.106m) with the balance due to timing of projects.

Quarterly Financial Report

Oct - Dec 2024

I. Executive Summary continued

2024-25 Forecast:

As part of its annual budget preparation, Council prepares a forecast for the current financial year as a revised estimate of Council's financial position, taking into account year to date budget variances and any new information that comes to light during the financial year.

The revised forecast shows Council's net cash result for the financial year will decrease by (\$42k), making the estimated cash result a deficit of (\$223k).

Council budgeted a cash deficit position of (\$181k). The budget was prepared initially on a net zero cash movement basis, but adjusted late in the preparation period as Council became aware of additional costs for the 2024-25 financial year (for instance, significantly increased Council election costs).

The Forecast has been prepared with 5 months of actual data to identify any major variances to budget and provide a more accurate estimate of Council's expected cash position at 30 June 2025.

Forecast movements can be summarised as:

Insurance costs	(71,368)
Revised Forecast	282,970
Unbudgeted	(703,514)
Vacancy Net Savings	449,505
	(42,407)

There were a number of unbudgeted items that have had to be funded during the 2024-25 financial year, including additional animal shelter costs (\$100k), reconciliation action plan costs (\$96k), reduced lease income from Council facilities due to tenant vacancies at Flagstaff Hill and the Library (\$85k), storm damage along Viaduct Road (estimated net impact on Council \$68k), Saleyards precinct CHMP costs (\$68k), Truck Wash operations/decommissioning costs (\$68k), One Night Stand event costs (\$44k).

These additional costs have been largely offset by savings forecasted in other areas, including vacant positions.

Quarterly Financial Report

Oct - Dec 2024

2. Certification Statement

The financial position of Council has been reviewed and it has been determined that a Revised Budget under s95 of the Local Government Act 2020 is not required.

Andrew Mason
Chief Executive Officer

Quarterly Financial Report

Oct - Dec 2024

3. Top 5 Favourable to Forecast Recurrent Services

The below summary details the year to date Top 5 recurrent services with a favourable position to the forecast budget and associated commentary.

No.	Key Financial Results	Forecast \$'000	YTD Forecast Budget \$'000	YTD Committed \$'000	YTD Variance to Forecast	
					\$'000	
1	Infrastructure Management	(1,054)	(425)	(352)	73	▲
2	Project Management	(542)	(541)	(473)	68	▲
3	Animal Management	393	36	99	63	▲
4	Early Learning Centres	113	182	242	61	▲
5	Banking & Treasury	7,242	6,057	6,116	58	▲

Commentary**1: Infrastructure Management:**

Reason: Favourable variance due to staff vacancies.

2: Project Management:

Reason: Favourable variance mainly due to staff vacancies.

3: Animal Management:

Reason: Favourable variance of \$53k in salaries resulting from an even budget allocation of employee costs across the three Regulatory Control areas (Animal Management, Local Laws (see comment in top 5 unfavourable below) and Parking Management) whereas the actual costs are reflective of staff allocating their time to each individual area they work in, with the balance due to timing. The net variance in employee costs across Regulatory Control is (\$8k) unfavourable.

4: Early Learning Centres:

Reason: Savings in employee costs of \$95k due to workforce shortages partially offset by property costs being above the forecast budget. It is anticipated that the salary savings are to be utilised for casual staff in the new calendar year.

5: Banking & Treasury:

Reason: Interest income is higher than forecast resulting in a favourable variance.

Quarterly Financial Report

Oct - Dec 2024

4. Top 5 Unfavourable to Forecast Recurrent Services

The below summary details the year to date Bottom 5 recurrent services with an unfavourable position to the forecast budget and associated commentary.

No.	Key Financial Results	Forecast \$'000	YTD Forecast Budget \$'000	YTD Committed \$'000	YTD Variance to Forecast	
					\$'000	
1	Construction Engineering	(46)	(17)	(163)	(146)	▼
2	Building Strategy & Services	(1,997)	(1,319)	(1,459)	(140)	▼
3	Local Laws	(226)	(75)	(178)	(103)	▼
4	Holiday Parks	1,674	662	602	(60)	▼
5	Revenue Services	(550)	(816)	(870)	(53)	▼

Commentary**1: Construction Engineering:**

Reason: Unfavourable revenue variance primarily due to the timing of external recharge works for the Kepler/Lava Street roundabout with works being finalised in December.

Action: Works have been on-charged to utility company in January 2025.

2: Building Strategy & Services:

Reason: Impact of higher insurance premiums on council properties (\$100k), repairs to Dennington public toilets (\$25k) and higher repair costs due to more instances of vandalism.

Action: Insurance claim will fund repairs to Dennington public toilets.

3: Local Laws:

Reason: Unfavourable variance of (\$92k) in salaries resulting from an even budget allocation of employee costs across the three Regulatory Control areas (Animal Management (see comment in top 5 favourable above), Local Laws and Parking Management) whereas the actual costs are reflective of staff allocating their time to each individual area they work in, with the balance due to timing.

Action: No action is required as the net variance in employee costs across Regulatory Control is (\$8k) unfavourable.

4: Holiday Parks:

Reason: Unfavourable variance in fee income due to lower patronage than budgeted over the spring and pre-Christmas summer season.

Action: Review variance after the summer holiday period.

5: Revenue Services:

Reason: Timing of pensioner rates concession reimbursements.

Action: This timing variation will realign as the year progresses.

Quarterly Financial Report

Oct - Dec 2024

5. Statement of Comprehensive Income

	Adopted Budget	Forecast	YTD Forecast	YTD Committed	YTD Variance to Forecast		
	\$'000	\$'000	\$'000	\$'000	\$'000	%	
Revenue							
Rates and Charges	48,597	48,727	48,609	48,634	24	0.1%	▲
Statutory Fees and Fines	2,413	2,586	1,349	1,365	16	1.2%	▲
User Fees	19,456	19,486	9,410	9,451	41	0.4%	▲
Recurrent Grants	16,180	16,805	11,126	11,098	(27)	(0.2%)	▼
Non-Recurrent Grants	3,250	6,904	593	593	0	0.0%	■
Contributions - Cash	1,153	2,724	2,248	2,289	41	1.8%	▲
Contributions - Non Cash	5,000	4,000	0	0	0	0.0%	▼
Other Income	319	936	751	748	(2)	(0.3%)	▼
Interest Income	1,800	2,107	1,227	1,280	53	4.3%	▲
Revenue Total	98,168	104,275	75,312	75,458	146	0.2%	▲
Expenses							
Employee Benefits	44,225	45,269	22,029	21,479	550	2.5%	▲
Materials and Services	28,531	35,791	18,005	18,645	(639)	(3.5%)	▼
Bad and Doubtful Debts	150	150	3	0	3	100.0%	▲
Finance Costs	179	179	120	103	17	14.0%	▲
Other Expenses	523	544	172	195	(23)	(13.6%)	▼
Depreciation	13,425	13,097	0	0	0	0.0%	■
Net loss / (gain) on asset disposal	463	331	(310)	(217)	(94)	(30.2%)	▼
Expenses Total	87,495	95,361	40,018	40,205	(188)	(0.5%)	▼
Net Surplus / (Deficit)	10,673	8,913	35,294	35,253	(41)	(0.1%)	▼
Other Comprehensive Income							
Net asset revaluation	12,316	10,409	0	0	0	0.0%	■
Total Comprehensive Income	22,989	19,322	35,294	35,253	(41)	(0.1%)	▼
Net Underlying Surplus / (Deficit)							
	5,673	4,913	35,294	35,253	(41)	(0.1%)	▼

Net Surplus/(Deficit): The net surplus is \$35.253m which is (\$0.041m) unfavourable to the forecast budget.

Revenue: is \$0.146m favourable to forecast due to:

- User Fees – More activity in Lighthouse Theatre commercial hires \$184k and is offset by relevant expenditure. Lower fee income than forecast at the Holiday Parks (\$105k) partially offset by a reduction in related expenditure. In addition, early learning centre income is lower than forecast by (\$47k) because of lower than budgeted numbers in one room due to children with complex needs.
- Contributions – Cash - Paid parental leave scheme income higher than anticipated.
- Interest Income – Higher interest rates than anticipated resulting in a \$53k favourable variance to forecast.

Quarterly Financial Report

Oct - Dec 2024

Expenses: are (\$0.188m) unfavourable to forecast due to:

- Employee Benefits - Year to date employee benefits are lower than forecast by \$550k mainly due to vacancies across a number of areas and the timing of employee costs including the following:
 - Favourable payroll variance of \$95k across Early Learning Centres due to workforce shortages. To be used for casuals in the new calendar year.
 - Favourable payroll variance of \$51k within Personal Care due to workforce shortages.
 - The Home Maintenance recovery charge to Community Care of \$147k to December for the delivery of the Federal Home Maintenance program has been recovered under Employee Costs however the budget has been allocated to Materials and Services contributing to the favourable variance in this category.
- Materials and Services - Materials and services are higher than forecast by (\$639k) partially due to timing of expenses plus:
 - Timing of external recharge works at the Kepler/Lava Street roundabout with works being finalised in December (\$122k) and the utility company to be on-charged in January.
 - More activity in Lighthouse Theatre commercial hires (\$193k) offset by increased fee income and (\$25k) over forecast due to an additional cleaning requirements.
 - Expenses for a major exhibition at the Art Gallery are above forecast (\$41k) however they are expected to be offset by user fees at the end of the exhibition.
 - The budget for the Home Maintenance recovery charge to December for the delivery of the Federal Home Maintenance program has been allocated to Materials and Services however the actual recovery is in Employee Benefits above (\$138k).
- Net Loss / (Gain) on Asset Disposal – Unfavourable variance due to timing of fleet disposals.

Quarterly Financial Report

Oct - Dec 2024

6. Balance Sheet

	2024/25 Opening Balance \$'000	Movement \$'000	YTD Closing Balance \$'000
Current Assets			
Cash & Cash Equivalents	3,534	3,013	6,547
Investments	43,000	2,000	45,000
Trade and Other Receivables	4,253	21,733	25,987
Other Assets	3,475	(1,382)	2,094
Current Assets Total	54,262	25,364	79,627
Non-Current Assets			
	0	0	0
Property Plant & Equipments	793,613	5,925	799,538
Non-Current Assets Total	793,613	5,925	799,538
Total Assets	847,875	31,290	879,165
Current Liabilities			
Trade and Other Payables	9,397	(2,549)	6,848
Trust Funds and Deposits	2,403	24	2,427
Provisions	7,222	0	7,222
Interest-bearing Loans and Borrowings	1,679	(833)	846
Lease Liabilities	499	0	499
Current Liabilities Total	21,200	(3,358)	17,843
Non-Current Liabilities			
Provisions	977	0	977
Interest-bearing Loans and Borrowings	6,833	0	6,833
Lease Liabilities	1,221	0	1,221
Non-Current Liabilities Total	9,031	0	9,031
Total Liabilities	30,231	(3,358)	26,874
Net Assets	817,644	34,647	852,291
Equity			
Accumulated Surplus	291,291	34,647	325,938
Reserves	526,353	0	526,353
Total Equity	817,644	34,647	852,291

Cash & Investments: have increased with the second quarter rates instalment payable at the end of November 2024.

Trade and Other Receivables: have increased significantly from the start of the financial year due to raising the full year's rates revenue in July with instalments due quarterly. This will reduce throughout the year as customers make their instalment repayments.

Quarterly Financial Report

Oct - Dec 2024

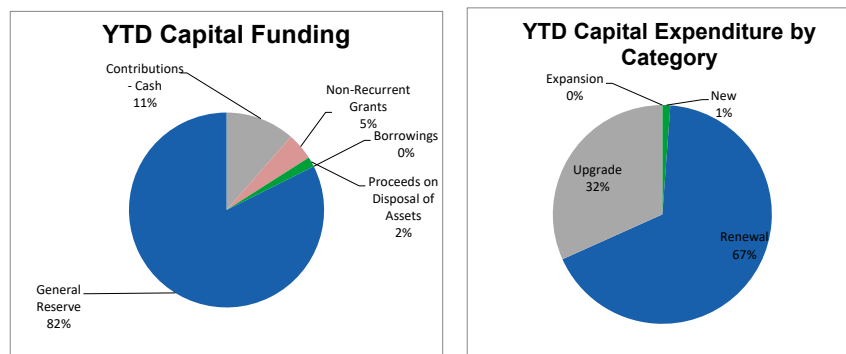
7. Capital Expenditure and Funding

Capital Expenditure: Council has a number of major capital works underway including the Matron Swinton Kindergarten upgrade, City Kindergarten entrance upgrade, West Warrnambool Neighbourhood House, Friendly Societies Park project and the Warrnambool Stadium flooring upgrade with a major focus on renewal within the 2024-25 financial year. Currently Council's committed amount is unfavourable compared to the year to date forecast of (\$165k). This is partially due to developer contribution plan design costs (\$106k) to be funded from reserves once the design costs are finalised with the balance due to timing of projects.

It is proposed to reallocate Council's contribution budgeted for Walter Oval of \$400k in 2024-25 to the Friendly Societies Park project to seek the full amount of State Government grant funding of \$1.000m through the Sport and Recreation Victoria Community Sports Infrastructure Fund with the total project cost of \$1.500m and to include \$400k in the 2025-26 budget for the Walter Oval Change Room project.

Capital Funding: The majority of the works to date have been funded through Council funds (82%). There are significant grants that are anticipated to be received during the year.

	Adopted Budget \$'000	Forecast \$'000	YTD Forecast \$'000	YTD Committed \$'000	YTD Variance to Forecast \$'000	
Expenditure						
New	195	519	132	154	(22)	▼
Renewal	12,624	21,180	8,700	8,783	(83)	▼
Upgrade	5,323	11,302	4,091	4,151	(60)	▼
Expansion	0	0	0	0	0	▬
Capital Expenditure	18,141	32,999	12,922	13,087	(165)	▼
Funding						
Contributions - Cash	100	1,625	1,490	1,501	11	▲
Non-Recurrent Grants	3,250	6,884	588	588	0	▬
Proceeds on Disposal of Assets	319	379	310	217	(94)	▼
Borrowings	0	0	0	0	0	▬
General Reserve	14,472	24,112	10,534	10,781	247	▲
Capital Funding	18,141	32,999	12,922	13,087	165	▲



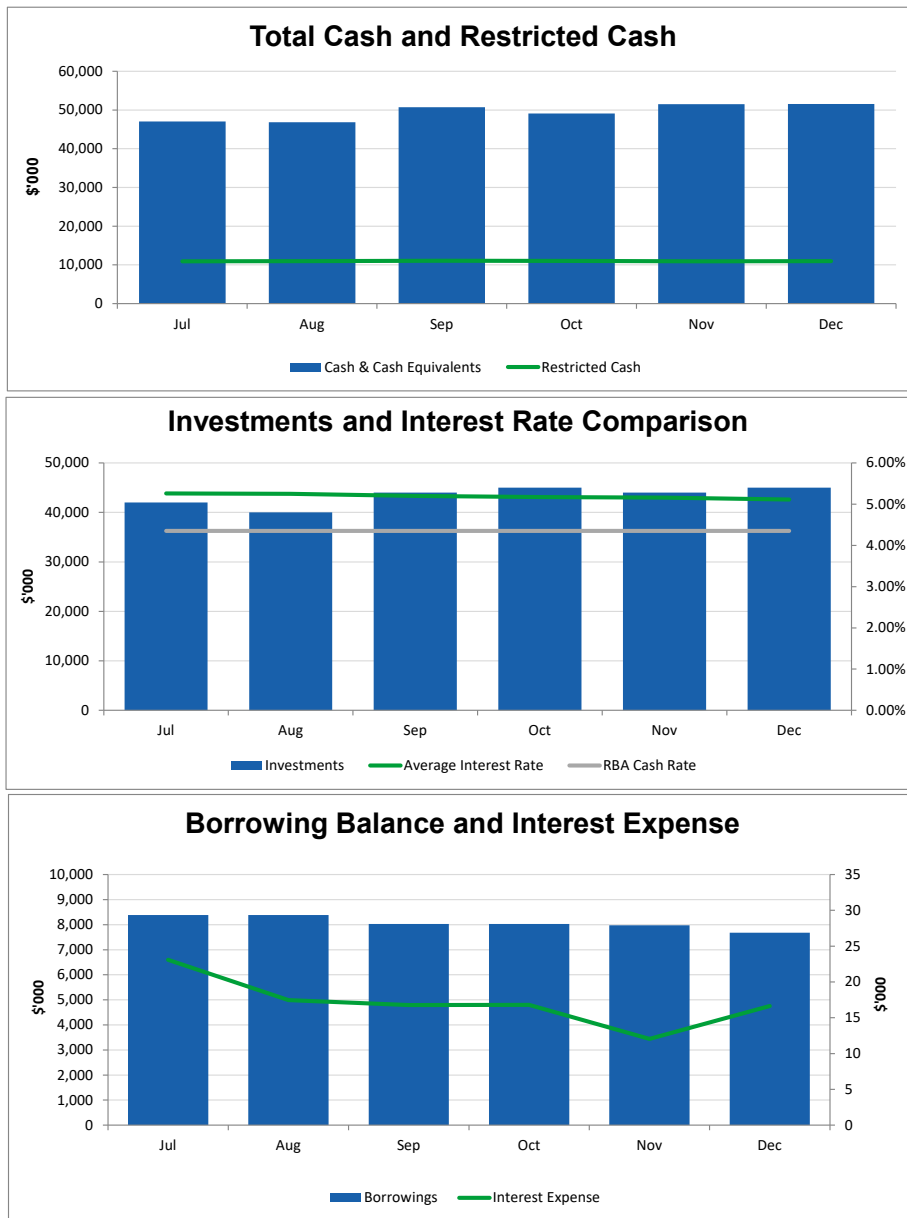
Quarterly Financial Report

Oct - Dec 2024

8. Treasury Report

Cash: Total cash held (including investments) at the end of December was \$51.55m, of which \$10.97m is restricted.

