



# WARRNAMBOOL HARBOUR MASTER PLAN

March 2018

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Appendix A Preliminary concepts prepared for consultation

Appendix B Consultation responses

Appendix C Fact Sheet: Use and Development of Crown Land

## Document revisions

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Prepared by: Anna O'Sullivan

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24 Jul 2017	Draft for Warrnambool City Council Councillor briefing	Mark Frisby
2 Aug 2017	Draft for Community Reference Group and community consultation	Mark Frisby
20 Sep 2017	Draft for Warrnambool City Council Councillor briefing	Mark Frisby
2 Nov 2017	Final Draft	Mark Frisby
15 Mar 2018	Council In Principal Adoption of the Master Plan	



# 1. Introduction

## 1.1 About the project

The aim of the Warrnambool Harbour Master Plan is to prepare a plan to guide and coordinate future development of the harbour and adjacent foreshore through staged implementation by Warrnambool City Council and the Department of Transport, Planning and Local Infrastructure - Local Ports.

The Warrnambool harbour, a State Government owned asset managed by Warrnambool City Council, has been identified as requiring further development and enhancement of public boating facilities, as recommended by a number of strategic planning documents, such as the Victorian Coastal Strategy and the Western Victoria Boating Coastal Action Plan. The Port of Warrnambool (Lady Bay) is identified as one of only two 'State Marine Precincts' west of Melbourne, with the other being Portland.

The harbour currently caters for the commercial fishing industry, recreation fishing and boating and other unstructured leisure activities. The capacity to improve on existing facilities is currently limited by the exposure to wave action that causes hazardous conditions within the harbour, particularly at the boat ramp. Warrnambool City Council are responsible for the ongoing management and maintenance of existing assets.

Future development to the harbour should cater for current and future levels of population, improve the provision, quality and diversity of facilities, improve public amenity and safety, be constructed of durable materials to reduce ongoing maintenance costs, and support the local and regional economy particularly in regard to employment and increased visitation.

## 1.2 Warrnambool City Council

The Warrnambool City Council covers an area of 120 square kilometres and is located within in south west Victoria, approximately 260 kilometres east of Melbourne.<sup>1</sup>

The local government area contains the city of Warrnambool, the major population centre, and the smaller towns of Allansford, Bushfield and Woodford.

Warrnambool City Council has an estimated population of almost 33,800 (as of 2016) and is currently experiencing an increase in population with a 1.44 per cent annual growth rate.<sup>2</sup> With growth expected to continue, Warrnambool City Council is planning for the City's population to reach 50,000 by 2036.<sup>3</sup>

The Shire's youth (0-15 year olds) make up almost 20% of the population whilst the senior demographic (65+ years) make more than 15%.<sup>4</sup>



1 <https://www.warrnambool.vic.gov.au/about-council>  
 2 <http://forecast.id.com.au/warrnambool/>  
 3 <https://www.warrnambool.vic.gov.au/about-council>  
 4 <http://forecast.id.com.au/warrnambool/>

## 2. Context

### 2.1 Strategic Context

#### **Warrnambool Coastal Management Plan Warrnambool City Council, 2013**

The Warrnambool Coastal Management Plan provides a vision for the future use, development and management of Warrnambool's coastline. The strategy aims for "an environment where the natural and cultural values of Warrnambool's unique coastline are protected and enhanced and opportunities to access and enjoy the coastline are achieved in a sustainable way".

The CMP identifies the most prominent environmental, cultural and recreational values along the coastline, defines management precincts, identifies key management issues affecting the coastline and provides prioritised management strategies including:

- Protect, enhance and restore natural and cultural values.
- Manage threats and impacts to native flora and fauna and landscape features.
- Retain and conserve natural coastal processes. Understand and plan for the management of climate change impacts and coastal processes.
- Ensure that access and use of the coastal environment is sustainable.
- Promote sustainable transport and passive connections.
- Protect and identify places of cultural significance and where appropriate provide interpretation.
- Concentrate active recreational use and development within highly modified environments, containing existing infrastructure.
- Support existing and future appropriate and sensitive development that is coastal dependent, demonstrates considerable net community benefit that complements and integrates with the coastal landscape.
- Maintain infrastructure to a high standard.
- Create iconic spaces in activity nodes to provide a variety of coastal destinations and experiences.
- Ensure that future use and development is not reactive and that projects are based on sound and up to date information.
- Provide amenities and opportunities for experiences that support tourism and community access to the coast, without compromising the natural environment.
- Ensure that, where appropriate internal and external stakeholder consultation is undertaken as part of project development and delivery.

#### **The Victorian Coastal Strategy Victorian Coastal Council, 2014**

The Victorian Coastal Strategy provides guidance for agencies and statutory decision making along the coast and in marine environments and a framework for related plans, strategies and planning schemes for coastal Crown land.

The Strategy identifies key issues that are directed towards ensuring that coastal planning and management reflects the dynamic, complex and interconnected nature of coastal and marine habitats and addresses risks posed to coastal habitats and resources by a changing climate, an increasing population, and the growing cost of providing and maintaining coastal infrastructure.

The Coastal Management Act 1995 requires the Victorian Coastal Strategy to provide for the long-term planning of the Victorian coast, in order to ensure the protection of significant environmental features and provide clear direction for the future use of the coast, including the marine environment.

The Strategy outlines the following objectives:

1. Ensure protection of significant environmental and cultural values;
  2. Undertake integrated planning and provide clear direction for the future; and
  3. Ensure the sustainable use of natural and coastal resources.
- When the above principles have been considered and addressed then:
4. Ensure development on the coast does not interfere with coastal processes and is located within existing, modified and resilient environments where the demand for development is evident and any impacts can be managed sustainably.

#### **The Western Victoria Boating Coastal Action Plan Western Coastal Board, 2010**

The Western Victoria Boating Coastal Action Plan provides the strategic framework to guide the provision of improved and more sustainable boating facilities across the Western coastal region. The action plan seeks to ensure that the state's west coast has a coordinated strategic plan with which to approach the provision, maintenance and management of recreational boating infrastructure. It also aims to ensure that appropriate levels of service are provided through a regional network of boating facilities.

The plan has assigned Warrnambool, a State Marine Precinct, a high priority for new boating facilities and recommends the redevelopment of the facilities at Warrnambool Harbour potentially including a marina or other fixed moorings, a modified breakwater to provide an all weather safe harbour. The plan also recommends the development and implementation of a harbour master plan to attract investment.

#### **The Port of Warrnambool Safer Boating and Harbour Facility Study Warrnambool City Council, 2013**

The primary objective of this study is to identify and assess options that provide safer boating and harbour facilities for the Port of Warrnambool taking into consideration the Western Coastal Boards recommendation to provide a State Marine Precinct level of service. The report provides concept plans to provide an improved the level of service and notes the following conclusions and recommendations:

- The exposure of the boat ramp and swing mooring to wave action was identified as significant constraint to providing safer boating and harbour facilities.
- Sedimentation and resulting impact on drafts was also identified as a high priority for providing safer boating and harbour facilities. The development of a shore normal groyne and creation of sediment traps will assist in limiting the impact of sedimentation on the Port function.
- The requirement to increase the number of dedicated boat trailer parking bays to approximately 100
- The cultural heritage values of the existing breakwater would need to be retained in any future development.

#### **Warrnambool Coast Vegetation Management Plan Warrnambool City Council, 2013**

The Vegetation Management Plan assesses the existing vegetation and provides Council with a management strategy for the coast. The objectives of the plan include:

- Survey and map existing vegetation including ecological vegetation classes.
- Identify management zones including identification of significant vegetation and areas of high priority for vegetation management actions.
- Identify management issues that affect indigenous vegetation.
- Set priorities for the management of the vegetation, including weed management and revegetation.