Investments: The average interest rate held on investments at the end of December was 5.11% which is higher than the RBA cash rate of 4.35%. Current investment rates have normally been over 5.0% however interest rates are expected to reduce over the next 12 months.



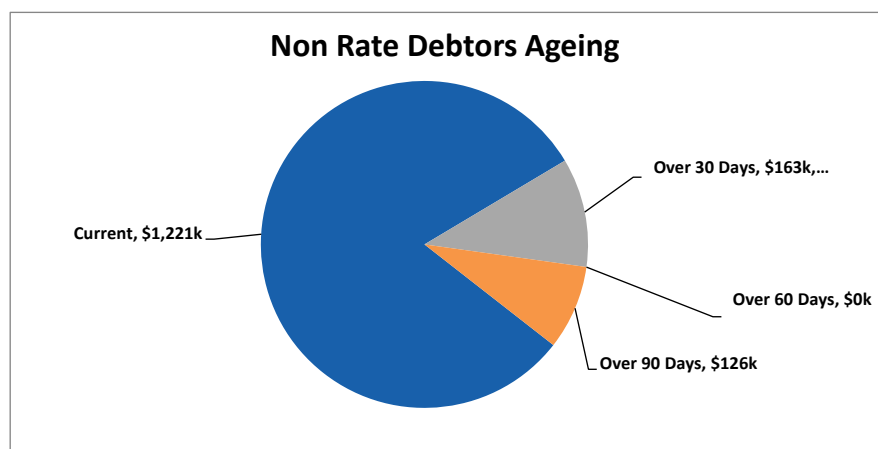
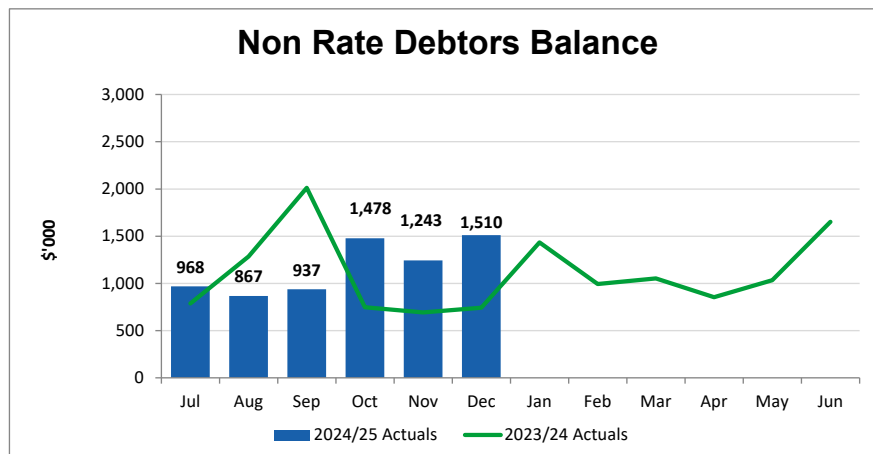
Quarterly Financial Report

Oct - Dec 2024

9. Debtors Report

Non Rate Debtors: were \$1.510m in December, with \$1.221m or 81% of the debt classified as current.

- 30 Days \$163k (11%) –The balance of the outstanding 30 day debt amounts include a developer contribution plan obligation for \$66k, a Local Government grant program milestone payment owing by TAC for \$11k, and Warrnambool Football Netball Club contribution to Reid Oval Redevelopment Project (3rd Instalment) of \$20k.
- 60 Days \$0 (0%). The outstanding 60 day debt amounts are not material.
- 90 Days \$126k (8%) – \$20k owing from the Warrnambool Football Netball Club for their contribution to the Reid Oval Redevelopment Project (2nd Instalment) and monthly rental totalling \$12k. Management is in discussion to rectify arrears. \$12k owing from Mildura Rural City Council for their 2023-24 quarter 4 Regional Cities Victoria contribution which is being followed up. Individual HACC debtors amounting to \$18k are being followed up. The remaining 90 day debtors will be followed up and Council is working with overdue debtors and setting up payment plans where appropriate.



Quarterly Financial Report

Oct - Dec 2024

10. Budget/Forecast Variations

Item	Budget Variation \$	Cumulative Total \$
Adopted Budget Surplus		(180,938)
Rollovers - Net	(18,027,600)	(18,208,538)
Budget Variation - Events & Promotions Officer	(26,611)	(18,235,149)
November/December forecast adjustments	(42,407)	(18,277,556)
Cash Surplus/(Deficit) Bought Forward	18,054,211	(223,345)
External budget variations - new grants		
October to December variations		
Good Things Foundation - Library Get Online Week funds	1,000	(222,345)
Good Things Foundation - Library Get Online Week funds	(1,000)	(223,345)
Women's Health & Wellbeing Barwon South - 16 Days of Activism	1,500	(221,845)
Women's Health & Wellbeing Barwon South - 16 Days of Activism	(1,500)	(223,345)
Museums & Gardens of NSW - Art Gallery videography funds	1,500	(221,845)
Museums & Gardens of NSW - Art Gallery videography funds	(1,500)	(223,345)
JLT Insurance payout- Dennington toilets	211,110	(12,235)
JLT Insurance payout- Dennington toilets	(211,110)	(223,345)
Developer contributions - street trees - November	46,080	(177,265)
Developer contributions - street trees - November	(46,080)	(223,345)
Dept of Infrastructure - Local Roads & Community Infrastructure phase 4	670,187	446,842
Dept of Infrastructure - Local Roads & Community Infrastructure phase 4	(670,187)	(223,345)
Sustainability Victoria - Circular Economy Household Education Fund - Milestone 2	13,440	(209,905)
Sustainability Victoria - Circular Economy Household Education Fund - Milestone 2	(13,440)	(223,345)
Department of Education - Central Enrolment Software funds	43,050	(180,295)
Department of Education - Central Enrolment Software funds	(43,050)	(223,345)
Transport Accident Commission - East LATM Development	30,000	(193,345)
Transport Accident Commission - East LATM Development	(30,000)	(223,345)
Visit Victoria/Uebergang Foundation/Jones Foundation - Art Gallery major exhibition	40,000	(183,345)
Visit Victoria/Uebergang Foundation/Jones Foundation - Art Gallery major exhibition	(40,000)	(223,345)
National Exhibition Touring Support - Art Gallery Special Initiatives	12,600	(210,745)
National Exhibition Touring Support - Art Gallery Special Initiatives	(12,600)	(223,345)
Developer contributions - street trees - December	21,200	(202,145)
Developer contributions - street trees - December	(21,200)	(223,345)
Internal budget variations - transfers between cost centres		
October to December variations		
Civic Green Event Space Project (from Building Construction to Other Construction)	31,720	(191,625)
Civic Green Event Space Project (from Building Construction to Other Construction)	(31,720)	(223,345)
Strategic Community Planning Health & Wellbeing to Child & Family Services (Creating Breastfeeding Friendly Spaces project)	19,400	(203,945)
Strategic Community Planning Health & Wellbeing to Child & Family Services (Creating Breastfeeding Friendly Spaces project)	(19,400)	(223,345)
Healthy & Engaged Communities to Neighbourhood House (wages)	4,705	(218,640)
Healthy & Engaged Communities to Neighbourhood House (wages)	(4,705)	(223,345)
General Recreation - Transfer from Walter Oval clubrooms to Friendly Societies irrigation project	400,000	176,655
General Recreation - Transfer from Walter Oval clubrooms to Friendly Societies irrigation project	(400,000)	(223,345)
Transfer budget from Child & Family Services Admin capital for City Kinder Entrance project	89,595	(133,750)
Transfer budget from Child & Family Services Admin projects for City Kinder Entrance project	5,000	(128,750)
Transfer budget from Child & Family Services for City Kinder Entrance project	45,476	(83,274)
Transfer budget from Pre-School Capital for City Kinder Entrance project	59,929	(23,345)
Transfer budgets as above to City Kinder Entrance project	(200,000)	(223,345)

Quarterly Financial Report

Oct - Dec 2024

10. Budget/Forecast Variations continued

Item	Budget Variation \$	Cumulative Total \$
Internal budget variations - transfers to/from cash reserves		
October to December variations		
DCP Contribution - 2 Goodall Street, Warrnambool - Barlow Property Group	228,200	4,855
DCP Contribution - 2 Goodall Street, Warrnambool - Barlow Property Group	(228,200)	(223,345)
DCP Contribution - Home Road Industrial Estate - NDB Properties - 7th payment	250,000	26,655
DCP Contribution - Home Road Industrial Estate - NDB Properties - 7th payment	(250,000)	(223,345)
DCP Contribution - Southern Waters - 130 Coghlan Rd Dennington	318,998	95,653
DCP Contribution - Southern Waters - 130 Coghlan Rd Dennington	(318,998)	(223,345)
Public Open Space - Street Trees contributions	169,748	(53,597)
Public Open Space - Street Trees contributions	(169,748)	(223,345)
Forecast Budget Surplus/(Deficit)		(223,345)



Delegate Planning Assessment Report

Application Details:

Application is for:	Amendment to permit to develop an additional 8 units
Applicant's/Owner's Name:	Ingenia Communities Re Limited C/- Planning & Property Partners Level 13 1 Collins St MELBOURNE VIC 3000
Date Received:	12 February 2024
Statutory Days:	225 @ 10 January 2025
Application Number:	PP2001-0100.01
Planner:	Coordinator City Development
Land/Address:	ALLOT Lot 1 PS 446592 PSH WAN TSH WARR 1/37 Caroville Dr WARRNAMBOOL VIC 3280
Zoning:	General Residential Zone – Schedule 1
Overlays:	Nil
Under what clause(s) is a permit required?	Clause 32.02
Restrictive covenants on the title?	Section 173 Agreement – S999368P and X028787B
Current use and development:	Residential / Accommodation

Proposal

The proposal seeks to amend planning permit PP2001-0100 to allow the development of 8 additional units. Details of the proposed additional development are as follows:

- Construction of 8 single storey two bedroom units on the section of the vacant portion of the site accessed from Baker Grove. The current endorsed plan identifies the area as 'Possible Future Development'.
- Each unit will be provided with a single car garage with two additional parking spaces provided for visitors.
- Vehicle access will be via Baker Grove. Vehicle access from the new units to Caroville Drive is not possible from the new development site.
- Pedestrian access through the site will be formalised via dedicated paths through areas of landscaping or line marking on the access way and connect to the existing facility.
- Areas of landscaping are provided throughout the new development area.



Image 1: Proposed Site Expansion Plan. Source: Applicants submission

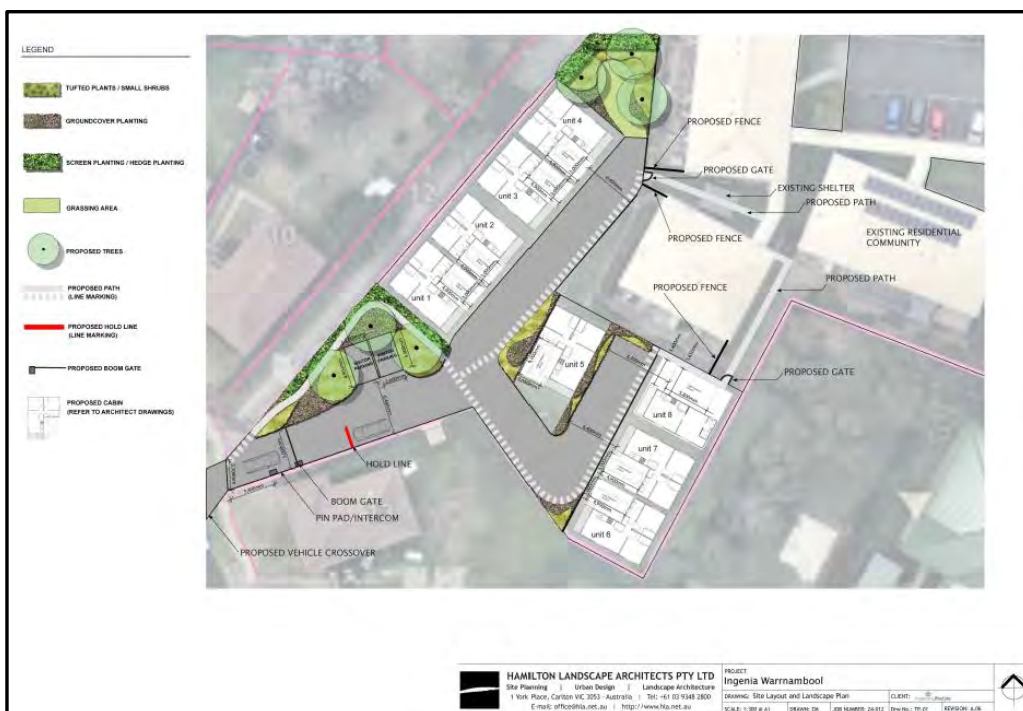


Image 2: Proposed Site Plan & Landscape Plan. Source: Applicants submission

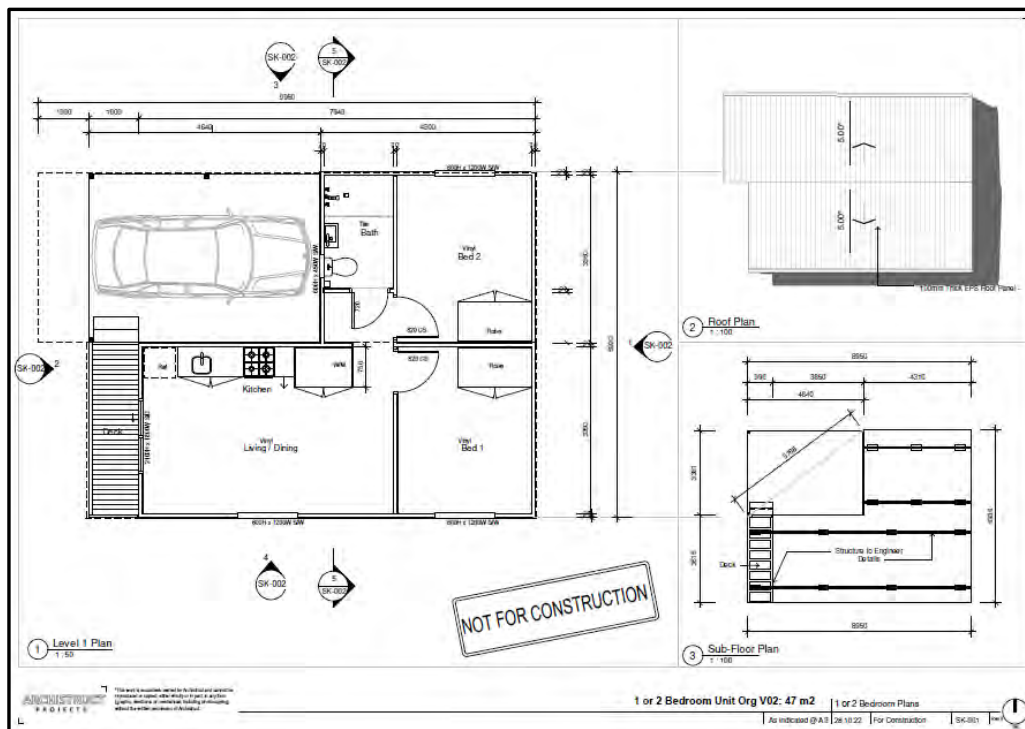


Image 3: Proposed Unit Floor Plan. Source: Applicants submission

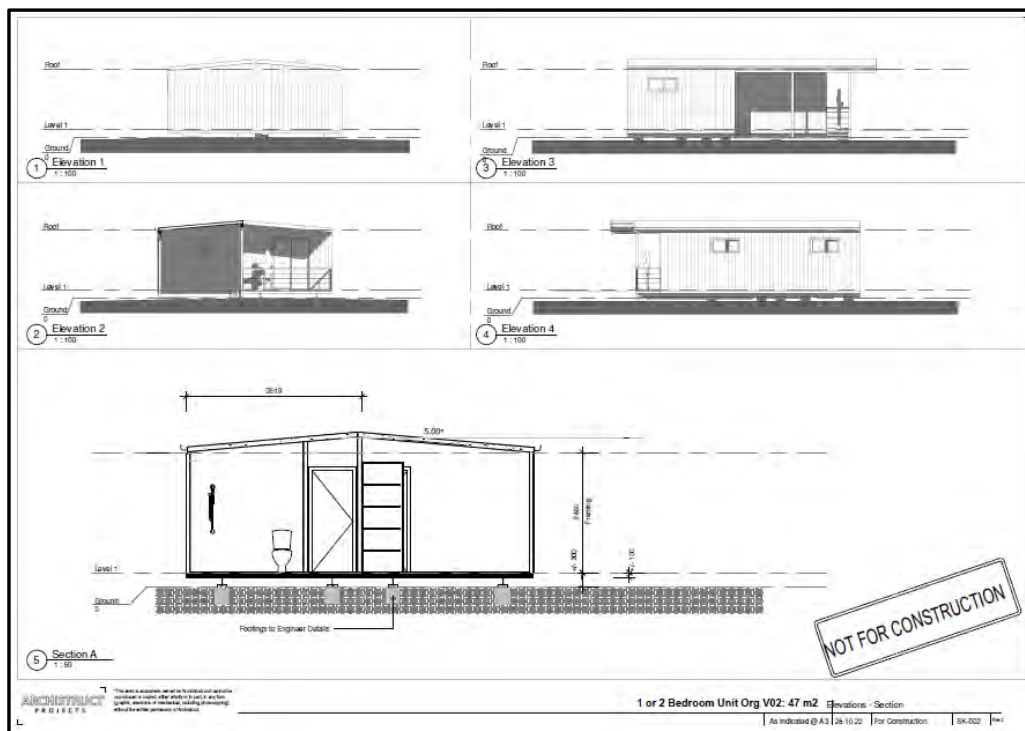


Image 4: Proposed Unit Elevations. Source: Applicants submission

In addition to the development the application seeks to amend the permit to reflect the additional units and remove a number of conditions which are no long relevant. The proposed permit changes are reflected in the below mark-up on the existing permit provided by the applicant.