#### **The Economic and Social Value of Victoria's Local Ports Victorian Coastal Council, 2010**

This study estimates the economic impact that local ports have on the regional and Victorian economy. In particular, this report focuses on:

- The contribution of local ports to the regional economy in which they are located.
- The contribution of local ports to the economy of Victoria
- The value local ports add to local communities
- The economic impact that investment in local port infrastructure has on the regional economy.



Figure 1: Planning Scheme Zones

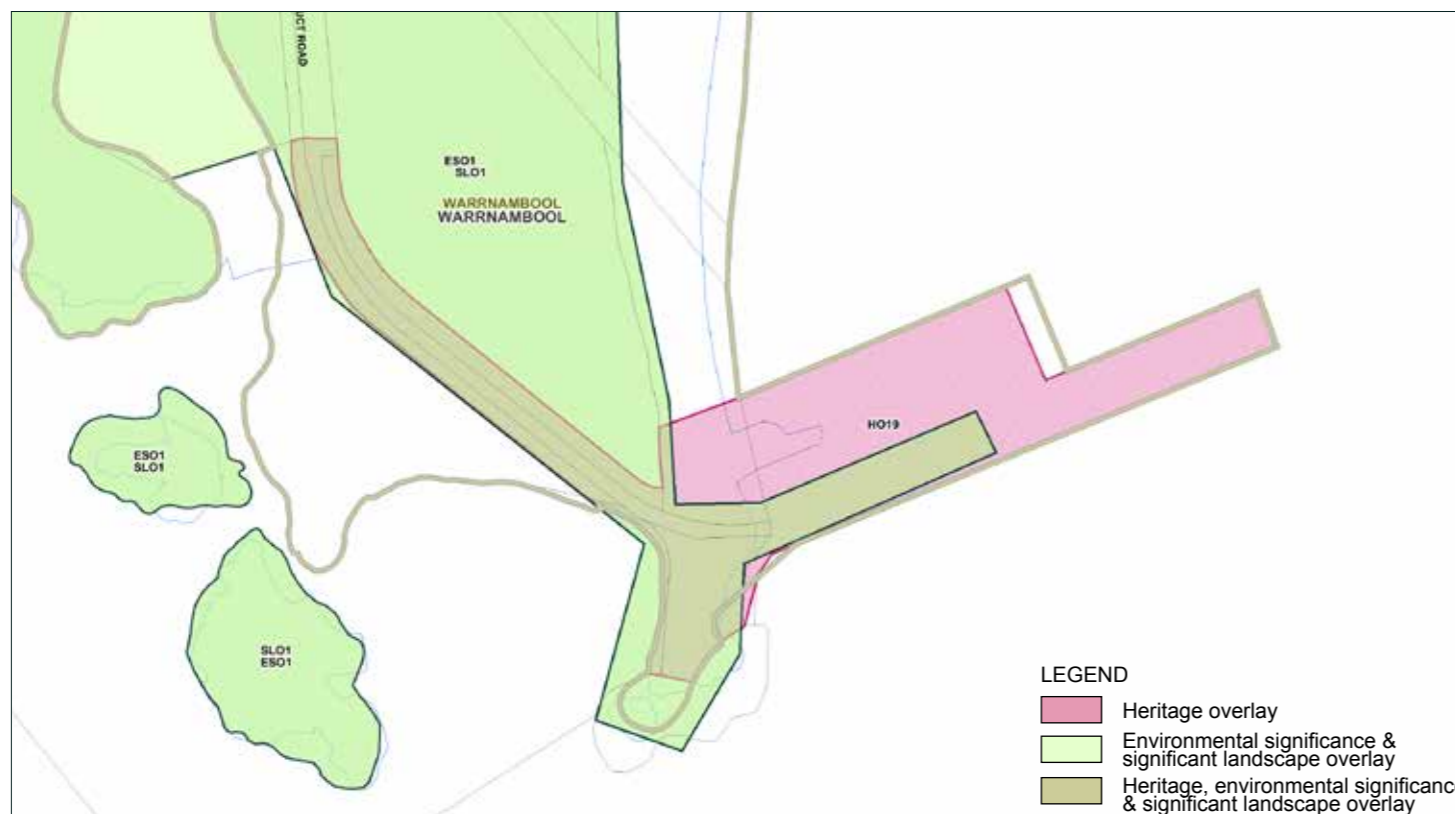


Figure 2: Planning Scheme Overlays

## 2.2 Planning Context

### Warrnambool City Planning Scheme

The Warrnambool City Planning Scheme provides a framework to guide decisions about the use and development of land. It supports the State, regional and local policies affecting land use and development within the local government area.

The long term vision for Warrnambool City as outlined in the planning scheme is, *“To be a thriving, culturally rich and inclusive leading regional city”*.<sup>1</sup>

The City’s planning for development is based on a number of objectives. The following outlines the principals from the planning scheme relevant to the Warrnambool Harbour Master Plan:

- To develop an open space network that protects a range of natural and cultural environments and contributes positively to biodiversity and water quality
- Incorporate and protect sites with high environmental or cultural values in the open space network
- Recognise, protect and enhance sites of significance and their environments for their natural, cultural, visual and biodiversity values
- Improve natural habitats on public land and encourage revegetation on private land and in aquatic systems
- To ensure development recognises, protects and enhances native vegetation values
- To protect and enhance the environmental values and significant features of coastal areas
- To ensure that the use of and access to the coastal environment is sustainable
- To enhance and expand the tourism industry, while protecting the environmental, landscape and cultural values of the municipality and the lifestyle of its residents
- To retain and enhance coastal landscapes of high scenic value
- To plan for and manage the potential coastal impacts associated with sea level rise and climate change

### Zoning

Under the Planning Scheme, areas of land within the study boundary are zoned for the following purposes:

- Public Park and Recreation Zone (PPRZ);
- Public Use Zone - Local Government (PUZ); and
- Public Conservation and Resource Zone..

The PPRZ recognises areas for public recreation and open space, protects and conserves areas of significance, providing for commercial uses where appropriate.

The PUZ recognises public land use for public utility and community services and facilities and provides for associated uses that are consistent with the intent of the public land reservation or purpose.

The PCRZ protects and conserves the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values and provides facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.

### Overlays

The Study area is covered by three of overlays; environmental significance overlay, a significant landscape overlay and a heritage overlay.

The environmental significance overlay identifies areas where the development of land may be affected by environmental constraints and ensures that development is compatible with identified environmental values.

The significant landscape overlay identifies significant landscapes in order to conserve and enhance the character of them.

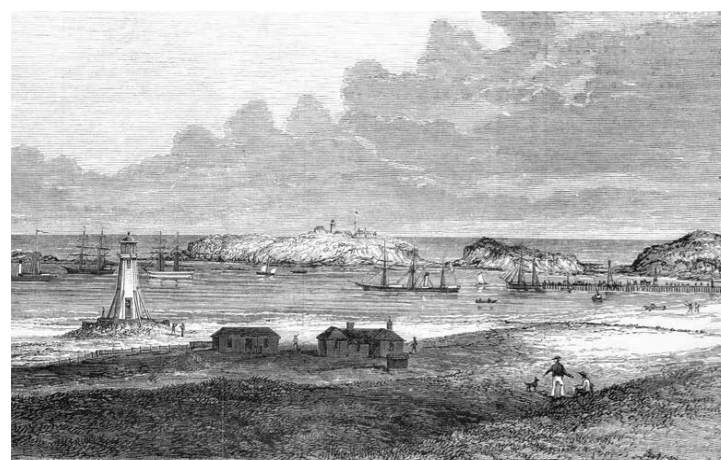
The heritage overlay conserves and enhance heritage places of natural or cultural significance and those elements which contribute to the significance of heritage places.

It aims to ensure that development does not adversely affect the significance of heritage places, conserve specifically identified heritage places.

<sup>1</sup> Warrnambool Planning Scheme (05/2017)



Map of Lady Bay, c.1853. Source: State Library of Victoria



View of Warrnambool Harbour, c.1870. Source: State Library of Victoria



The breakwater, c.1892-1902. Source: State Library of Victoria



The Beach, Warrnambool, c.1909. Source: State Library of Victoria



The breakwater, c.1925-30. Source: State Library of Victoria

## 2.3 Historical Context

Warrnambool was first noted by explorers in early 1800s and was frequented by whalers in the early part of the 19th century. The first settlers arrived from inland Victoria to the Lady Bay area in the early 1840s and was established soon after. The town grew quickly following pastoral settlement and the gold rush.

The formation of the commercial port in the 1880s was designed as an outlet for agricultural produce and was a thriving deep sea port, even though it was constantly exposed to south-westerly winds. In 1874, the Government approved a plan to provide protection to the harbour by constructing a concrete breakwater. Completed in 1890, the Warrnambool Breakwater consisted of two parts: the concrete breakwater extending out into the bay, and the timber viaduct which once joined it to the shore. The viaduct was originally a raised timber structure, but was filled in with bluestone rubble to create the asphalt road, Viaduct Road, seen today.

The coastal processes such as strong waves, currents and longshore drift has meant that the establishment and maintenance of the harbour continues to provide ongoing issues. Various extensions and modifications to the harbour and foreshore over the years has had a significant impact on Lady Bay including increased sedimentation, reduced depth within the port area and a significantly modified shoreline.

The major function of the Warrnambool Harbour today is to provide facilities for the commercial fishing industry, recreational fishing and boating and unstructured leisure activities.

A number of significant historic sites are either within the study area or in close proximity. The following items are included in the Victorian Heritage Register.

- Warrnambool Breakwater, Viaduct and Harbour (VHR Number H2124)
- Former Warrnambool Lifeboat Jetty (Heritage Vic Inventory No H7321-0076)

Several shipwrecks are also listed on the Victorian Heritage Register in Lady Bay and Middle Island including the following.

- Edinburgh Castle (VHR S208)
- La Bella (VHR S401)
- Maid of Julpha (VHR S439)
- Freedom (VHR S266)
- Free Trader (VHR S267)
- Alexandra (VHR S19)
- Enterprise (VHR S238)
- Archer (VHR S39)
- Yarra (VHR S746)
- Alfred (VHR S886)
- Fair Tasmanian (VHR S254)
- Jane (VHR S360)
- Alfred (VHR S20)
- Golden Spring (VHR S293)
- Jane (VHR S361)



Figure 3: Historical high water levels at Warrnambool Harbour. Source: adapted from State Library of Victoria data

## 2.4 Environmental Context

### A Changing Coastline

The study area has undergone a series of modifications since the 1800's. The changes in the shoreline has been influenced by the construction of coastal structures such as the breakwater.

Changes to the high water level from the year 1870 to current day is illustrated in Figure 3. This is a highly modified section of coast and reclaimed land which has resulted in the harbour that can be seen today.

Natural processes will continue to modify the coastal environment. In addition coastal processes present potential threats to the coastal environment of Warrnambool. These include erosion, shoreline recession and the potential impacts of climate change including storm surges and the impacts of sea level rise.

### Vegetation

The vegetation in the study area has colonised the landscape in response to modifications of the coastline.

The Vegetation Management Plan (Biosis, 2012) identifies a total of 98 indigenous and 105 introduced plant species are along the Warrnambool Coast indicating a diverse coastal flora. Weed control and revegetation as recommended by the Vegetation Management Plan should be considered in any future development. Vegetation should also be considered in regards to climate change adaption measures, particularly its role in dune stabilisation.

### 3. Existing Conditions

#### 3.1 Observations



No signage at the entrance to the precinct and informal parking along road verge. Well established trail network.



Bus parking has direct connection to pedestrian paths.



Native plant species included in planting works around buildings and car parks.



Northern car park under utilised during the day due to poor signage and existing access road being very narrow (which visitors may interpret as a maintenance road).



Existing parking areas a large expanse of asphalt with cars currently parking in long vehicle bays.



Car parking along the foreshore is very popular for walkers and people enjoying the water outlook.



Walking trails as well as food and beverage facilities highly used by local community and visitors.



Rock work provides protection from coastal processes but also creates a buffer between pedestrian areas and the beach.





Northern car park is used as a beach access for horses in the morning.



Existing buildings and structures provide facilities for coastal dependent user groups.



Northern boat ramp relatively steep and experiences regular erosion at the base. Sand dispersal has an impact on trail users.



Existing launch facilities are degraded and in need of an upgrade.



Current boat rigging areas, vehicle queuing areas and boat wash down facilities area inadequate.



Boat launching and associated activities such as displays of catch form part of the experience of the precinct with paths and furniture accessed by different user groups.



Fish cleaning areas are located in close proximity to the launch area with fish byproducts disposed of in the water.



A consistent suite of furniture, material and finishes has been used within the precinct. Some items are in need of repair or an upgrade.



Pedestrian connections between the breakwater, launch areas and former aquarium could be improved as part of improvements to car parking areas.



The breakwater is a historically significant part of the coastline. Existing facilities are degraded and regular maintenance and capital works is required to maintain its structural integrity.



Modifications to boat launch area needs to consider the function and use of existing platforms and historic significance of the breakwater.



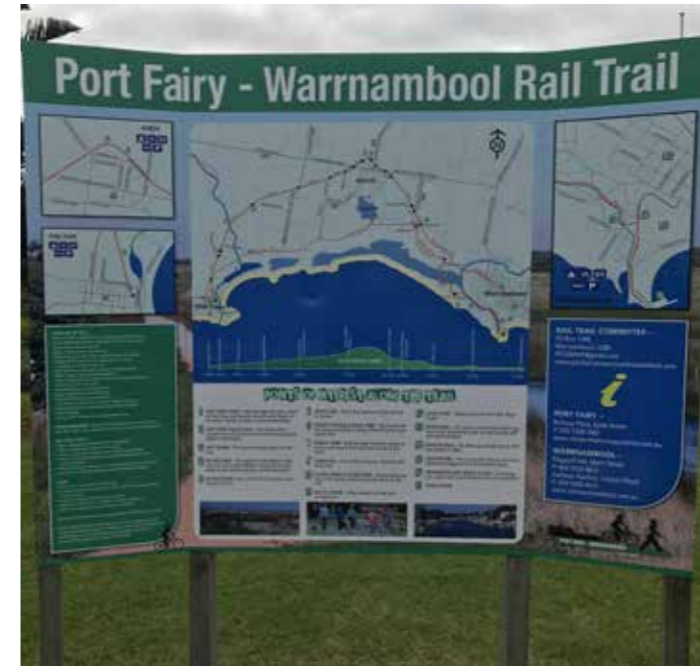
Former aquarium and associated parking areas are in need of enhancement.



Existing signage needs to be upgraded.



Landscape features are located in traffic islands or away from pedestrian areas.



The precinct forms part of a bigger trail network.



Confusing road network makes identification of car park circulation and exits difficult for visitors to the area.

## 4. Community Consultation

### 4.1 Community and Stakeholder Engagement

Public consultation and stakeholder engagement on the Draft Master Plan and preliminary concepts occurred during August and September 2017. The consultation process generated 170 responses, a summary of which are contained in Figure 4 and specific comments included in Appendix B.