Form 4	
<h2 style="margin: 0;">PLANNING PERMIT</h2>	<p>Permit No: 100/01</p>
<p>PLANNING SCHEME:</p>	<p>Warrnambool Planning Scheme</p>
<p>RESPONSIBLE AUTHORITY:</p>	<p>Warrnambool City Council</p>
<p>ADDRESS OF LAND:</p>	
<p>No 53-79 Wanstead Street 37 Caroville Drive, Warrnambool.</p>	
<p>THIS PERMIT ALLOWS:</p>	
<p>To use and develop the land for 48 56 single storey units, a managers residence and communal facilities as per plans endorsed and attached to this permit.</p>	
<p>THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT. Page 1 of 2</p>	
<ol style="list-style-type: none"> 1. The use and/or development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. 2. Prior to the issue of a Building Approval for the hereby permitted units, the applicant must lodge with the Responsible Authority a bond of \$50,000 for the landscaping and car parking requirements specified in Conditions 2 & 3 of this permit. 3. Prior to the occupation of the units those areas indicated as open space on the endorsed plan must be landscaped and thereafter maintained to the satisfaction of the Responsible Authority. 4. Prior to the occupation of the approved units, all access ways and car parking areas must be sealed and drained to a legal point of discharge to the satisfaction of the Responsible Authority. The vehicular crossover must be constructed in accordance with Council's specification and a vehicular crossing permit must be obtained from the relevant Council Officer. 5. Prior to the commencement of any buildings and works on the land, a schedule of all external materials and finishes shall be submitted to the Responsible Authority and when endorsed shall form part of this permit. The schedule shall show the materials, colors, finish of all external walls, roofs, fascias, doors, fencing and paving (including car park surfacing), all to the satisfaction of the Responsible Authority 	
<p>Date Issued</p>	<p>Signature for the Responsible Authority</p>
<p><u>24 July 2001</u></p>	

Image 5: Proposed Amendments to Existing Permit page 1. Source: Applicants submission




WARRNAMBOOL PLANNING SCHEME PLANNING PERMIT NO. 100/01		Page 2 of 2						
6.	Before the use and / or development starts, plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimension and two copies must be provided. The plans must show:-							
	a) Proposed landscaping details, including all surface treatments, the botanical name, height and width at maturity, and location of all vegetation to be used.							
	b) Location and detail of any fencing.							
	c) Drainage details, showing that no storm water, sullage, sewerage or polluted drainage shall drain or discharge from the land to adjoining properties.							
	d) The vehicular entry from Caroville Drive must be widened from 4.2 to 5.5 metres.							
7.	Receptacles for the collection of mail and garbage must be provided to the satisfaction of the Responsible Authority.							
8.	This permit will expire if one of the following circumstances applies:-							
	a) The development and use is not started within two years of the date of this permit.							
	b) The development is not completed within four years of the date of this permit.							
	The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within three months afterwards.							
<hr/> <table> <tr> <td>Date Issued</td> <td><u>24 July 2001</u></td> <td>Signature for the Responsible Authority</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>			Date Issued	<u>24 July 2001</u>	Signature for the Responsible Authority			
Date Issued	<u>24 July 2001</u>	Signature for the Responsible Authority						
								

Image 6: Proposed Amendments to Existing Permit page 2. Source: Applicants submission

What is important to note here is that as this is a planning permit amendment application only the items associated with the amendment sought, or their relationship with the original approval, are being re-examined. Section 73(2) of the PE Act specifies that any added conditions resulting from an amendment must relate to the amendment to the permit (and not the previous approval). The existing use and development on the land is lawful and does

not in and of itself form part of the assessment of this application. The existing number of car parking spaces for the existing development has been already deemed appropriate in its original context, and the current assessment is limited to the marginal impact of additional development.

Subject site & locality

Subject Site

The subject site is located at the southern end of Caroville Drive with a second access to Baker Grove (south west corner of site).

The site is irregular in shape with a frontage to Caroville Drive of 20 metres, a frontage to Baker Grove of 3.7 metres and a total site area of 8,348 square metres.

The northern part of the site has been developed and contains 48 residential units, a manager's residence and communal facilities spread across nine buildings with all but one being single storey. The southern portion of the site is vacant and includes no signs of previous development.

Vehicle access to the site is via Caroville Drive and accesses a communal car parking area with 21 spaces.

A modest level of vegetation exists across the developed portion of the site.



Image 7: Aerial image of subject site and adjoining properties. Source: www.nearmap.com



Image 8: Panoramic view of Baker Grove frontage. Source: www.nearmap.com

Locality

Details of the locality include the following:

- a public pedestrian path runs along the norther and western boundary of the site and links Caroville Drive with Baker Grove.
- The land to the north and west is a developed residential area primarily containing single storey dwelling. Multi dwelling lots are common particularly along Caroville Drive.
- The land top the south is developed with an aged care facility.
- To the east in the Gateway shopping precinct with the Dan Murphy's store abutting the subject site.

Permit/Site History

Permit

A review of council's electronic register shows that the no recent planning permit application have been considered which relate to the subject site other than PP2001-0100 which is the permit sought to be amended by this application.

It is noted that any conditions that required the submission of plans for endorsement have been deemed to be satisfied with plans endorsed of permit PP2001-0100 on 24 July 2001.

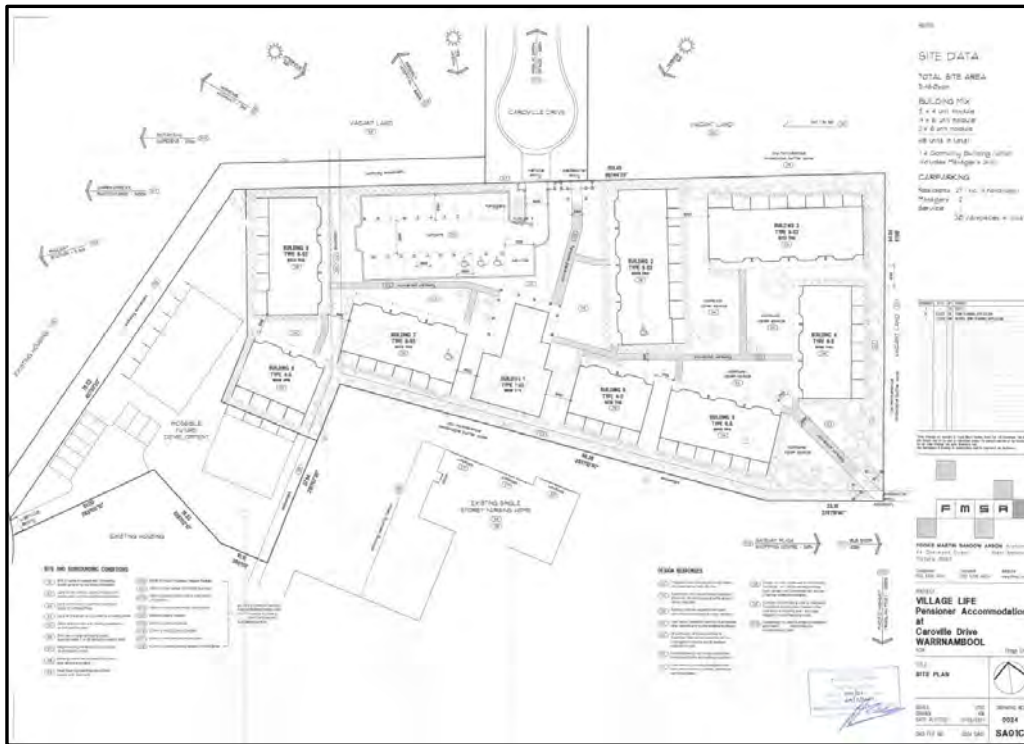


Image 9: Current endorsed Site Plan. Source: Council records.

Site

The site is within an area of aboriginal cultural heritage sensitivity. While the existing permit which is seeking to be amended does not specify the existing use of the land is considered to be akin to a Residential Village. Regulation 46 of the *Aboriginal Heritage Regulations 2018* designates buildings and works associated with a Residential Village as being a high impact activity and therefore could trigger the need for a cultural heritage management plan (CHMP). Regulation 46(3) states –

Despite subregulation (1), the construction of a building or the construction or carrying out of works on land is not a high impact activity if it is for, or associated with, a purpose listed under subregulation (1)(b) for which the land was being lawfully used immediately before 28 May 2007.

Based on the above, as the use was lawfully before 28 May 2007 the works are not considered as a high impact activity and therefore it has been concluded that a CHMP is not triggered in this instance.

Restrictions

The land has two Section 173 Agreements registered on the certificate of title - Section 173 Agreement: S999368P and X028787B.

Neither of these agreements are applicable to the subject site of development with agreement S999368P relating to a rezoning to create the nearby commercial area and X028787B relating to the payment of a public open space contribution for a previous subdivision application.

Public Notification

The application has been advertised pursuant to Section 52 of the *Planning and Environment Act 1987*, by:

- Sending notices to the owners and occupiers of adjoining land.
- Erecting a sign on the land for 14 days.
- Displaying on councils website.

The notification has been carried out correctly with a statutory declaration received on 21 June 2024 confirming that the applicant had display the sign as required.

Council has received 8 objections. The 7 objections all contained the same detail/wording with the key issues raised are summarised as follows:

- The development does not currently meet car parking requirements as per the planning scheme with their currently being 48 units and only 21 car parking spaces.
- Increasing to 58 units with only 31 spaces remains to not meet the planning scheme requirements.
- Loading/deliveries are meant to occur on the site and this does not occur.
- Many residents may have two cars which cannot all be housed onsite and as Baker Grove is an undesirable area people would park in Caroville and walk to their unit.
- Currently all visitors to the site park in Caroville Drive making it difficult to access driveway, garbage collection or to mow lawns.

The additional objection raised concerns in relation to the boom gate/intercom at the Baker Grove entry/exit.

Consultation

The following consultation occurred during the assessment of the application:

- A request for further information was sent on 14 March 2024 which generally sought additional detail on plans and clarification as to how the proposed would integrated with the existing development on the land.
- A response was received by council on 28 May 2024 and included a set of amended plans which were registered as a S50 amendment.
- Following the completion of the public notice period the objections were forwarded to the applicant on 24 June 2024 for them to consider and provide a response if desired.
- A response was received on 21 August and included additional information from the project traffic engineer. The applicant's response was forwarded onto the objectors and resulting in none of the objections being withdrawn.
- A Hearing of Submissions meeting was held on 10 December 2024 which was attended by two of the objectors and the applicant.

Referrals

Section 55 Referrals:

None required.

Section 52 Referrals:

None undertaken.

Internal Referrals:

The applicant was referred to Council Infrastructure Department who provided a response on 22 March 2024 raising no objection to the proposal. Comments were made in relation to the provision of visitor parking and the fact that the proposal could easily accommodate two spaces whereby one was originally provided. This comment was passed onto the applicant and subsequently the plans were amended to provide 2 visitor spaces within the additional development area.

Assessment

Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF):

The use and development of the land has already been assessed and was deemed at the time to be consistent with any relevant planning policy and therefore a permit was issued. The proposed amended seeks add an additional eight units to the development and therefore the consideration by this assessment is limited to the extent of change sought.

The following clauses found within the MPS and PPF are deemed relevant to the consideration of this amendment:

- Clause 02.03-5 (Built Environment and Heritage – Neighbourhood Character) seeks to integrate infill development with the existing architectural, historic and landscape character of the neighbourhood.
- Clause 02-03-6 (Housing) seeks to ensure seeks to provide housing diversity by
 - *Providing infill opportunities to accommodate residential development.*
 - *Ensuring future populations have access to a diverse range of housing options including increasing the supply of housing for smaller households.*

Additionally the clause identifies the affordability of housing having a significant impact on the liveability and economic prosperity of the community with a lack of affordable housing being a barrier to attracting key workers and students to Warrnambool as well as having detrimental impacts on sole parents, single people, young people, older people (65+ years) and children of sole parents.

- Clause 16.01-1L includes strategies which seek to:
 - *Support increased residential densities in growth areas and established urban areas within proximity to existing or planned transport corridors, activity centres and open space.*
 - *Support residential infill development within established urban areas that complements the area's neighbourhood character.*

- Clause 16.01-2S (Housing Affordability) includes strategies which seek to:
 - *Improve housing affordability by:*
 - *Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.*
 - *Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.*
 - *Increase the supply of well-located affordable housing by:*
 - *Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.*

Assessment

It is evident for the above strategies that there is strong policy support within the planning scheme to facilitate an increase to the supply of housing through well design infill development within established areas that are well serviced with the flow on being that this should be a more affordable housing product.

In this instance the amendment seeks to construct an additional eight – two bedroom units within an established residential village which if approved will increase the availability of retirement type accommodation within the municipality providing increased options for older people to downsize which then theoretically increases the availability of larger homes within the supply pool. This is consistent with the policy direction within the MPC and PPF of increased housing choice, diversity and affordability within the area.

It is therefore concluded that the proposed amendment is consistent with the relevant policy found within the MPS and PPF.

Zoning:

Clause 32.08 – General Residential Zone – Schedule 1 (GRZ1)

The site is located within the GRZ1, the purpose of which is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

The existing use of the land would best fall under the definition of 'Residential Village' which in the GRZ is a Section 2 Use however the use of the land has already been established and is not being considered by this application.

A residential village does not need to meet the mandatory garden area requirements or be assessed against clause 54/55 however in any instance this would not be required as the original permit was lodged prior to the implementation of either of these requirements.

The decision guidelines within the GRZ relevant to the amendment application include:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of this zone.*

- *The objectives set out in a schedule to this zone.*
- *Any other decision guidelines specified in a schedule to this zone.*
- *The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.*

Having regard to the relevant purpose and decision guidelines within the GRZ the following points are made in relation to the proposed amendment:

- As has been previously discussed the proposed amendment is deemed to be consistent with the relevant policies and strategies found within the MPS and PPF.
- The proposal involves the construction of an additional eight single storey units with the form and scale not considered to be unreasonable when compared to the surrounding residential character of the area.
- The additional units which are a smaller two bedroom product which will increase the overall availability of housing within the municipality. The units will increase the diversity of housing stock within the immediate and wider area with it understood that they are targeted at people looking to downsize from larger homes.
- The area is well located to services and facilities including the Gateway shopping precinct making it well suited to support a slight increase to residential densities.

Based on the above, the proposed amendments to develop an additional 8 units is appropriate when considered against the relevant policies and decision guidelines found within the GRZ.

Overlays:

The site is not covered by any overlays.

Relevant Particular Provisions

52.06 – Car parking

Table 1 within clause 52.06-5 specifies parking demand rates for specific uses. In this instance the most applicable use is considered to be a 'Residential Village' which is designated a parking rate of 1 space per each 1 or 2 bedroom dwellings, 2 spaces per 3 plus bedrooms and 1 visitor space for every 5 dwellings.

Clause 52.06-5 also states that Where an existing use is increased by the measure specified in Column C of Table 1 for that use, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.

In this case the use is being increased by way of the construction of eight additional 8 – two bedroom dwellings with no car parking reductions to the existing parking provided proposed meaning the assessment is restricted to the expanding of the use only.