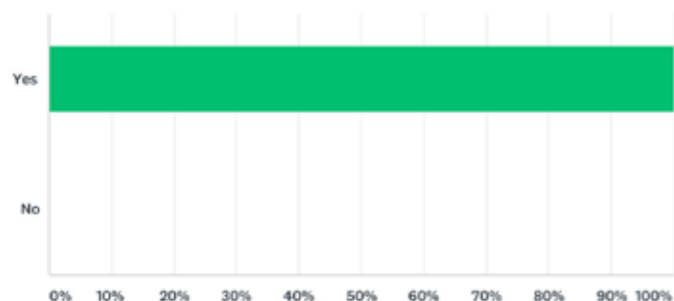
The following is a summary of key themes and issues which emerged during consultation and how the Master Plan has been amended in response to this feedback:

<i>Item</i>	<i>Master Plan response</i>
<b>Parking and circulation</b>	
Responses to questions 4 and 5 identify community support to increase parking for all users.	Increase parking for all users.
Strong support to improve vehicle circulation	Update car park configuration to improve circulation including the installation of signage where necessary.
Support for discouraging cars from parking in long vehicle bays	Distinguish car parking areas from long vehicle parking. This may include additional signage and enforcement.
Community feedback to upgrade the aquarium area.	Include recommended changes which can be implemented in the short term, while a longer term strategy for the area is developed.
<b>Boat ramp and facilities</b>	
Strong support to construct vehicle turning area to the south of the current ramp (Option 2).	Adoption Option 2 as the preferred layout for the Master Plan
The impact of wave action on the ramp was noted.	The detailed design of the ramp to include treatments to reduce the impact of wave action.
The creation of an enclosed boat harbour was noted as a desirable outcome for Warrnambool.	Following a previous community consultation process Council resolved to develop Safer Launching facilities as its priority project and after a two year period would consider a breakwater or harbour option.
Overall 34% of submission supported the user pays system. An additional 13% indicated they would support the user pays system if the facility was upgraded to a satisfactory level. 47% overall support the user pays system. Of the submissions that indicated they use the area for launching fishing boats 27% of submission supported the user pays system. An additional 20% indicated they would support the user pays system if the facility was upgraded to a satisfactory level. 47% of the submissions that indicated they use the area for launching a fishing boat support the user pays system.	Recommend a review maintenance costs and fees following upgrades to facilities. This would include an assessment of fees for other facilities along the coast such as Portland and Port Fairy.  Council should consider implementing a 'user pays' with any upgrade of the car park and launch facilities to support ongoing maintenance.
<b>Walkers, cyclists, swimmers, horses, tourists and other users</b>	
Importance of creating a pedestrian friendly environment that considers the impact of changes for walkers and cyclists including seats, picnic facilities and improved facilities for food trucks.	Master Plan to include the creation of improved pedestrian and cycle paths and infrastructure including the addition of extra seats, picnic tables, bins and other furniture.
Extending the opening hours of the toilets was identified.	Consider/ conduct a trial of extending the toilet opening hours.
Upgrade existing ramps to improve beach access for walkers, swimmers, divers, sailing boats and horses	Upgrade beach ramps to improve access for a range of uses and maintenance vehicles.
Concern raised regarding the extension of horse facilities and the need to improve amenity impacts especially during summer.	Create early loading area to northern car park. Identify location for improved wash down and cleaning facilities to reduce site impacts.
Feedback requesting adding additional shops (such as fish and chips).	Recommend exploring changes to building footprints as part of a broader precinct planning for the area.
Outcomes should have a unique character to make them identifiable as Warrnambool	Identify opportunities for unique visitor experiences and recommend outcomes have a distinctive character.
<b>Environmental</b>	
Increase shade and shelter.	Identify opportunities for tree planting and areas for revegetation.
Consider the environmental impacts of proposed changes.	Proposed changes to consider current and future environmental impacts (such as impacts of coastal processes).

## 4.2 Community and Stakeholder Engagement Results

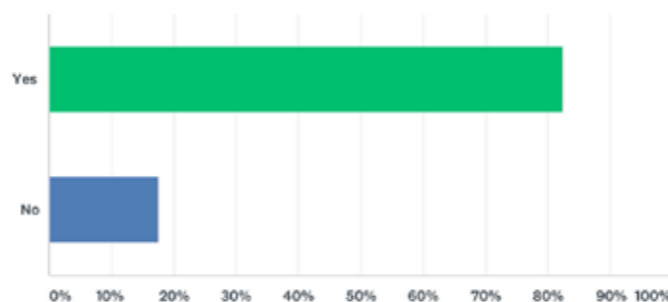
Q1 Do you visit the harbour/port precinct?

Answered: 170 Skipped: 0



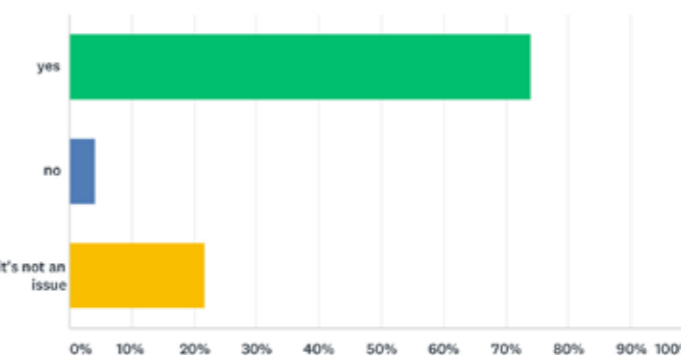
Q4 Do you agree there should be more parking at the Port of Warrnambool?

Answered: 170 Skipped: 0



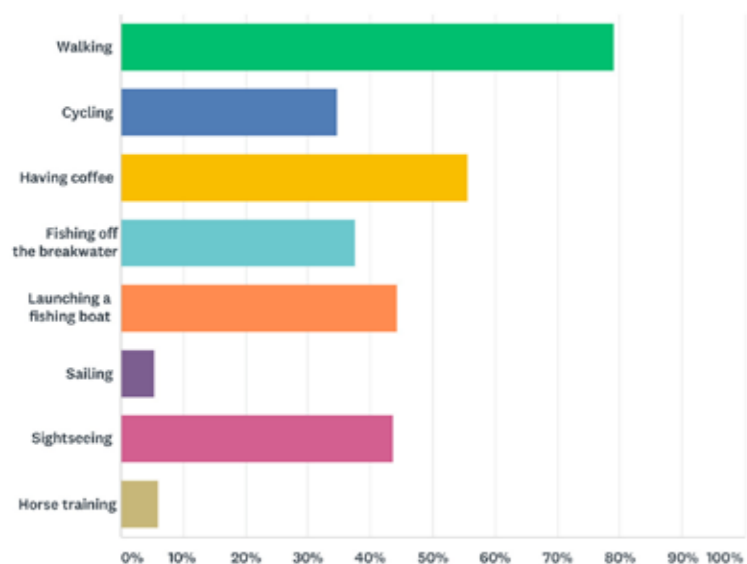
Q7 Should the way in which vehicles move through the car park be better defined and more orderly?

Answered: 170 Skipped: 0



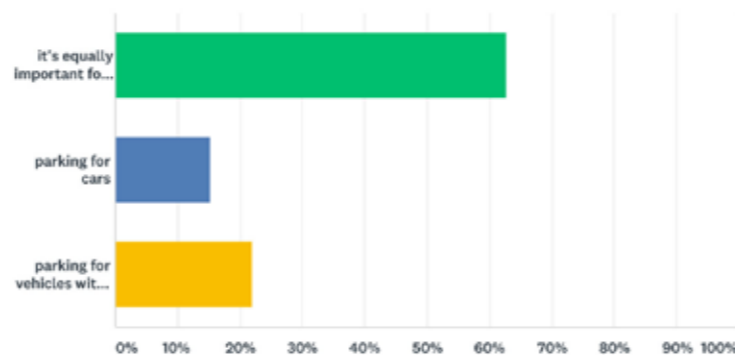
Q2 What activities do you enjoy within the Port precinct?

Answered: 167 Skipped: 3



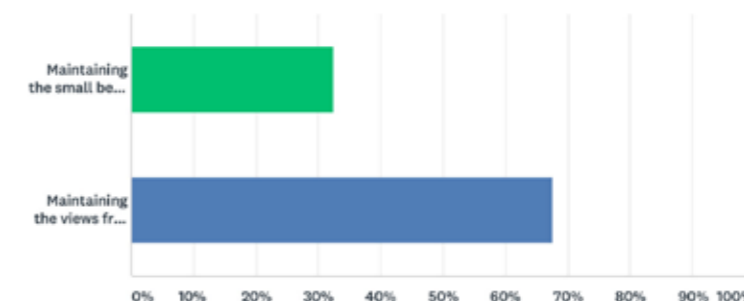
Q5 If you answered yes to Question 3, which parking type is more important?