The eight – two bedroom units generate a parking demand of 8 spaces for the units and 1.6 visitor spaces (total 9.6 spaces). Clause 52.06-5 states that where the generated number is not a whole number the required number is rounded down therefore meaning 9 spaces are required.

Each unit is provided with a single vehicle parking space and two visitor spaces are provided resulting in a total of 10 vehicle parking spaces provided which exceeds the demand rate specified and therefore complies with the requirements of the clause.

Clause 52.06-9 details relevant design standards or parking spaces and accessways etc. The amendment application was accompanied by a traffic engineering report and the documentation also be reviewed by councils infrastructure department who have raised no concerns with regards to the function/layout of the vehicle parking/access areas.

Based on the above it is concluded that the proposed additional development on the land adheres with the requirement of clause 52.06.

Clause 53.03 – Residential Reticulated Gas Service Connection

The subject application seeks to amend a permit which was issued in 2001 which was prior to the introduction of the clause and therefore it is not applicable to the consideration for this application.

General Provisions:

Clause 65.01 – Approval of an Application or Plan

Based on the above assessment/analysis it is considered that the proposal is consistent with the relevant decision guidelines found within Clause 65.01.

Objection Issues:

The following comments are made in response to the keys issues raised within the objections.

Traffic and Parking with Caroville Drive

The main theme of the majority of the objections related to issues with traffic and car parking with Caroville Drive resulting for the operation of the existing facility.

As this application seeks to amend an existing permit only the items associated with the amendment sought, or their relationship with the original approval, are being re-examined.

In this instance the proposal seeks to develop 8 additional units on the portion of land that has access to Baker Grove. The layout of the additional development results in all vehicle access being to Baker Grove with no vehicle access to Caroville Drive from the proposed new development area.

In addition the additional development generates a car parking demand of 9 spaces as per clause 52.06 and 10 spaces are provided thereby exceeding the minimum requirements.

One matter that was raised in the objections was in relation to deliveries to the site and while it is not reasonable for this application to impose conditions relating to the operation of the entire site given the use is already permitted it is considered reasonable to place a new condition on the permit requiring any deliveries to the new development are undertaken entirely within the site and not within Baker Grove.

Intercom and Boom Gate

The use of intercoms within residential areas is not uncommon however there is an expectation that they are set at a level that would not impact the amenity of the area. A new permit condition is recommended to be placed on the permit in relation to managing any potential amenity impacts from the boom gate/intercom.

Other

The application also seeks to make a number of amendments to detail on the permit including:

- The property address.
- Allowed number of units referenced in the preamble.
- Delete conditions 2 and 6d.

In relation to the above the following comments are made:

- The alterations to the address is appropriate as this will reference the current recognised address of the property.
- The updating of the unit number in the preamble is necessary due to the increased number of units.
- Condition 2 can be deleted as the requirement has been satisfied however a note would be included on the permit.
- While condition 6d has been deemed to have been satisfied via the endorsement of plans the condition will not be deleted rather a note added to the permit to say that the requirements of condition have been addressed.

Conclusion

Based on the above consideration of the relevant clauses, policies and decision guidelines within the planning scheme it is concluded that the proposed amendment to construct 8 additional units on the land is reasonable subject to any new recommended conditions.

Recommendation

That council:

- Having caused notice of Planning Application No. PP2001-0100.01 to be given under Section 52 of the *Planning and Environment Act 1987* and or the planning scheme

and having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* decides to determine to issue a Notice of Decision to Grant and Amended Planning Permit for PP2001-0100.01 under the provisions of the Warrnambool Planning Scheme in respect of the land known and described as ALLOT Lot 1 PS 446592 PSH WAN TSH WARR, 1/37 Caroville Dr WARRNAMBOOL VIC 3280, for the use and development of 56 single storey units, a managers residence and communal facilities accordance as per the endorsed plans, subject to the following conditions:

1. The use and/or development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
2. **Deleted (add decision date).**
3. Prior to the occupation of the units those areas indicated as open space on the endorsed plan must be landscaped and thereafter maintained to the satisfaction of the Responsible Authority.

4. Prior to the occupation of the approved units, all access ways and car parking areas must be sealed and drained to a legal point of discharge to the satisfaction of the Responsible Authority. The vehicular crossover must be constructed in accordance with Council's specification and a vehicular crossing permit must be obtained from the relevant Council Officer.
5. Prior to the commencement of any buildings and works on the land, a schedule of all external materials and finishes shall be submitted to the Responsible Authority and when endorsed shall form part of this permit. The schedule shall show the materials, colors, finish of all external walls, roofs, fascias, doors, fencing and paving (including car park surfacing), all to the satisfaction of the Responsible Authority
6. Before the use and / or development starts, plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimension and two copies must be provided. The plans must show:-
 - a. Proposed landscaping details, including all surface treatments, the botanical name, height and width at maturity, and location of all vegetation to be used.
 - b. Location and detail of any fencing.
 - c. Drainage details, showing that no storm water, sullage, sewerage or polluted drainage shall drain or discharge from the land to adjoining properties.
 - d. The vehicular entry from Caroville Drive must be widened from 4.2 to 5.5 metres.
7. Receptacles for the collection of mail and garbage must be provided to the satisfaction of the Responsible Authority.

8. New Condition

The loading and unloading of goods from vehicles associated with any deliveries etc to the portion of the site accessed from Baker Grove must only be carried out on the land, to the satisfaction of the responsible authority.

9. New Condition

Waste management and collection associated with the units accessed from Baker Grove must be carried out to the satisfaction of the responsible authority

10. New Condition

Noise must not be emitted from the portion of the site consisting of the eight units accessing Baker Grove in prohibited times as defined in the *Environment Protection Regulations 2021*. The prohibited time for electrical audio goods (such as intercom devices) are between the hours of:

- Monday to Thursday – 10pm – 7am;
- Friday – 11pm – 7am;
- Saturday and public holidays – 11pm – 9am;
- Sunday – 10pm – 9am;

to the satisfaction of the Responsible Authority.

Noise emitted from the intercom device must not exceed +5 dB from the background noise when measured from any noise sensitive residential areas nearby, in accordance with the *Environment Protection Regulations 2021* and to the satisfaction of the responsible authority.

11. This permit will expire if one of the following circumstances applies:-

- a. The development and use is not started within two years of the date of this permit.
- b. The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within three months afterwards.

12. New Condition

This permit as it relates to development (buildings and works) permitted by the amendment will expire if one of the following circumstances applies:

- a) The development permitted by the amendment is not started within 2 years of the issued date of the amended permit PP2001-0100.01.
- b) The development permitted by the amendment is not completed within 4 years of the issued date of the amended permit PP2001-0100.01.


In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

Permit Notes	The amendments to the development plans required by condition 6d was deemed to have been satisfied on 12 July 2001 when the development plans were endorsed.
Insert decision date	
This Permit has been amended as follows	Pursuant to section 72 of the <i>Planning & Environment Act 1987</i> , this Planning Permit has been Amended as follows:
Issue decision date	<ol style="list-style-type: none"> a) Amend permit address to 37 Caroville Drive. b) Amend permit preamble to refer to 56 units. c) Development Plans amended to: <ul style="list-style-type: none"> • Include eight additional single storey units on the vacant area of the site accessed via Backer Grove. d) Note added to the permit that the requirements of condition 6 were previously satisfied. e) Delete condition 2 as requirements has been satisfied. f) Addition of a new condition 8, 9, 10 and 12. g) Renumber of conditions are required.

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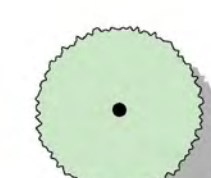


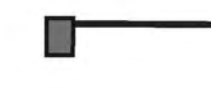
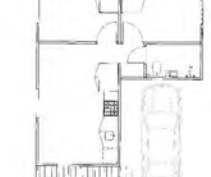


INGENIA WARRNAMBOOL SITE EXPANSION PLAN



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LEGEND

- **TUFTED PLANTS / SMALL SHRUBS**
- **GROUNDCOVER PLANTING**
- **SCREEN PLANTING / HEDGE PLANTING**
- **GRASSING AREA**
- **PROPOSED TREES**
- **PROPOSED PATH
(LINE MARKING)**
- **PROPOSED HOLD LINE
(LINE MARKING)**
- **PROPOSED BOOM GATE**
- **PROPOSED CABIN
(REFER TO ARCHITECT DRAWINGS)**



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PROJECT
Ingénia Warrnambool

DRAWING: Site Layout and Landscape Plan

SCALE: 1:300 @ A1

DRAWN: ZM

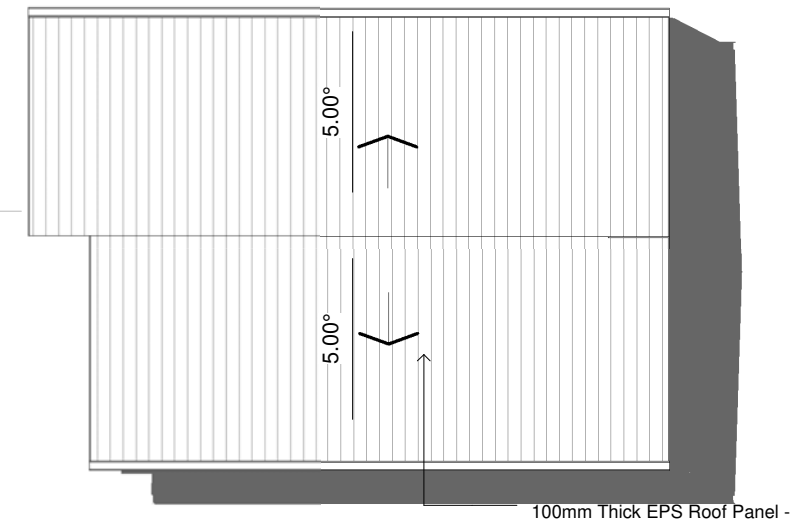
JOB NUMBER: 24-012

CLIENT:  Ingénia Lifestyle

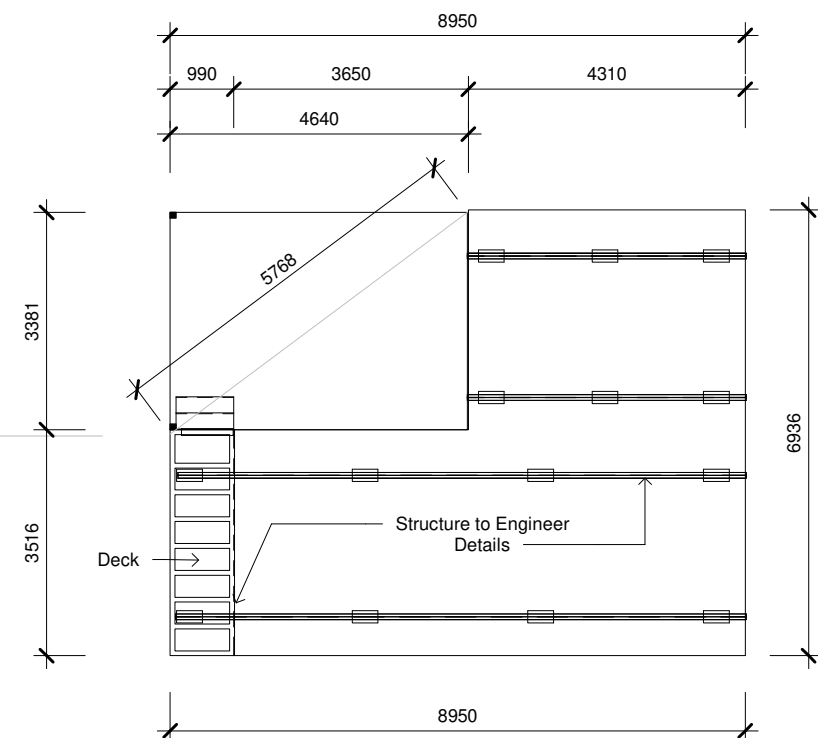
Drw No.: TP-01

REVISION: A.06





2 Roof Plan
1 : 100



3 Sub-Floor Plan
1 : 100

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1 or 2 Bedroom Unit Org V02: 47 m2

| 1 or 2 Bedroom Plans

	As indicated @ A3
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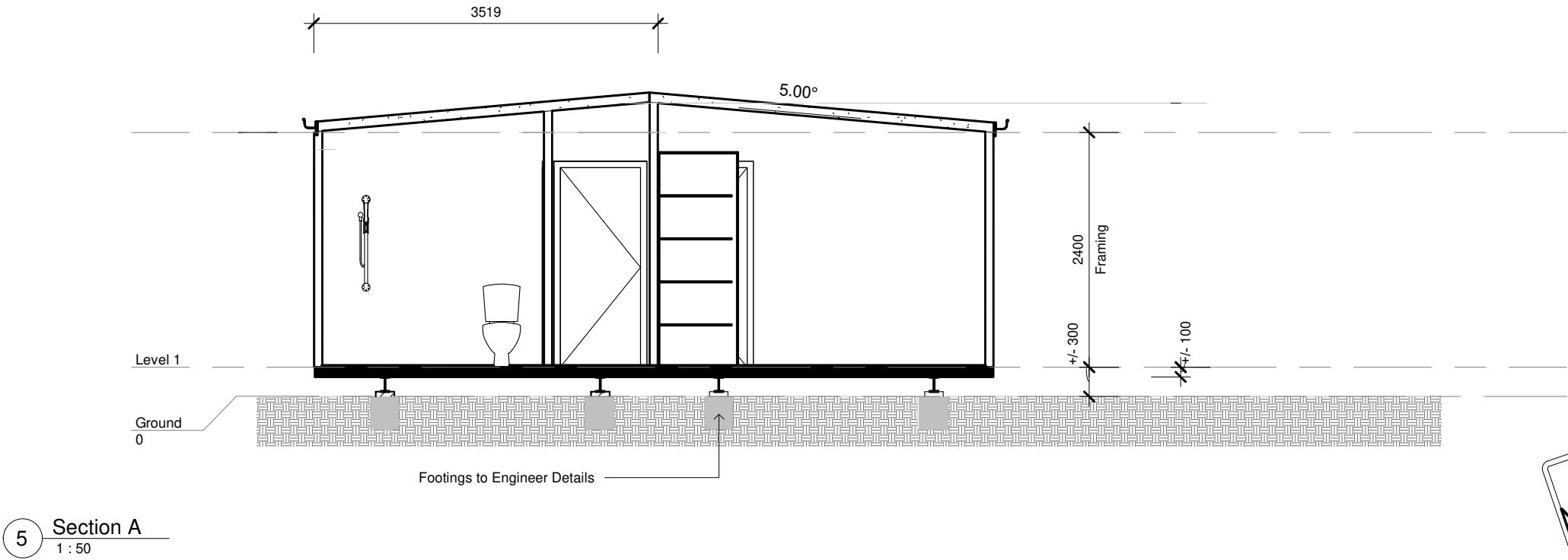
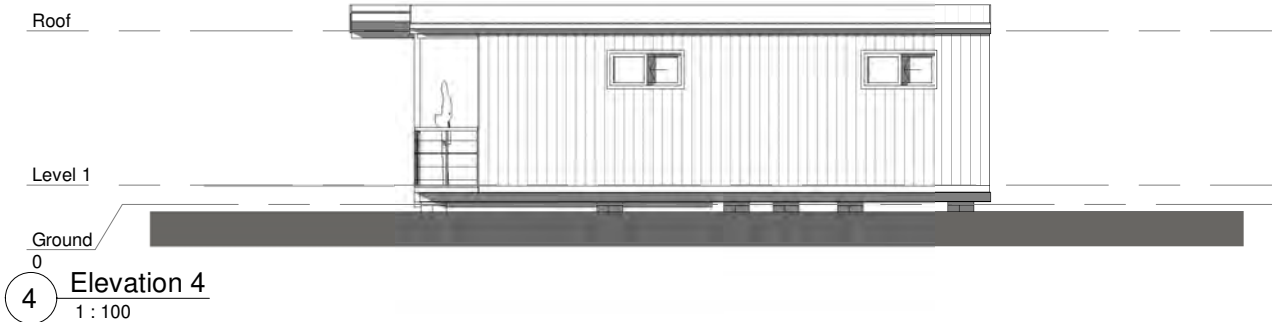
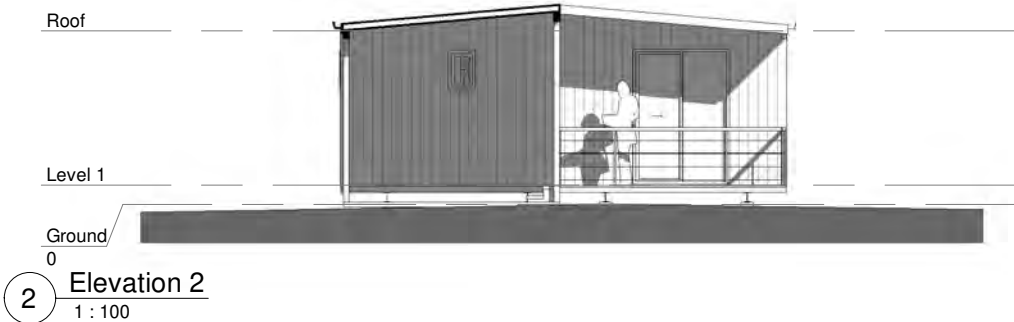
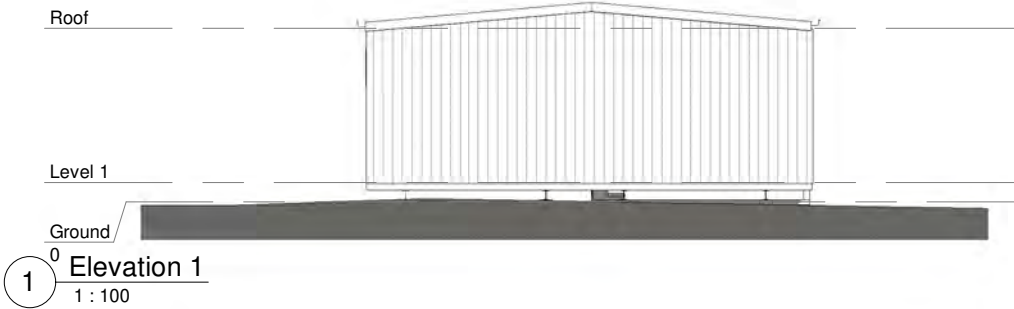
3	28.10.22	For Construction
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SK-001

Rev 3

TBC

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1 or 2 Bedroom Unit Org V02: 47 m2 Elevations - Section

As indicated @ A3 28.10.22 For Construction SK-002 Rev 2

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PLANNING & PROPERTY | **PARTNERS**
LAWYERS & CONSULTANTS

12 February 2024

Warrnambool City Council
Statutory Planning Department
PO Box 198
WARRNAMBOOL VIC 3280

Via email: planning@warrnambool.vic.gov.au

Dear Sir/Madam,

**PLANNING PERMIT – PERMIT NO. 100/01
SECTION 72 AMENDMENT APPLICATION
37 CAROVILLE DRIVE, WARRNAMBOOL**

We act for *INA Operations Pty Ltd* ('**Applicant**') in relation to the land at 37 Caroville Drive, Warrnambool ('**Site**').