Answered: 164 Skipped: 6



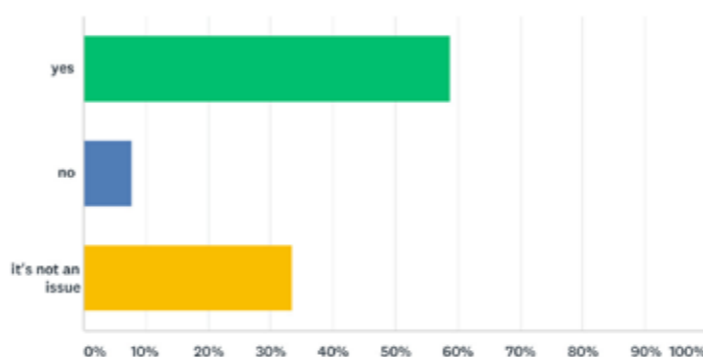
Q8 Access to the boat ramp can be improved by building a vehicle-turning area to the north of the boat ramp or to the south of the boat ramp. The option of a turning area to the south of the boat ramp will occupy the small beach area between the breakwater and the ramp but will allow heavy vehicles to avoid the car park when exiting. Which of the following is more important?

Answered: 170 Skipped: 0



Q6 Do you think pedestrian safety in the car parking area should be improved with defined pathways?

Answered: 170 Skipped: 0



Q9 Should access to the boat launching facilities be a user pays service?

Answered: 169 Skipped: 1

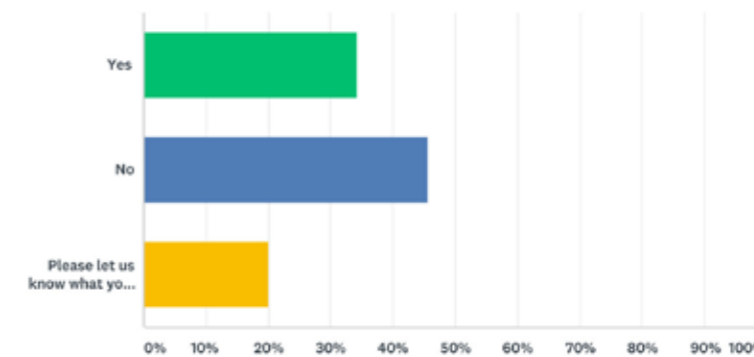


Figure 4: Consultation results

## 5. Issues and Opportunities



Items	Addressed in Master Plan:
1 Need for additional long vehicle parking and horse wash down facilities in the northern car park.	✓
2 Northern car park under utilised during the day due to poor signage and existing access road being very narrow (which visitors may interpret as a maintenance road).	✓
3 Northern boat ramp relatively steep and experiences regular erosion at the base.	✓
4 Coast guard communications could be improved by relocation of antennae closer to the breakwater.	✗
5 Food and beverage facilities highly used by local community and visitors.	-
6 Toilets are currently closed in the early morning and late evening when people are leaving or returning from fishing.	✓
7 Problem with cars parking in long vehicle parking bays which reduces the number spaces available to vehicles with trailers.	✓
8 Car parking along the foreshore is very popular for walkers and people enjoying the water outlook.	✓
9 Pedestrian access to the sand is poor especially in high pedestrian areas.	✓
10 Visitors to the area often confuse the entrance to the boat launch as part of the car park.	✓
11 Current boat rigging areas, vehicle queuing areas and boat wash down facilities area inadequate resulting in vehicle congestion at the boat launch, especially during busy periods.	✓
12 Confusing road network makes identification of car park circulation and exits difficult for visitors to the area.	✓
13 Modifications to boat launch area needs to consider the function and use of existing platforms and historic significance of the breakwater.	✓
14 Pedestrian connections between the foreshore and breakwater could be improved.	✓
15 Former aquarium and associated parking areas are in need of enhancement.	✓
16 Harbour area currently attracts incidences of hoon behavior.	✓
17 The Warrnambool breakwater is a historic structure that requires ongoing maintenance.	✓

## 6. Master Plan



Future development site.  
Refer to Foreshore  
Framework Plan for details.

- 1 Extend northern car park including double length parking bays for horse floats and long vehicles. Realign the existing coastal trail to connect the path with the proposed car park and provide a wider coastal buffer to stabilise existing dunes.
- 2 Construct upgraded facilities for horse wash down and waste at the rear of the car park.
- 3 Upgrade beach access ramp that provides access to the beach for all users. Continue rock beaching and revegetation either side of ramp to prevent erosion.
- 4 Retain existing beach launch. Explore potential upgrade to address erosion issues.
- 5 Extend the opening hours of existing toilets to better cater for early morning and evening users.
- 6 Construct concrete terraced seating with integrated accessible ramp to improve access to the beach and water as well as additional seating areas.
- 7 Extend the beach front promenade with additional seats and picnic furniture (in a consistent style).
- 8 Car parking areas to be reconfigured to improve functionality and capacity within existing footprint. Proposed car park configuration to cater for cars with trailers and retain existing beachfront car parks.
- 9 Provide fish cleaning, re-rigging and wash down bays on exit of car park.
- 10 Establish a viewing area with seating to existing turning area. Potential location for the installation of an iconic element or artwork.
- 11 Provide a beachfront picnic area with shelter, drinking fountain and bins (in a consistent style). Retain fish weighing facility.
- 12 Construct a 3 lane boat launch including new road configuration to allow for queuing areas and improved circulation. Upgrade existing jetty to the north and construct a 2 level jetty and mooring facilities to the south.
- 13 Provide de-rigging bays on approach to boat launch.
- 14 Establish a viewing area overlooking Stingray Bay with viewing platforms and seating.
- 15 Car park near the Aquarium to be reconfigured to improve functionality and capacity including long vehicle bays.
- 16 Proposed location for food vans/ market stalls.
- 17 Retain and enhance elevated viewing platform.
- 18 Establish area of revegetation to slope between entrance and exit roads.
- 19 Provide a turning area to the approaching lane on Viaduct Rd.









### Operational recommendations

- Review existing lighting to car park, boat launch facilities and beach front promenade.
- Undertake an assessment to identify short and long term requirements and upgrades to maintain and the breakwater.
- Consider implementing a 'user pays' system to the car park to support ongoing maintenance.
- Consider constructing a spur breakwater/ review of boat launching facilities.
- Undertake an upgrade of the power facilities within the aquarium car park zone to cater for increased demand (with the implementation of a food van/ market zone).
- Consider installation of CCTV cameras to reduce incidences of hoon behavior.

### Notes:

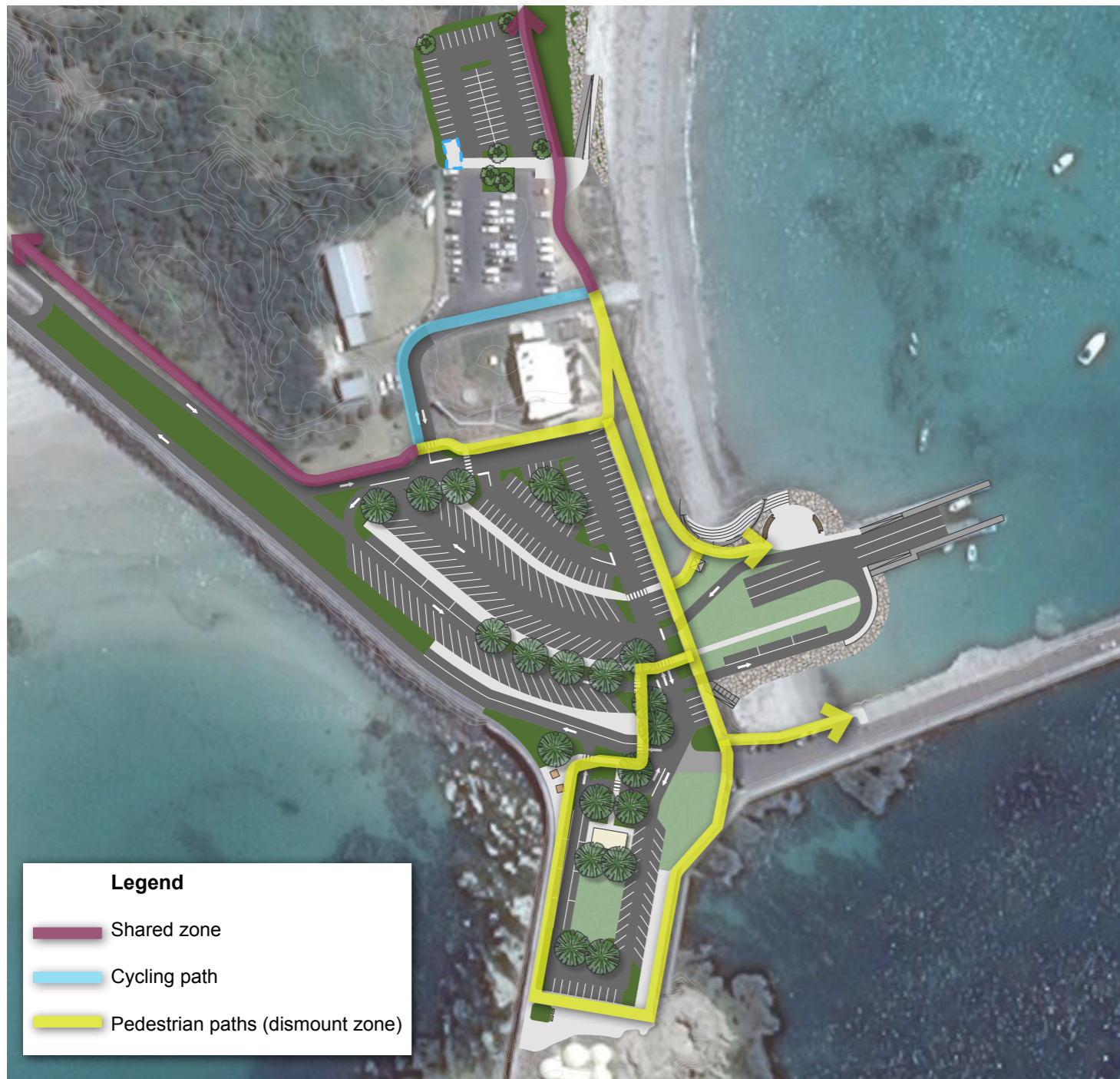
- Any extensions to the north and west of the items shown are to be covered under the Worm Bay Precinct Plan
- Operations of existing management and maintenance items will be defined as part of an Asset Management Plan

### Legend

-  Proposed native tree
-  Proposed Coastal Banksias
-  Proposed garden bed and revegetation areas
-  Proposed grassed area
-  Proposed asphalt surface
-  Proposed rock beaching
-  Proposed pedestrian paths
-  Proposed cycling route



### 6.1 Circulation and parking



The Master Plan extends the existing pedestrian friendly environment and more clearly defines bicycle connections. The area around the foreshore and aquarium will become a pedestrian only (cyclist dismount) zone creating a safer environment for pedestrians. A link between existing cycling paths will be created to assist cyclists moving through the precinct.



Existing car parking areas will be modified to improve functionality, circulation and parking capacity. Access ways have been reconfigured to make it easier for vehicles to move through the precinct with the distinction between car and boat parking areas more clearly defined.

## 6.2 Boat launch precinct

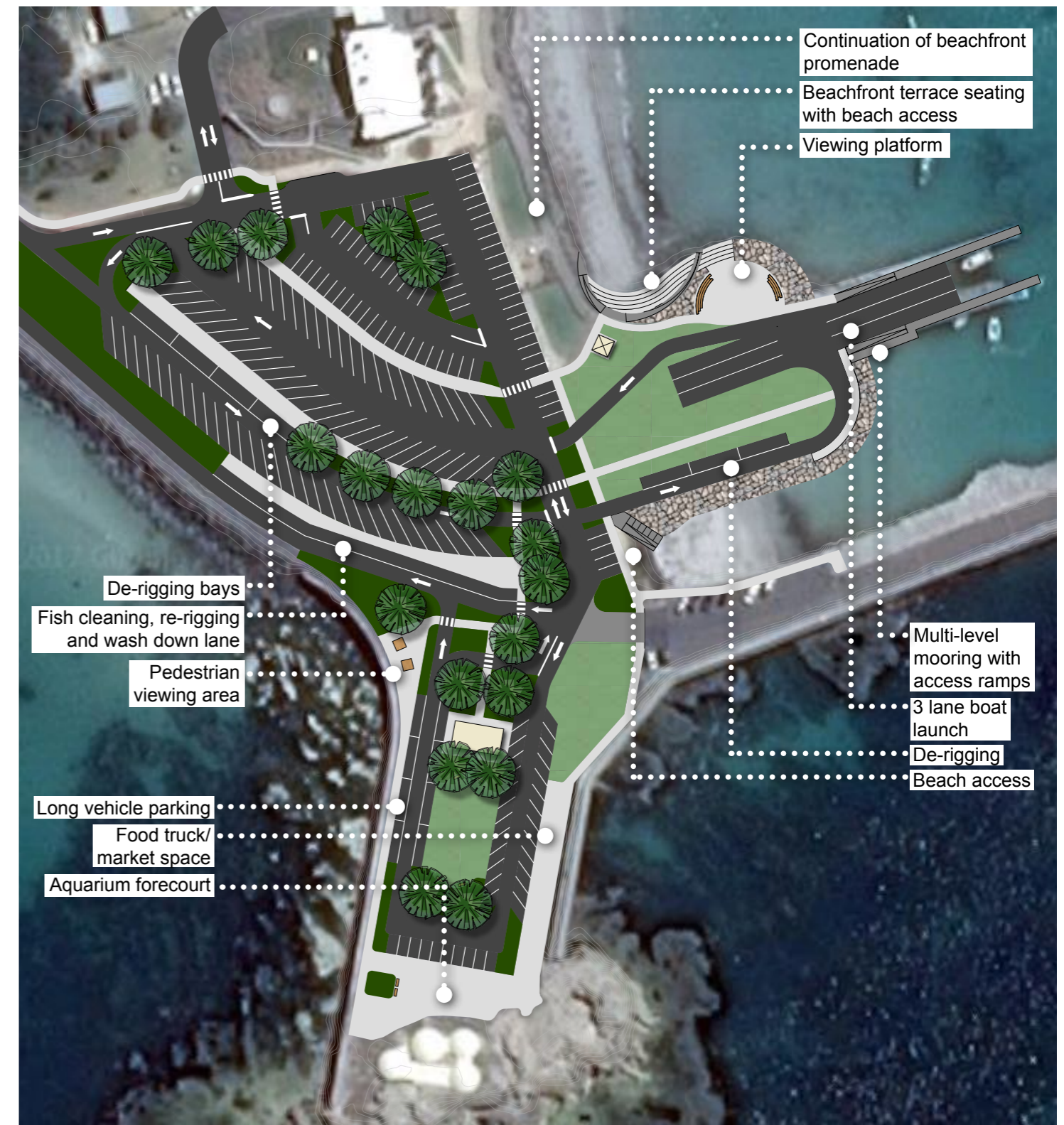
The boat launch precinct will include a continuation of the beachfront promenade providing users with a safe, pedestrian friendly environment and will include additional seats and picnic furniture. The beachfront promenade will also feature concrete terraced seating with integrated accessible ramps, as pictured below. The beachfront terrace will improve access to the beach and water for all users including divers, snorkelers and swimmers and provide additional seating areas on the beachfront. The existing turning circle will also be reconfigured to provide additional viewing opportunities and could include interpretive signage and/or iconic artwork to encourage visitation and tourism.