We refer to Planning Permit No. 100/01 ('**Permit**') issued by the Warrnambool City Council on 24 July 2001, that allows:

'To use and develop the land for 48 single storey units, a managers residence and communal facilities as per plans endorsed and attached to this permit.'

This application is made pursuant to Section 72 of the *Planning and Environment Act 1987* ('**Act**') to amend the Permit preamble, amend and delete redundant conditions of the Permit and include plans to be endorsed.

The purpose of this amendment is to realise the anticipated development of the south-western portion of the Site, as foreshadowed within the endorsed plans. It is proposed to construct an additional eight units within this area, to operate and function in line with the existing 48 units provided within the Site.

The application is supported by the following documentation:

- Site Plan prepared by *Ingenia Lifestyle*;
- Unit Plans prepared by *Archistruct Projects*;
- Transport Impact Assessment prepared by *One Mile Grid*;
- Marked up Planning Permit 100/01 amendment draft;
- Recent copy of title and plan; and
- Completed section 72 amendment application form.

SUBJECT SITE AND SURROUNDS

The Site is generally referred to as 'Ingenia Gardens Warrnambool' and is formally known as Lot 1 on Plan of Survey 446592. Planning Permit 100/01 permits 48 units on the Site, in addition to a communal facilities building and caretaker's residence. The Site has an area of 8,348 square metres and lies within an established and well serviced residential area of Warrnambool.

A car parking area is provided adjacent to the northern boundary of the Site, located next to a combined waste storage and collection area. A single vehicle crossover is provided to Caroville Drive, which

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currently serves as the Site's sole access point. A vacant area is located within the southwest portion of the Site, with an abuttal to Baker Grove of approximately 3.6 metres in width.

This area comprises the planning unit for this amendment application, as the proposed location and extent of works are confined to these parts of the Site only, as identified in Figure 1 below and as identified as a 'possible future development' area in the endorsed plans.



Figure 1 – Subject Site and Infill Area

Source: NearMap

The Site is located near to the Princes Highway, a major State-controlled corridor. To the immediate east of the Site lies the Gateway Plaza, providing occupants of the Site with convenient access to a variety of retail, entertainment, and commercial services.

The endorsed 'possible future development' area does not contain any established vegetation and is essentially flat across its entirety.



Figure 2 – Endorsed Plan showing Possible Future Development Area.

Source: Warrnambool City Council

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KEY PLANNING CONSIDERATIONS

As an existing residential use, we consider the key planning considerations to be resolved in this planning permit amendment application are effectively the appropriateness of the proposed buildings and works, in relation to high level consideration of the current planning policy context as relevant.

The parcel is located within the General Residential Zone – Schedule 1 ('GRZ1'). The General Residential Zone seeks to:

'...encourage development that respects the neighbourhood character of the area.'

'...encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.'

The Site is not affected by any additional development controls or overlays that require consideration.

PROPOSED BUILDINGS AND WORKS

The proposal seeks to implement an additional eight units in accordance with the Site Plan prepared by *Ingenia Lifestyle*. The eight units will be appropriately serviced with a single carpark per unit, and sealed accessways, connected to the surrounding road network via a new crossover to Baker Grove.

Portions of open space are to be retained within the Site, adjacent to the proposed visitor carparking and to the north of the development area, designated as 'Pocket Park'. Figure 2 shows the overall layout of the proposal.



Figure 3 – Proposed Development Layout

Source: NearMap

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The proposal will facilitate a minor expansion of the existing use, with the additional eight units connected to the rest of the Site via a pedestrian gate. The proposal seeks to facilitate the ongoing operation of the Site, and does not seek to alter the existing permitted use.

As can be appreciated within the accompanying floor plans, each proposed unit will contain the following elements, providing for a good level of amenity for future occupants:

- Single car space;
- Deck;
- Living, dining and kitchen (open plan);
- Two bedrooms with built-in robes; and
- Single bathroom.

The units will be constructed on footings, with separation provided between the natural ground level and finished floor level of approximately 300mm. Each unit will be constructed to a height of 2.4 metres above the finished floor level, resulting in an overall height (from natural ground to the uppermost projection of the roof) of approximately 3.1 metres.

The proposed pedestrian gate adjacent proposed unit 04 (refer Site Plan) will connect to established pedestrian pathways within the balance of the Site. All facilities contained within the remainder of the Site will be accessible to residents of the proposed units.

Interfaces and amenity impacts.

The proposed units 1-4 will be located adjacent to the western Site boundary, which borders a public reserve, which is five metres in width and linear in orientation, providing a pedestrian connection between Baker Grove and Caroville Drive. The laneway is a non-sensitive interface and provides separation between the Site and the existing dwelling at 10 Baker Grove, further to the west.

Proposed unit 5 is sited away from Site boundaries, whilst proposed units 6-8 are located adjacent to the eastern boundary, which interfaces an open space area associated with the Warrnambool Place Care Community nursing home.

The abovementioned public reserve to the west and open space area to the east, ensure that units which are proximate to Site boundaries will be sufficiently removed from sensitive residential interfaces, as to minimise the potential for any unreasonable amenity impacts.

The modest single-storey profile of the proposed units, combined with the existing boundary fencing, will further limit any opportunity for such unreasonable amenity impacts. It is not considered that any unreasonable overlooking, overshadowing or visual bulk will arise from the proposed units.

Regarding the provision of car parking, each proposed unit is provided with a minimum of one car space to meet the needs of future occupants. There is no requirement to provide a car space to each unit, however this outcome is aligned to an appropriate rate for two-bedroom dwellings, pursuant to Clause 52.06-5 (Car parking). It is considered that this outcome will provide a positive contribution to the amenity of future occupants. With regard to other traffic matters, we refer Council to the accompanying Transport impact Assessment prepared by *One Mile Grid*.

PLANNING POLICY ASSESSMENT

Current Planning Context

Since the Planning Permit was issued in 2001, there has been substantive policy updates including the restructuring of the Victorian Planning Provisions. Clause 10 of the Warrnambool Planning Scheme contains both state and local planning policy framework (PPF) which seeks to provide both overarching and specific principles for land use and development across the State and accordingly reinforce support for efficient and affordable residential uses in appropriately zoned urban areas.

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A relevant background document that informs the PPF is Plan Melbourne 2050 ('Plan Melbourne'), which encourages the development of residential infrastructure to support a rise in housing demand. This development is required to facilitate housing diversity and meet the community's needs for a variety of services.

Outcome 7 of Plan Melbourne and more particularly, Direction 7.1, aspires to invest in regional Victoria to support housing and economic growth. Investing in regional Victoria will support housing and economic growth and bring significant social and lifestyle benefits to regional communities.

Municipal Planning Strategy

Clause 2.03-6 of the Warrnambool Planning Scheme provides Strategic Directions, which seek to inform a response to the above Plan Melbourne statement. Of these Strategic Directions, the following are relevant to the proposal:

- *Providing infill opportunities to accommodate residential development.*
- *Ensuring future populations have access to a diverse range of housing options including increasing the supply of housing for smaller households.*

The proposal seeks to provide infill development within a currently underutilised parcel in an area which has been contemplated for such development and which is well serviced. This type of housing contributes to the diversity of residential infrastructure within the Warrnambool area.

Planning Policy Framework

This need for additional and appropriate housing is translated into local policy at Clause 11 (Settlement) and Clause 16 (Housing) of the Planning Policy Framework. Both clauses identify the need to increase and diversify the supply of housing in existing, well serviced urban areas to improve housing choice and to ensure that supply continues to meet demand. Locations with ready access to transport, employment, commercial development and community facilities are preferred locations for this development.

In accordance with these policies, the proposal will provide additional housing opportunities on a site proximate to a range of community and commercial facilities within an established residential area, and a Site that benefits from existing use rights and context.

General Residential Zone

The proposed development is consistent with the General Residential zoning of the Site, including its purpose which seeks to ensure that development:

- *Respects the neighbourhood character of the area; and*
- *Provides opportunities for the implementation of different housing types and growth in well serviced areas.*

The proposal seeks to extend upon an existing use on Site, providing an additional eight units within a well serviced area. A high level of amenity will be achieved by the development, with no unreasonable amenity impacts perceived off-Site.

PLANNING PERMIT 100/01 CONDITIONS

It is considered that the Planning Permit requires several minor updates to appropriately facilitate the proposal. This includes updating the preamble and conditions, as appropriate, as well as deleting redundant conditions that no longer relate to the Site's present-day operation or context.

A tracked changes version of the proposed draft Planning Permit amendments is provided at **Appendix A** to this letter. We look forward to confirming these details with Council Officers as part of the assessment process.

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The existing permit preamble is proposed to reflect the implementation of 56 single storey units, as opposed to the existing 48 mentioned in the preamble. The preamble will therefore be corrected to the following:

'To use and develop the land for 56 single storey units, a managers residence and communal facilities as per plans endorsed and attached to this permit.'

Among other updates, it is proposed to remove Condition 2 and 6b from the Planning Permit to reflect the present-day condition of the Site and requirements which have been fulfilled since the Planning Permit was issued in 2001.

Finally, the address of the land is to be updated to reflect the correct current address.

SUMMARY

The proposed works respond positively to Council's policy settings and the Site's context; as a result of which, it is considered an appropriate outcome.

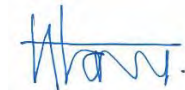
Specifically, the proposed amendments seek to infill a vacant area of the Site, contributing to the overall housing stock and diversity within the Warrnambool area in keeping with the existing use on Site. The works are proposed in a location on site identified as a future infill development area on the plans, and hence are consistent with the intent of the planning permit. It is expected that the proposal will adequately serve the needs of prospective occupants, providing a high level of connectivity within the Site.

It is considered that there will be no material detriment as a result of the proposed works, instead, the proposal will contribute to the ability of Ingenia Gardens Warrnambool to provide a tailored response to the housing challenges that Victoria is experiencing.

Accordingly, it is considered appropriate that Council grant an amended planning permit to facilitate the proposal.

Should Council require any clarification in respect to the above, do not hesitate to contact Red Fennessy (rfennessy@pppartners.com.au) on (03) 8626 9000.

Yours sincerely



NICK TOUZEAU

Planning & Property Partners Pty Ltd

Encl.

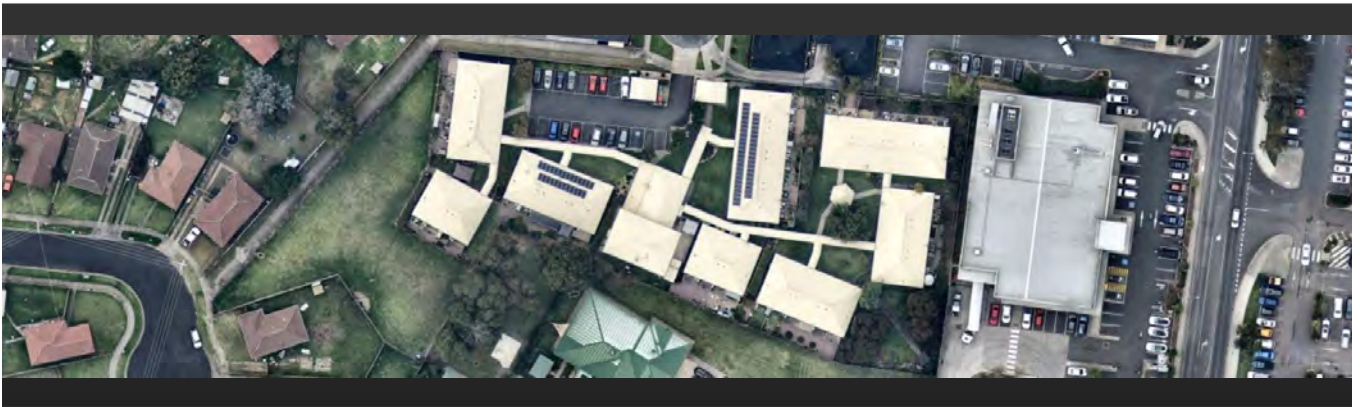
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APPENDIX A

Tracked Changes Version of Planning Permit 100/01



37 Caroville Drive, Warrnambool
Transport Impact Assessment



230628TIA001C-F.docx

8 February 2024

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onemilegrid operates from Wurundjeri Woiworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.

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APPENDICES

APPENDIX A SWEPT PATH DIAGRAMS

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1 INTRODUCTION

onemilegrid has been requested by Planning & Property Partners Pty Ltd to undertake a Transport Impact Assessment of the proposed expansion of the existing retirement village at 37 Caroville Drive, Warrnambool.

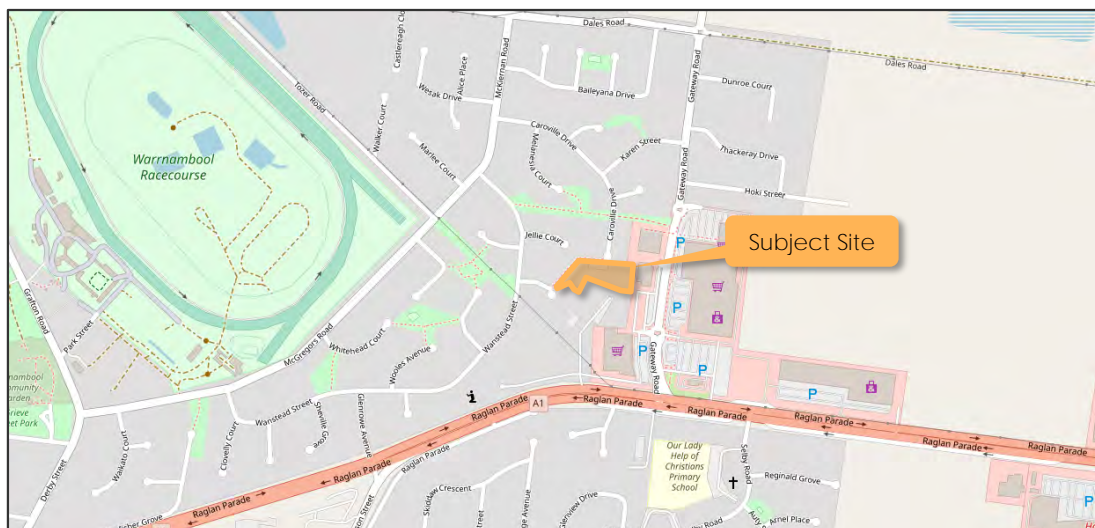
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is addressed as 37 Caroville Drive, Warrnambool, and is located on the eastern side of Warrnambool, situated at the southern end of Caroville Drive, as shown in Figure 1 below.

Figure 1 Site Location



Copyright OpenStreetMap

The site is irregular in shape, and most of the site is located to the rear/side of lots fronted by Caroville Drive, Jellie Court, Baker Grove and Gateway Road.

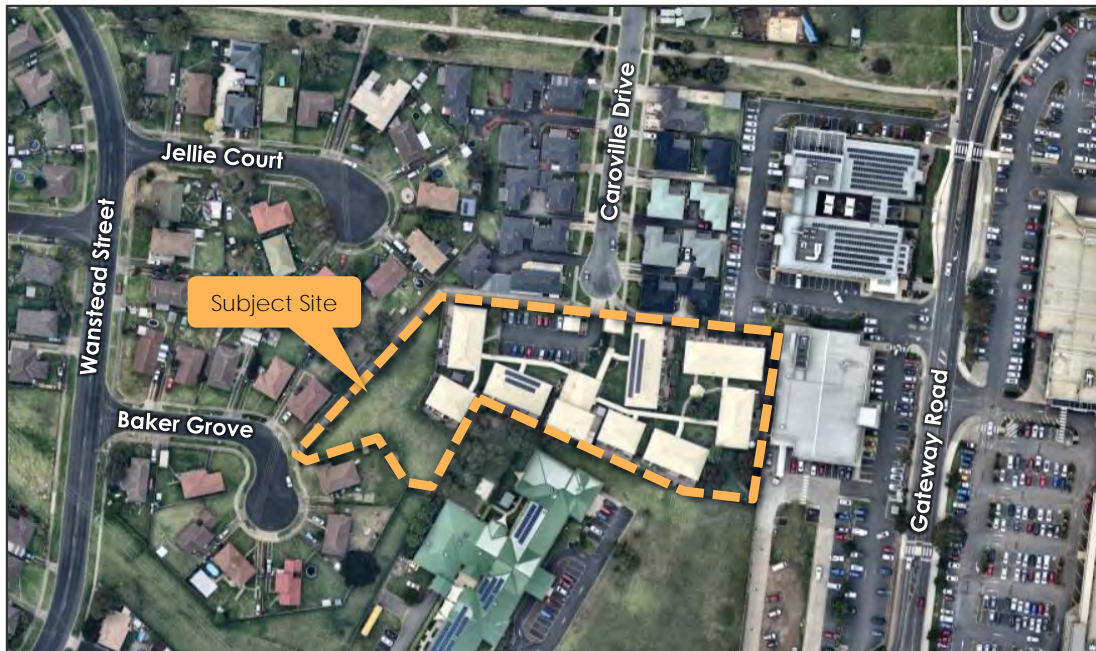
A frontage of approximately 20 metres is however, provided to Caroville Drive along the northern boundary, where access to the site is currently provided, and a small frontage of approximately 3.6 metres is provided to Baker Grove along the western boundary. Additionally, the site abuts a wide footpath that runs along the northwest boundary and provides pedestrian connection between Baker Grove and Caroville Drive.

The site is currently occupied by a retirement village (Ingenia Gardens), and land use in the immediate vicinity of the site mainly consists of residential uses to the north and west, and commercial uses, including the Gateway Plaza shopping centre, to the east. Additionally, the site also neighbours a residential aged care facility (Warrnambool Place Community Care) to the south.

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An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (6 April 2023)

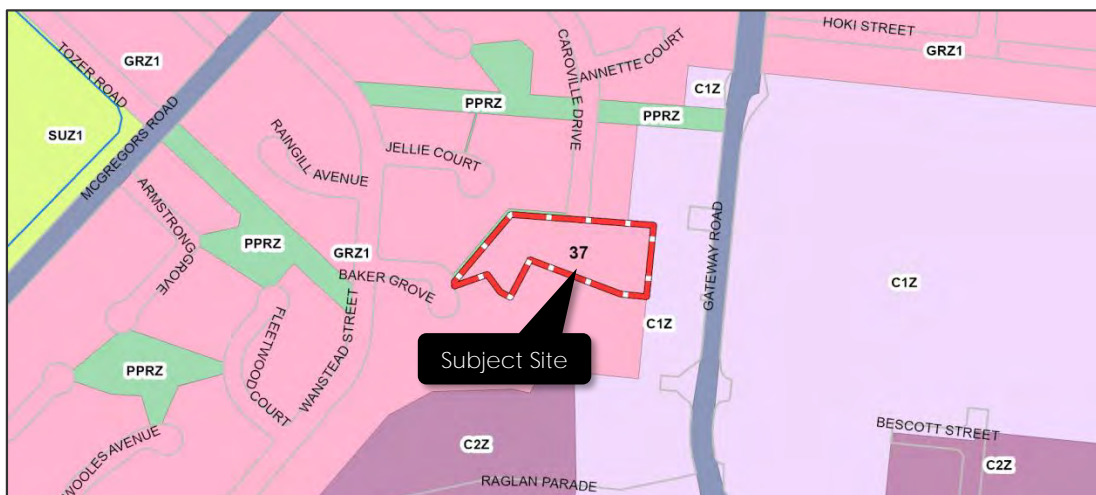


Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a General Residential Zone (GRZ1).

Figure 3 Planning Scheme Zones



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2.3 Road Network

2.3.1 Caroville Drive

Caroville Drive is a local road generally aligned in a north-south direction in the vicinity of the site, originating at McKiernan Road Street to the northwest, and terminating at the northern boundary of the site via a court bowl.

Caroville Drive provides an approximately 8.5 metre wide carriageway, allowing for two way traffic movement and kerbside parking on both sides of the road. The default 50km/h speed limit applies to Caroville Drive in the vicinity of the site.

The cross-section of Caroville Drive at the frontage of the site is shown in Figure 4.

Figure 4 Caroville Drive, looking south towards the subject site



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2.3.2 Baker Grove

Baker Grove is a local road generally aligned in an east-west direction, originating at Wanstead Road to the west, before terminating adjacent to the site frontage via a court bowl.

Baker Grove provides an approximately 8.5 metre wide carriageway, allowing for two way traffic movement and kerbside parking on both sides of the road. The default 50km/h speed limit applies to Baker Grove in the vicinity of the site.

The cross-section of Baker Grove at the frontage of the site is shown in Figure 5.

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Figure 5 Baker Grove, looking east towards the subject site



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2.4 Traffic Volumes

Traffic volume, speed and classification surveys were undertaken by Trans Traffic Survey on behalf of onemilegrid on Baker Grove at the intersection with Wanstead Street, for a one-week period from Thursday 31st August 2023 to Wednesday 6th September 2023 inclusive. The results of the surveys are summarised in Table 1.

Table 1 Traffic Volume and Speed Surveys

Survey Result	Eastbound	Westbound	Both Directions
Weekday Average Traffic Volume (vpd)	58	51	109
7 Day Average Traffic Volume (vpd)	53	43	96
Weekday AM Peak Traffic Volume (vpd)	4	4	8
Weekday PM Peak Traffic Volume (vpd)	8	7	15
Average Speed (km/h)	25.0	21.8	23.4
85 th Percentile Speed (km/h)	22.8	20.3	21.5

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2.5 Public Transport

The full public transport provision in the vicinity of the site is shown in Figure 6 below and further detailed in Table 2.

Figure 6 Public Transport Provision

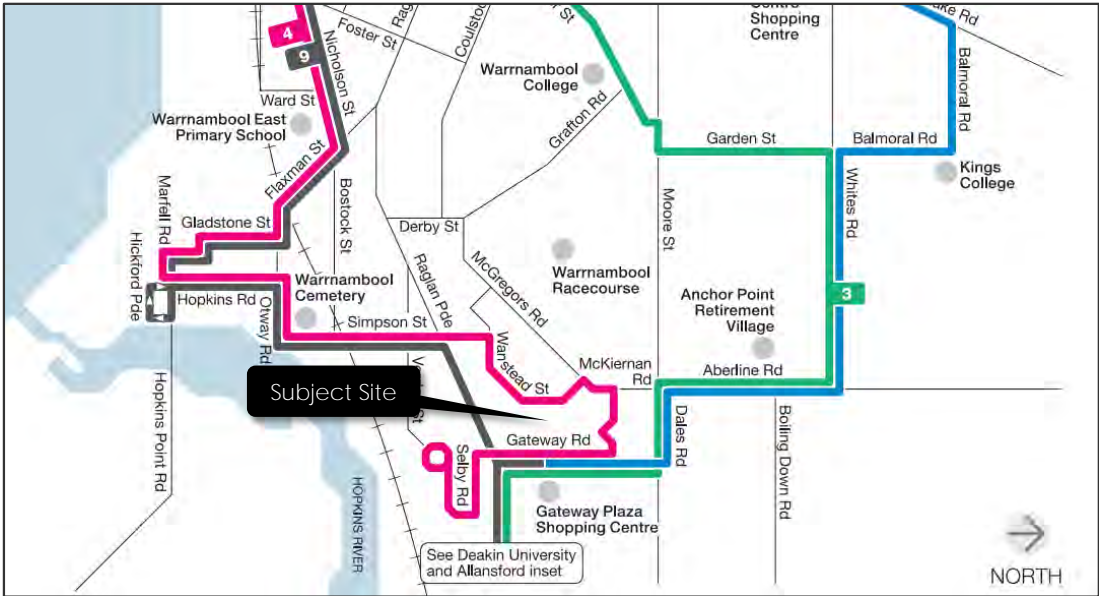


Table 2 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Bus	4	Warrnambool – Tower Square via Gateway Plaza	Fleetwood Ct / Wanstead St
	2	Warrnambool – Gateway Plaza via Centro	Gateway Plaza / Gateway St
	3	Warrnambool – Deakin University via Gateway Plaza	
	9	Warrnambool – Allansford	

It is shown above that public transport in the area is limited to bus services, however there are multiple routes servicing the vicinity of the site.

2.6 Existing Use

As previously indicated, the site is currently occupied by the Ingenia Gardens residential facility, which consists of 48 x 1 bedroom residential units, plus a manager's unit and an on-site car park that provides parking spaces for the residents of the retirement village, and for the manager's unit.

The endorsed plans included as part of the existing approved planning permit (Permit 100/01) indicated future development of the western portion of the site, with access to a secondary car park accessed from Baker Grove.

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3 DEVELOPMENT PROPOSAL

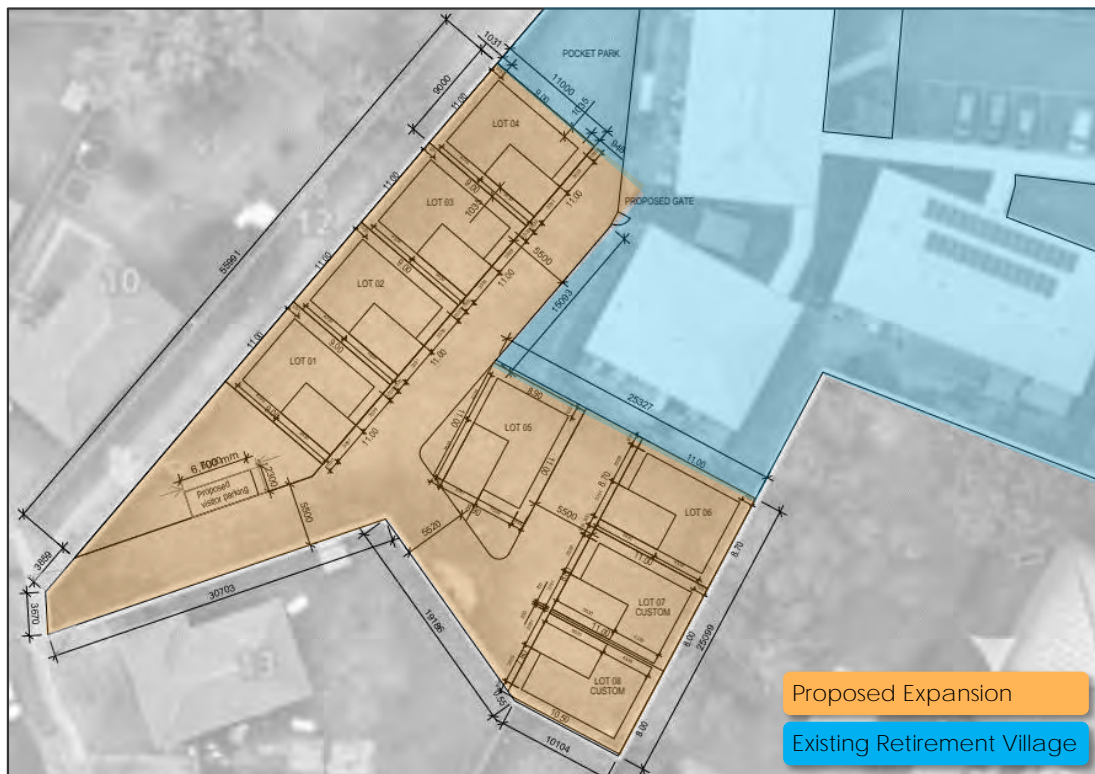
3.1 General

It is proposed to expand the existing retirement village, with the provision of 8 x two bedroom units in the western portion of the site.

Access to the additional units is proposed via a new crossover to Baker Grove along the western boundary, which will lead to a 5.5 metre wide internal driveway that fronts each of the proposed units. No connection is proposed to the existing on-site car park or access from Caroville Drive along the northern boundary.

Each unit is proposed to be provided with an attached car parking space. The layout of the proposal expansion is provided below in Figure 7.

Figure 7 Development Layout



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4 DESIGN ASSESSMENT

4.1 Warrnambool Planning Scheme – Clause 52.06

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

4.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 3.

Table 3 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide.	Satisfied – Minimum width of ramp is 5.5 metres.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – Changes of direction are between accessways of more than 4.2m wide.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	N/A – private car parking only.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	N/A – No overhead obstructions
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied – Vehicles can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	N/A – Does not connect to a Transport Zone.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied – the existing boundary fence on the southern side is already lowered, with the fence on the northern side to be modified to provided adequate sightlines.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	N/A – does not connect to a Transport Zone

A swept path assessment of the site has been prepared by onemilegrid and is attached in Appendix A. In addition to the swept path diagrams, the plans indicate recommended modifications to the internal road, especially regarding the radius at corners. It is noted that none of the modifications recommended impact the overall layout of the proposal, therefore, it is considered that these changes can be made.

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4.1.2 Design Standard 2: Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 4.

Table 4 Clause 52.06-9 Design Assessment – Design Standard 2

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied – Car parking spaces are designed in accordance with the Australian Standard, which is considered to be acceptable.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: - A column, tree, or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. - A structure, which may project into the space if it is at least 2.1m above the space.	Satisfied - The car parking spaces are designed in accordance with Diagram 1. A height clearance of 2.2m is provided.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	N/A – Parking is proposed using car parking spaces.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	N/A – No tandem spaces are provided.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Satisfied – All residential spaces are under cover.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	N/A – No accessible spaces are provided or required.

All proposed resident car parking spaces are provided with a minimum width of 3.4 metres and a length of 5.6 metres, with access provided from a 5.5 metre wide aisle. Swept path diagrams have been prepared demonstrating access and circulation of the site by an ambulance vehicle, for potential emergency situations.

The dimensions indicated above are in accordance with the design requirements of the Planning Scheme and are therefore considered to be appropriate.

Regarding the proposed visitor parking space, it is noted that the plans indicate space is provided with a width of 2.3 metres and a length of 6.0 metres, with access provided via an aisle wider than 3.6 metres. It is recommended that the visitor parking space be lengthened to 6.7 metres in accordance with the Planning Scheme, and given the location and surroundings, there should be no issues providing this additional length.

4.1.3 Design Standard 3: Gradients

No ramps or gradients have been shown in the development plans, however, given the relatively flat nature of the subject site, it is considered that any gradient proposed can comply with the design requirements of Design Standard 3 from Clause 52.06 of the Planning Scheme.

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4.2 Waste Collection

The existing retirement village provides a bin storage area which is located within the on-site car park, adjacent to the main access from Caroville Drive.

Waste from the additional units will be disposed of within the provided bins, which will continue to be collected as per the existing conditions.

4.3 Crossover Design

The proposed crossover to Bakers Grove has been designed in accordance with Infrastructure Design Manual (IDM) standard drawing SD235 'Retrofit Residential Vehicle Crossing', which is considered appropriate for the proposed use.

4.4 Emergency Vehicles

Swept path diagrams have been prepared demonstrating access and circulation of the site by an ambulance vehicle, for potential emergency situations.

The swept path diagrams can be seen attached in Appendix A.

5 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Warrnambool Planning Scheme, noting that Clause 52.34-1 **indicates that** "A new use must not commence, or the floor area of an existing use must not be increased until the required bicycle facilities and associate signage has been provided on the land".

The Planning Scheme does not specifically refer to parking requirements for retirement village uses, therefore, no bicycle parking is required.

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6 CAR PARKING

6.1 Statutory Car Parking Requirements

6.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Warrnambool Planning Scheme. It is noted that Clause 52.06-5 specifies that:

'Where an existing use is increased by the measure specified in Column C of Table 1 for that use, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced'.

Considering the above, the car parking requirements apply to the proposed expansion only and are therefore identified in Table 5 below.

Table 5 Clause 52.06 – Car Parking Requirements

	No	Rate	Car Parking Measure	Total
	8 two bed dwellings	1	to each one or two bedroom dwelling, plus	8
	0 three bed dwellings	2	to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus	0
	8 dwellings total	1	for visitors to every five dwellings for developments of five or more dwellings	1
Total				9

Based on the above calculations, a total of 9 parking spaces are required for the proposed expansion, including 8 resident spaces and 1 visitor space.