The construction of a 3 lane boat launch will allow for additional launching opportunities as well as improved circulation around the launching zone with the establishment of de-rigging bays and queuing spaces. Boating facilities will also be enhanced through the provision of fish cleaning, wash down and re-rigging areas upon leaving the car park.

The area around the aquarium will be enhanced through the reconfiguration of the car park which will improve circulation and capacity and include bays for long vehicle parking. The car park area will provide suitable locations for food trucks and market stalls with paved surfaces, grassed areas and seating for users on market days or when food trucks are in operation. This area also includes a pedestrian zone that features a lookout over Stingray Bay.



Example of concrete terracing with integrated ramps





### 6.3 Northern car park precinct

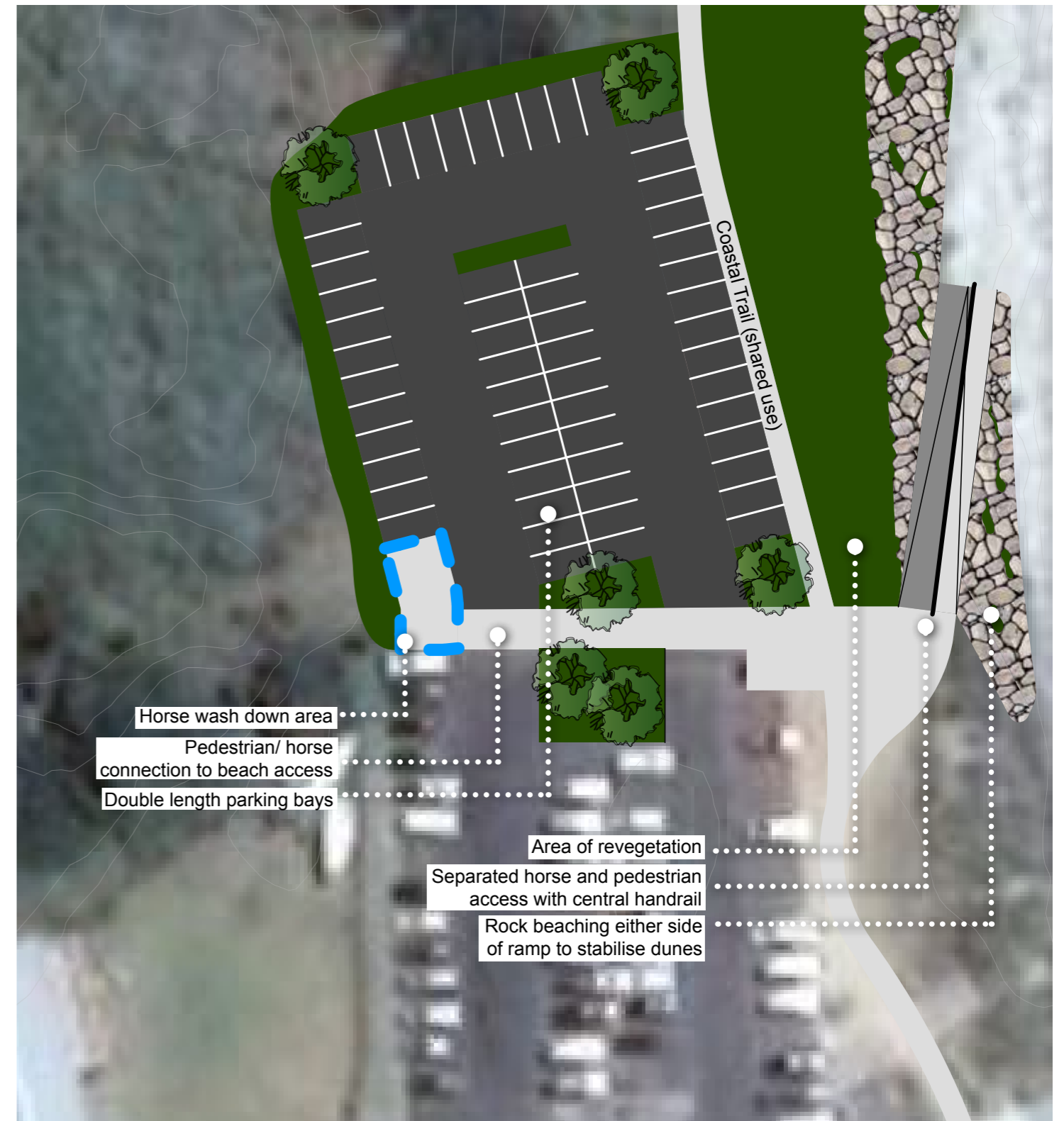
The existing northern car park will be extended to provide additional car parks including double length parking bays for horse floats and long vehicles. The car park extension will include facilities for horse wash down and waste at the rear of the carpark, away from the beachfront.

The existing coastal trail will be realigned to connect the path with the car park whilst allowing a wider buffer between the coast which will allow for rock beaching and revegetation to help stabilise the existing dunes.

The construction of a concrete ramp from the pedestrian zone to the beach will provide access to the beach for horses and all ability users. Rock beaching with revegetation will be provided either side of the ramp to assist in the stabilisation of dunes.



Example of a horse wash down area



## 6.4 Vegetation

The proposed planting palette will build on existing gardens beds along the beach front promenade, repeating the same colours, patterns and textures as visible in the images to the right.

Proposed revegetation should maintain and enhance existing biodiversity values and be implemented and maintained in accordance with the *Warrnambool City Council Revegetation Policy (2015)*.



*Corymbia maculata*



*Banksia integrifolia*





## 6.5 Use and Development of Crown Land

Prior to commencing any works or project in the harbour precinct Council will be required to comply with an array of legislative requirements each of which could trigger additional studies, assessments or management plans.

The legislation that should be considered and assessed includes:

- Environmental Effects Act 1978
- Planning and Environment Act 1987
- Coastal Management Act 1995
- Aboriginal Heritage Act 2006
- Heritage Act 1995
- Land Act 1958 and/or Crown Land (Reserves) Act 1978
- Flora & Fauna Guarantee Act 1988
- Fisheries Act 1995
- Marine Safety Act 2010
- Environmental Protection and Biodiversity Conservation Act 1999

The studies, assessments or management plans that are commonly triggered by the various legislation or the development process include:

- Biodiversity Studies / Assessments
- Cultural Heritage Studies / Management Plans
- Flora and Fauna Assessment
- Transport Management Plan
- Drainage and Stormwater Plan
- Coastal Processes Report
- Dredging Investigations Report
- Breakwater Testing & Investigations
- Site Contamination Report
- Acoustic Review
- Air Quality and Odour Report
- Geotechnical Investigations Report
- Construction Environmental Management Plan
- Inundation and Flood Modelling

In addition to these considerations DELWP also provide a fact sheet for the 'Use and development of Coastal Crown Land' which is included in Appendix C.

## 7. Staging and implementation

The following table outlines the priorities for implementation of the key recommendations contained within the Master Plan. Priority time frames are defined in the table below.

Priority	Time frame
Immediate term	To be completed in 0-3 years
Short term	To be completed in 4-6 years
Medium term	To be completed in 7-10 years
TBA	TBA
Ongoing	Recurring management and maintenance items.

NOTE: Implementation maybe be subject to collaborative efforts between Council, DELWP, Parks Victoria, stakeholders and other levels of government, particularly in order to secure external grants, funding and partnerships to support implementation of major initiatives and key actions.

The proposed sequence of works includes consideration of the staging where it may only be possible to complete an item after the completion of an earlier project.