6.1.2 Proposed Car Parking Provision

It is proposed to provide a total of 9 car parking spaces to service the proposed development, including 8 residential spaces and 1 visitor space, which meets the Planning Scheme requirements outlined above.

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7 TRAFFIC

To determine the anticipated volume of traffic expected to be generated by the proposed expansion, reference is made to traffic volume surveys undertaken by Cardno at the existing Ingenia Lifestyle village at 40 Watt Street, Lara. The traffic surveys were undertaken between 15th October and 21st October 2018, at the access point to the site, which contained 181 completed dwellings (it has been confirmed by the operator that all 181 dwellings were occupied at the time of the surveys).

The results of the traffic study of the existing centre at Lara are summarised in Table 6.

Table 6 Surveyed Traffic Generation Rate – Existing Ingenia Site

<i>Period</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Total</i>
AM Peak Hour	0.15	0.14	0.29
PM Peak Hour	0.17	0.11	0.28
Daily	1.56	1.22	2.78

Based on the above survey results, the anticipated traffic generated by the proposed expansion is shown in Table 7.

Table 7 Anticipated Traffic Generation

<i>Period</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Total</i>
AM Peak Hour	1	1	2
PM Peak Hour	1	1	2
Daily	12	10	22

Reviewing the volumes above, it is noted that a maximum of 1 vehicle movement per hour is expected for any one movement. The traffic volumes generated by the proposed expansion are very low and are expected to be easily absorbed into the surrounding road network.

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8 CONCLUSIONS

It is proposed to expand the existing retirement village, with provision of 8 additional accommodation units with attached car parking and one visitor space, with access provided via a new crossover onto Baker Grove.

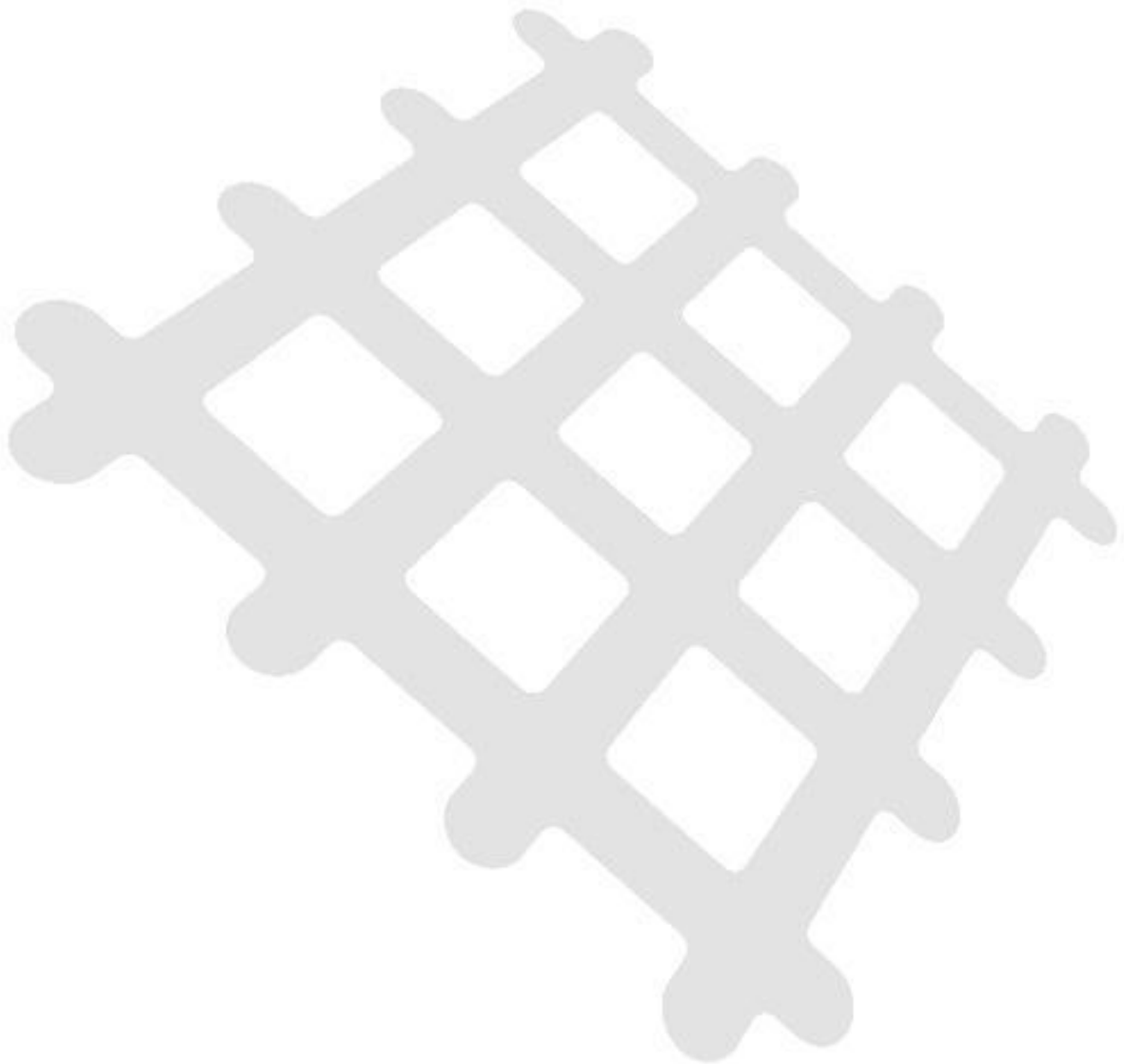
Considering the analysis presented above, it is concluded that:

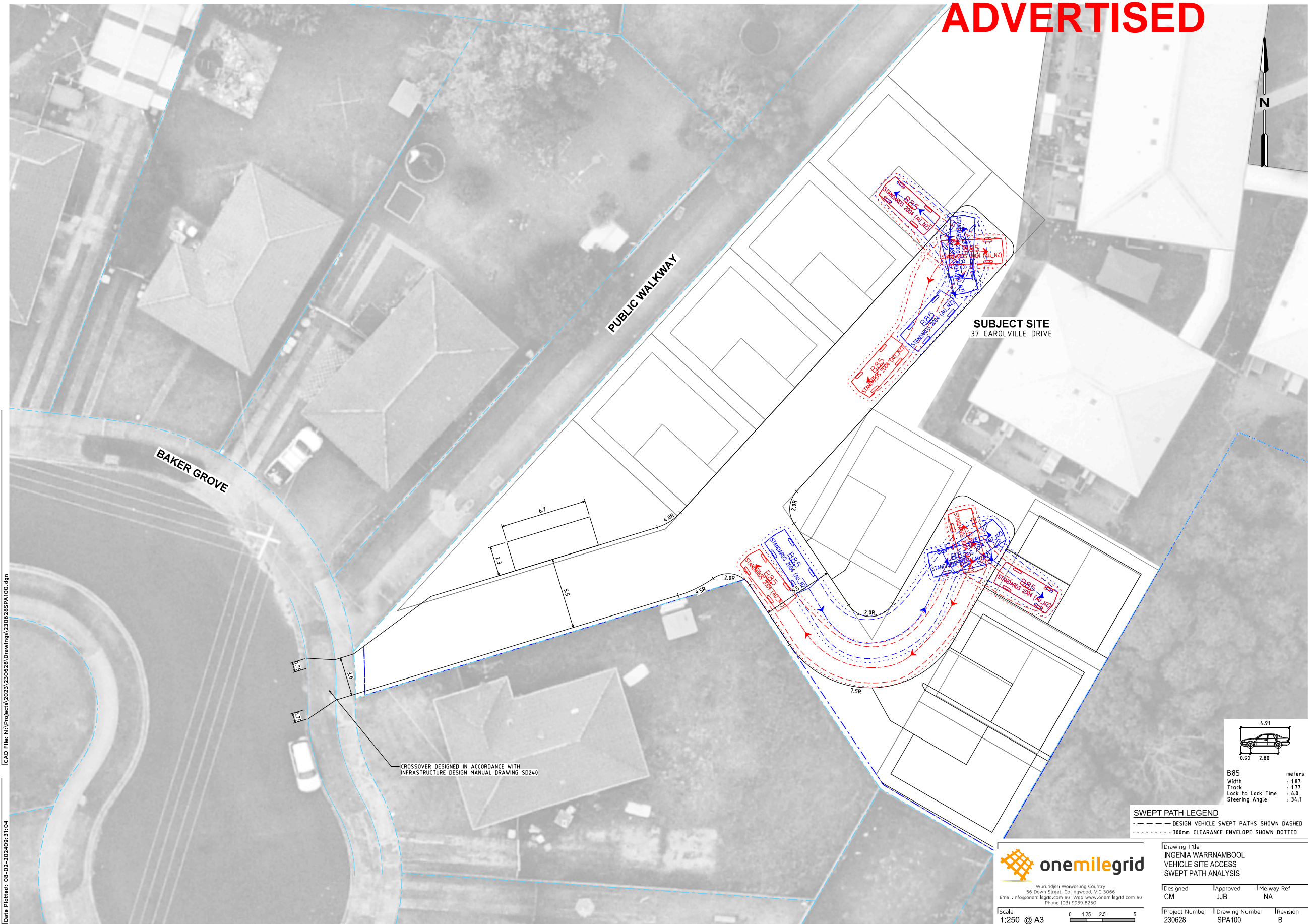
- The proposed car parking and access design is generally considered appropriate, with slight modifications recommended to the internal road and visitor car parking;
- The site is accessible by an ambulance vehicle;
- No bicycle parking is required under Clause 52.34 of the Planning Scheme;
- The proposed provision of parking meets the statutory requirements and is considered acceptable;
- The anticipated additional traffic volumes generated by the expansion are minimal and will be easily absorbed by Baker Grove and the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

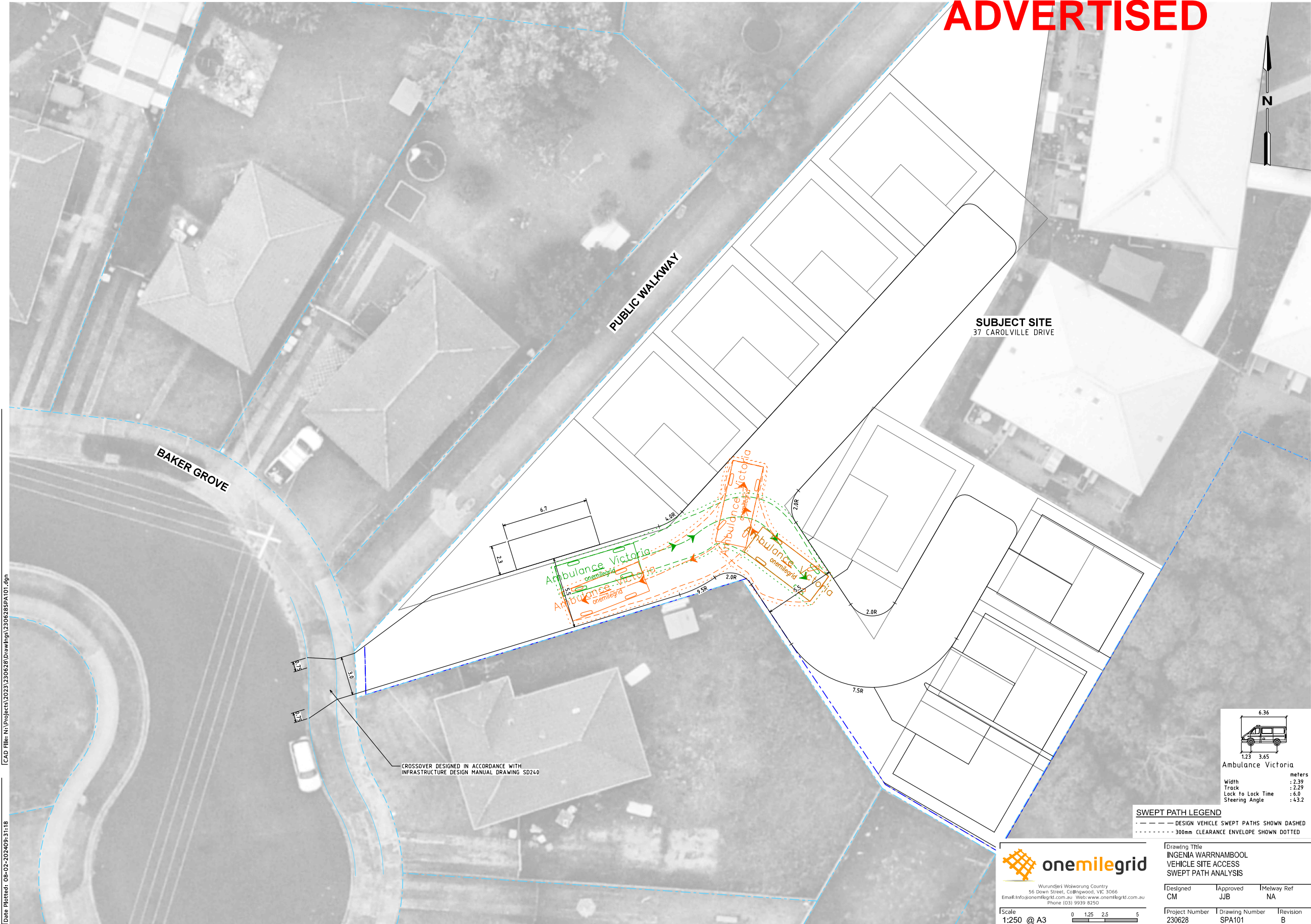
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Appendix A Swept Path Diagrams









27 May 2024

Ingenia Communities

c/- Planning & Property Partners Pty Ltd

Via email: rfennessy@pppartners.com.au

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 Wurundjeri Woiworung Country
 56 Down Street
 COLLINGWOOD, VIC 3066
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Attention: Red Fennessy

37 Caroville Drive, Warrnambool

Response to Request for Further Information

Dear Red,

onemilegrid has previously undertaken a Transport Impact Assessment (230628TIA001C-F) of the proposed expansion of the existing facility at 37 Caroville Drive, Warrnambool. A planning application (Application Number PP2001-0100.01) was submitted to Council and a Request for Further Information (dated 19 March 2024) was subsequently received.

onemilegrid has reviewed the Request for Further Information and provides the following information in response to the traffic and parking related items.

6. In relation to access and parking:

a) The swept path diagrams provided show that multiple movements are required to access a number of the carports. Further advise has been sought from Council Engineer's however it is recommended that this be reviewed to improve access.

b) The dimensions of the carports are less than the minimums specified within the design guidelines found within clause 52.06. It is recommended that the plans be amended to rectify this.

c) Any comments received for Council's Engineer's will be forward on if further issues are identified.

It is noted that each of the additional units proposed are provided with adjoining car parking spaces rather than car ports. Each of the proposed car parking spaces have been dimensioned at or in excess of 3.0 metres wide by 4.9 metre long and are accessed from an aisle with a minimum width of 6.4 metres. As such, these car parking spaces have been designed in accordance with the Design Standard 2 from Clause 52.06 of the Planning Scheme and are considered appropriate.

With regard to the swept path diagrams, it should also be noted that a corrective movement upon entering and exiting a long-term residential parking space, is considered acceptable, as per AS2890.1(2004). Nevertheless, the swept path diagrams have been updated and are attached, confirming that vehicles can enter and exit the car parking spaces without a corrective movement.

In addition to the above comments from the RFI, Council engineers provided the following further comments.

The Traffic Impact Assessment Report commented on the visitors car park dimensions and requested it be amended to a length of 6.7metres. The current plan still shows 6 metres. It is request a new plan for endorsement be provided to show the space at 6.7 metres.

There is also significant space in this area for 2 spaces and it would be encourage that 2 spaces be provided at this location due to the restricted frontage of the lot and on street parking. It is my belief providing this additional space would not be a significant extra cost to the development.

ADVERTISED



The design of the proposed entrance from Baker Grove has been amended to provide a security gate and a pedestrian path. The security gate is proposed to remain open during the day, and closed at night, with residents provided with a code allowing access. An intercom system will also be provided allowing residents to permit access to visitors outside of the open hours.

The amended design of the access is considered appropriate, with the access continuing to only allow one directional movement at a time at the property boundary, however, widens internally to allow opposing vehicles to pass each other. The proposed security gate and pin pad/intercom are also appropriately located to prevent vehicles from blocking the footpath along the site frontage whilst awaiting the gate to open.

As a result of the above, the parallel visitor parking space previously proposed has been replaced with two 90 degree parking spaces, which are located behind the security gate. Both spaces have been designed in accordance with Design Standard 2 from Clause 52.06 of the Planning Scheme, being 2.6 metres wide by 4.9 metres long and are accessed from 6.4 metre wide aisle.

Visitor parking for the proposed extension would therefore be provided in excess of the Planning Scheme requirements, as requested by Council, with the subject proposal only requiring one visitor space.

Please do not hesitate to contact me should you wish to discuss the above.

Yours sincerely



Joldy Bradley

Senior Engineer

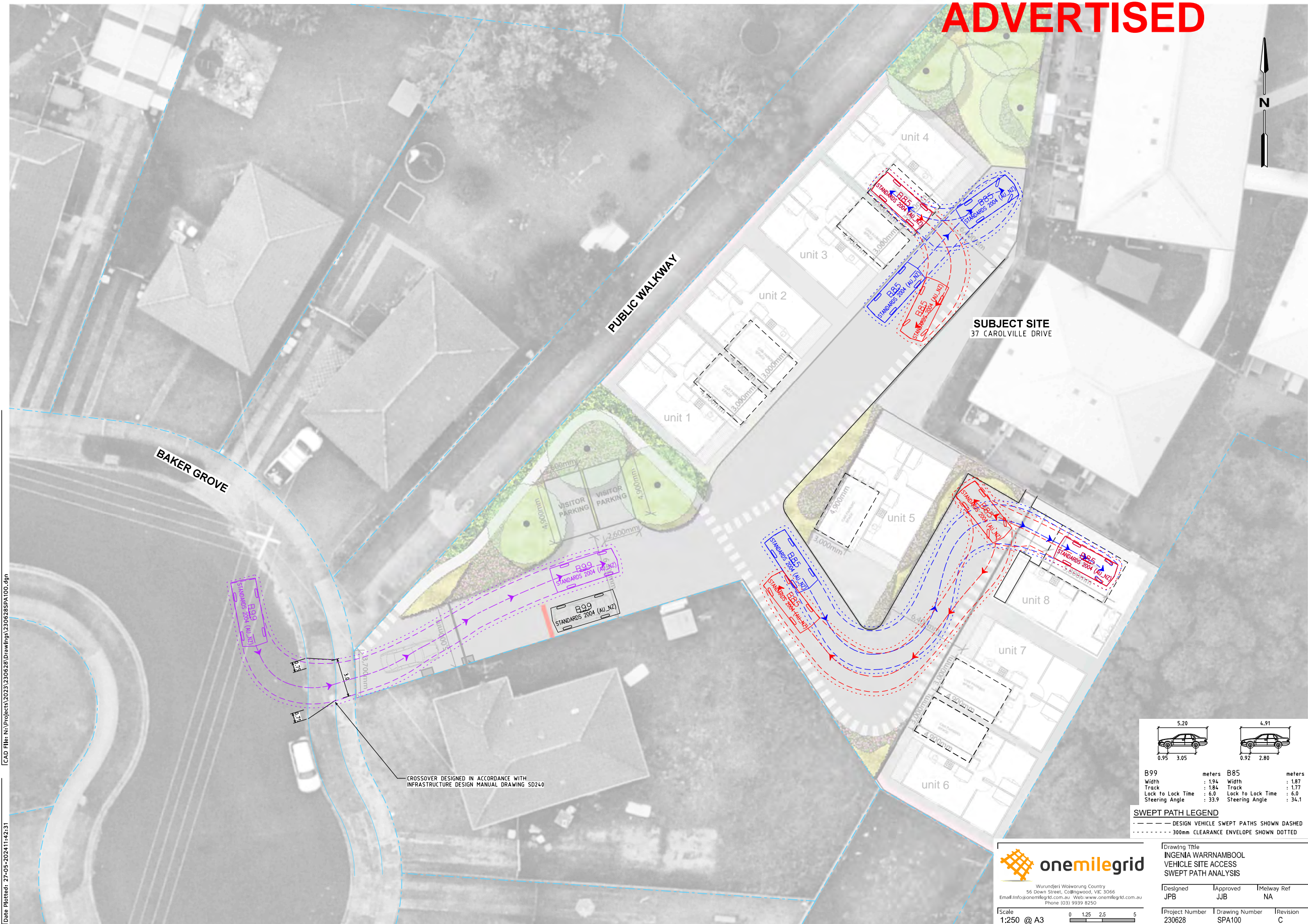
onemilegrid

d: (03) 9982 9774

e: joldy.bradley@onemilegrid.com.au

P/R: Joldy Bradley/Valentine Gnanakone

att: Swept Path Diagrams







LEVEL 3, 88 CUMBERLAND STREET, THE ROCKS NSW 2000
P 1300 132 946
ingeniacommunities.com.au

17 January 2025

Nick Legoe
Town Planner
Warrnambool City Council

Via email n.legoe@warrnambool.vic.gov.au

**PLANNING PERMIT APPLICATION PP2001-0100.01 – INGENIA GARDENS
WARRNAMBOOL
PROPOSED ADDITIONAL EIGHT (8) UNITS ACCESSED VIA BAKER GROVE**

Dear Nick,

We continue to act for *INA Operations Pty Ltd* ('Ingenia'), the permit applicant in the above matter. We write with reference to the recent community consultation meeting attended with Council and members of the local community on 10 December 2024, and on the understanding that Council will determine the application at its upcoming 3 February 2025 meeting.

The meeting provided a valuable opportunity for dialogue with the local community and Council.

Context

At the meeting it was clear that residents on Caroville Drive hold concerns regarding existing parking and access arrangements on Caroville Drive and at the existing Caroville Drive entry to the site. Ingenia acknowledge this, wish to work with Council and the local community, and have reviewed what changes can be implemented to make improvements for nearby residents on Caroville Drive.

Planning application scope

We stress that the proposed planning amendment application relates to surplus land on the site that is separately accessed via Baker Grove – it does not introduce any changes or impacts to Caroville Drive, nor will it trigger any additional food deliveries to the site. It also includes ten (10) additional parking spaces increasing the rate of provision on the site, including two additional visitor parking spaces.

As we understand Council's planning officers appreciate, Council's decision on the application and any conditions need to relate to the works being proposed, not to the existing facility and car park on Caroville Drive which do not form part of the proposal.



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Changes to be implemented

To respond to the feedback received, separate to the planning application for the Baker Grove works, Ingenia are implementing the following management changes for the existing Caroville Drive access and car park:

- We are aware that there was a staff member parking on street on Caroville Drive, this was ceased in December 2024 and is no longer occurring.
- Ingenia will be making (two) 2 car spaces within the existing residents car park available for visitors to remove demand for any visitor parking.
- These spaces will be regulated as short stay parking to provide for turnover and availability.
- Where possible, service vehicles / visitors will be directed to utilise the proposed Baker Grove site access, to reduce pressure on the existing Caroville Drive entry.
- Where delivery vehicles are unable to utilise the Baker Grove site access, where possible their stay will be limited to 15 minutes to reduce pressure on the existing Caroville Drive entry.

We trust these measures provide a suitable practical response to the issues raised.

Closure

We trust this correspondence will assist Council with its decision-making process. If we can be of assistance or if you require any further information, please do not hesitate to contact the undersigned, or our town planner (Nick Touzeau – 0413 926 012) as appropriate.

Yours faithfully,

Anson Tam

Anson Tam
General Manager Funds Management

Madonna Jackson
Head of Operations Ingenia Gardens & Connect

Informal Meeting of Council Record

Name of Committee or Group (if applicable):	Informal Meeting of Council (Councillor Briefing)
Date of Meeting:	9 December 2024
Time Meeting Commenced:	2.00pm
Councillors in Attendance:	Cr. B. Blain, Mayor Cr. D. Arnott Cr. W. Benter Cr. B. Edis Cr. V. Jellie AM Cr. M. Walsh Cr. R. Ziegeler – arrived 2.45pm
Council Officers in Attendance:	Andrew Mason, Chief Executive Officer Peter Utri, Director Corporate Strategies Luke Coughlan, Director City Growth Brooke Love, Director Community Development David Leahy, Director City Infrastructure James Plozza, Manager Governance Wendy Clark, Executive Assistant Julie Anderson, Manager Strategic Assets, Property and Projects – 2.00pm - 2.25pm Julie McLean, Manager City Strategy & Development – 2.27pm – 3.29pm Steve Hoy, Manager, Economic Development & Events - 2.30pm – 3.01pm Amy Cumming, Open Space Planner - 2.45pm – 3.29pm - Virtual Ashish Sitoula, Manager Strategic Community Planning and Policy - 3.30pm – 5.00pm Rachel Edwards, Coordinator Mental Health Services - 3.30pm – 5.00pm Nerissa Lovric, Community Planning & Health Promotion Officer, 3.30pm – 5.00pm
Other persons present:	Nil.
Apologies	Nil.
Matters Considered:	<ol style="list-style-type: none"> 1. Capital Works 2024/25 – Quarter 1 – Update. 2. Promotional Roundabout Banner Policy Review. 3. Warrnambool Foreshore Strategic Framework Plan. 4. 2025 Councillor Trips. 5. Update - Key Worker Accommodation and Affordable Housing Project. 6. Healthy Warrnambool Plan Update 2024. 7. Warrnambool Community Profile 2024.
Council and Officer Items Raised	<ul style="list-style-type: none"> • Maremma Dogs. • South West Alliance Board Chairman. • RSL Warrnambool. • Warrnambool Football Netball Club. • Foreshore vegetation. • South Warrnambool Flood Study consultation meeting. • CBD Christmas decorations. • Albert Park Fence repair. • West Warrnambool Neighbourhood House committee meeting. • Warrnambool Target Sports Centre. • Liquor free area in CBD signage.
Councillor Conflicts of interest Disclosures:	
Councillor /Officer Name:	
Nil.	
Meeting close time:	5.47pm

Record Completed by:	Wendy Clark Executive Assistant
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Informal Meeting of Council Record

Name of Committee or Group (if applicable):	Informal Meeting of Council (Councillor Briefing)
Date of Meeting:	16 December 2024
Time Meeting Commenced:	2.00pm
Councillors in Attendance:	Cr. D. Arnott Cr. W. Benter Cr. B. Edis Cr. V. Jellie AM Cr. M. Walsh - Virtual Cr. R. Ziegler
Council Officers in Attendance:	Andrew Mason, Chief Executive Officer Peter Utri, Director Corporate Strategies Luke Coughlan, Director City Growth Brooke Love, Director Community Development David Leahy, Director City Infrastructure James Plozza, Manager Governance Wendy Clark, Executive Assistant Rob Wandell, Coordinator, City Strategy – 2.00pm – 2.50pm Peter Reid, Strategic Planner – 2.00pm – 3.01pm John Brockway, Manager Financial Services – 3.15pm – 3.46pm Tina McLeod, Manager Children & Family Services – 3.49pm – 4.07pm
Other persons present:	Adam Bester, CEO, Glenelg Hopkins CMA – 2.00pm – 3.27pm Tatiana Linke, Glenelg Hopkins CMA – 2.00pm – 3.01pm – Virtual
Apologies	Cr. B. Blain, Mayor
Matters Considered:	<ol style="list-style-type: none"> 1. Glenelg Hopkins Catchment Management Authority. 2. Allansford Flood Investigation. 3. Warrnambool Football Club. 4. Warrnambool RSL. 5. Proposed Planning Scheme Amendment C220warr – 2 Mortlake Road interim heritage control. 6. Children's and Family Services 23/24 report. 7. Emergency management – Christmas New Year Period.
Council and Officer Items Raised	<ul style="list-style-type: none"> • State Government Emergency Services Levy. • Warrnambool Surf Life Saving Club redevelopment. • Regional Cities Victoria Annual General Meeting. • Dennington playground. • Animal shelter. • Foreshore vegetation. • New Year's Eve fireworks. • Pertobe Road traffic management on New Year's Eve. • Liquor free area in CBD signage • Planning application - 1/37 Caroville Drive, Warrnambool (Ingenia Gardens).
Councillor Conflicts of interest Disclosures:	
Councillor /Officer Name:	
Cr. R Ziegler – Item 2.1- Glenelg Hopkins Catchment Management Authority – General conflict - left the room for this item.	
Cr. W. Benter – Item 2.1- Glenelg Hopkins Catchment Management Authority – General conflict - left the room for this item.	
Cr. W. Benter – Item 2.2 – Allansford Flood Investigation – General conflict – left the room for this item.	
Meeting close time:	4.35pm
Record Completed by:	Wendy Clark Executive Assistant

Informal Meeting of Council Record

Name of Committee or Group (if applicable):	Informal Meeting of Council (Councillor Briefing)
Date of Meeting:	20 January 2025
Time Meeting Commenced:	2.00pm
Councillors in Attendance:	Cr. B. Blain, Mayor Cr. D. Arnott Cr. W. Benter Cr. B. Edis Cr. V. Jellie AM Cr. M. Walsh Cr. R. Ziegeler – left the meeting at 5.26pm
Council Officers in Attendance:	Andrew Mason, Chief Executive Officer Peter Utri, Director Corporate Strategies Luke Coughlan, Director City Growth Tina McLeod, Acting Director Community Development David Leahy, Director City Infrastructure James Plozza, Manager Governance Wendy Clark, Executive Assistant David Brydson, Acting Manager Recreation & Culture – 2.00pm – 3.19pm Ashish Sitoula, Manager Strategic Community Planning and Policy - 3.18pm – 3.55pm Rachel Edwards, Coordinator Mental Health Services - 3.18pm – 3.48pm Nerissa Lovric, Community Planning & Health Promotion Officer - 3.18pm – 3.48pm Paul Thompson, Manager Visitor Economy - 4.06pm – 4.23pm Julie Perry, Acting Manager Sustainability and Compliance - 4.11pm – 4.23pm
Other persons present:	Stacey Barnes, Regional Manager South West, Regional Arts Victoria - 2.00pm-2.49pm Susie Lyons, Director, Partnerships and Programming, Regional Arts Victoria – 2.00pm – 2.49pm
Apologies	Nil.
Matters Considered:	<ol style="list-style-type: none"> 1. Draft South West Creative Industry Strategy. 2. Warrnambool City Council Aquatic Strategy. 3. Sport & Recreation Victoria Funding Programs. 4. Health & Wellbeing Profile Data. 5. Key Worker Housing update. 6. Governance Rules. 7. EPA Infringement Braithwaite Street Landfill. 8. Caravan Parks. 9. Foreshore vegetation. 10. Responsible Animal Management - Seasonal Dog Restrictions.
Council and Officer Items Raised	<ul style="list-style-type: none"> • Organisation structure. • Australian Citizenship Ceremony and Citizen of the Year awards. • Housing funding opportunities from Coalition Government. • State Emergency Services levy. • South West Victoria Alliance priorities. • Japanese Consul-General to Victoria visit. • Motions to Municipal Association of Victoria State Council and Australian Local Government Association General Assembly. • Accumulation of rubbish on Timor Street property. • South bound lane on Caramut Road issue. • Dust problem in Ziegler Parade, Allansford. • South Warrnambool Flood study. • Horne Road footpath on western side. • Foreshore Precinct plan.

Councillor Conflicts of interest Disclosures:	
Councillor /Officer Name: .	
Meeting close time:	5.34pm
Record Completed by:	Wendy Clark Executive Assistant

Informal Meeting of Council Record

Name of Committee or Group (if applicable):	Informal Meeting of Council (Councillor Briefing)
Date of Meeting:	28 January 2025
Time Meeting Commenced:	2.00pm
Councillors in Attendance:	Cr. B. Blain, Mayor Cr. D. Arnott Cr. W. Benter Cr. B. Edis Cr. V. Jellie AM Cr. M. Walsh Cr. R. Ziegeler
Council Officers in Attendance:	Andrew Mason, Chief Executive Officer Peter Utri, Director Corporate Strategies Luke Coughlan, Director City Growth Abel Farrell, Manager Infrastructure Services James Plozza, Manager Governance Wendy Clark, Executive Assistant Julie McLean, Manager City Strategy & Development – 2.32pm – 3.21pm Rob Wandell, Coordinator City Strategy - 2.32pm – 3.21 pm Thomas Hall, Coordinator Project Management - 3.21pm – 3.25pm Julie Perry, Acting Manager Sustainability and Compliance – 3.37pm – 3.48pm Justin Harzmeyer, Coordinator Natural Environment & Sustainability – 3.37pm – 3.48pm
Other persons present:	
Apologies	Tina McLeod, Acting Director Community Development
Matters Considered:	<ol style="list-style-type: none"> 1. S5 Instrument of Delegation - Council to the Chief Executive Officer. 2. S11A Instrument of Appointment and Authorisation (Planning and Environment Act 1987). 3. Quarterly Financial Report - October to December 2024. 4. ALGA & MAV Motions. 5. Warrnambool Foreshore Strategic Framework Plan. 6. Planning Application - PP20001-0100.01 - 1/37 Caroville Drive. 7. Upcoming 24/25 Large-Scale Procurement under Civil Panel. 8. Quarterly Procurement Report - Oct to Dec 2024. 9. Green Warrnambool Strategy 2024 Update. 10. Mayoral Diary Update.
Council and Officer Items Raised	<ul style="list-style-type: none"> • Governance Rules. • Citizenship and Citizen of the Year awards evening. • City Kindergarten building works. • Canberra advocacy trip. • Dog parks. • Itinerant trading. • South Warrnambool Flood Study. • Pertobe Road traffic. • Lights from former saleyards site. • Foreshore management.
Councillor Conflicts of interest Disclosures:	
Councillor /Officer Name:	Nil.
Meeting close time:	4.27pm
Record Completed by:	Wendy Clark Executive Assistant