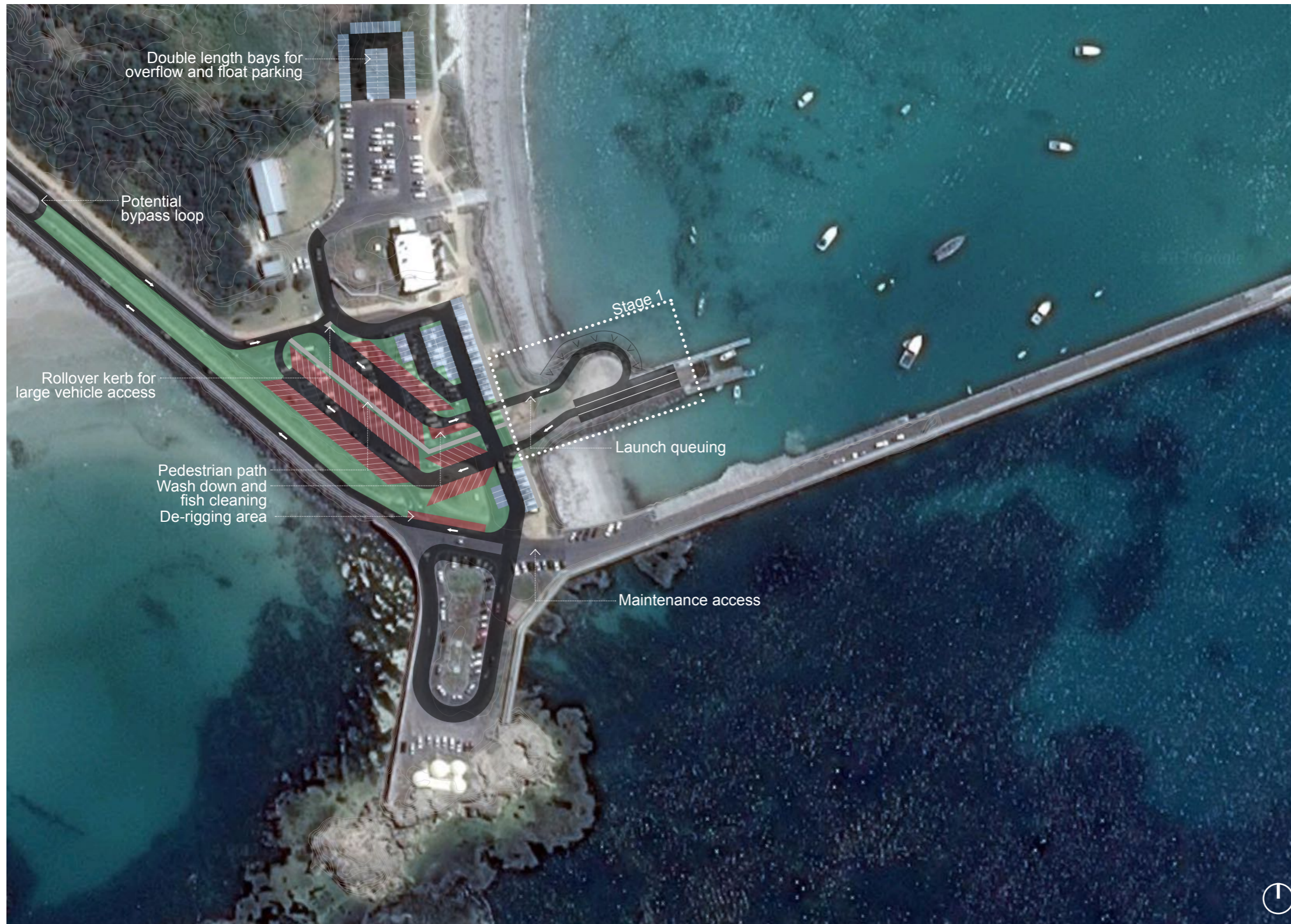
The cost plan has been developed by Zinc Cost Management excluding Item 14 (Consider constructing a spur breakwater/ review of boat launching facilities). Indicative capital cost estimates include ESD initiatives (such as the creation of rain gardens), contingencies, escalation allowances and consulting fees. The cost plan for item 14 has been developed by Water Technology as part of the 2012 Safer Boating and Harbour Facility Study.

Item	No. from Master Plan	Description	Term	Indicative Capital Cost Estimate
<b>Immediate term</b>				
1	1	Extend northern car park including double length parking bays for horse floats and long vehicles. Realign the existing coastal trail to connect the path with the proposed car park and provide a wider coastal buffer to stabilise existing dunes.	Immediate term	\$858,000
2	2	Construct upgraded facilities for horse wash down and waste at the rear of the car park.	Immediate term	\$162,000
3	12	Construct a 3 lane boat launch including new road configuration to allow for queuing areas and improved circulation. Upgrade existing jetty to the north and construct a 2 level jetty and mooring facilities to the south.	Immediate term	\$3,217,000
4	-	Undertake an assessment to identify short and long term requirements and upgrades to maintain and the breakwater.	Immediate term	\$70,000 (funded)
5	4	Improve existing beach launch, address erosion issues and clean up contamination	Immediate term	\$172,000
6	-	Provide a fish cleaning facilities (interim treatment)	Immediate term	\$148,000
7	-	Navigation aid to upgrade	Immediate term	\$36,000 (funded)
<b>Short term</b>				
8	13	Provide de-rigging bays on approach to boat launch.	Short term	\$1,073,000
9	5	Extend the opening hours of existing toilets to better cater for early morning and evening users.	Short term	\$34,000
10	6	Construct concrete terraced seating with integrated accessible ramp to improve access to the beach and water as well as additional seating areas.	Short term	\$937,000
11	7	Extend the beach front promenade with additional seats and picnic furniture (in a consistent style).	Short term	\$241,000
12	10	Establish a viewing area with seating to existing turning area. Potential location for the installation of an iconic element or artwork.	Short term	\$457,000
13	-	Undertake breakwater renewal works. Further cost development to be undertaken as part of the Breakwater Asset Management Plan (Item 4).	Short term	\$4,000,000 - \$6,000,000
14	-	Consider constructing a spur breakwater/ review of boat launching facilities (estimated costs indicated as part of the water technology 2012 Safer Boating and Harbour Facility Study).	Short term	\$4,800,000 - \$5,300,000
<b>Medium term</b>				
15	3	Upgrade beach access ramp that provides access to the beach for all users. Continue rock beaching and revegetation either side of ramp to prevent erosion.	Medium term	\$415,000
16	11	Provide a beach front picnic area with shelter, drinking fountain and bins (in a consistent style).	Medium term	\$165,000
17	8	Car parking areas to be reconfigured to improve functionality and capacity within existing footprint. Proposed car park configuration to cater for cars with trailers and retain existing beachfront car parks.	Medium term	\$2,830,000
18	9	Provide fish cleaning, sewer connection upgrade, re-rigging and wash down bays on exit of car park.	Medium term	\$561,000
<b>Long term</b>				
19	14	Establish a viewing area overlooking Stingray Bay with viewing platforms and seating.	Long term	\$239,000
20	15/16	Car park near the Aquarium to be reconfigured to improve functionality and capacity including long vehicle bays. Include capacity for food trucks/market stalls.	Long term	\$978,000
21	17	Retain and enhance elevated viewing platform within the Aquarium car park area	Long term	\$130,000
22	18	Establish area of revegetation to slope between entrance and exit roads.	Long term	\$224,000
23	19	Provide a turning area to the approaching lane on Viaduct Road.	Long term	\$191,000
24	-	Review existing lighting to car park, boat launch facilities and beach front promenade.	Long term	\$861,000
25	-	Consider implementing a 'user pays' system to the car park to support ongoing maintenance.	Long term	TBA
<b>Ongoing</b>				
26	-	Breakwater maintenance.	Ongoing	TBA
27	-	Viaduct Road maintenance.	Ongoing	TBA
28	-	Dredging of harbour.	Ongoing	TBA



# Appendix A: Preliminary Concepts prepared for Consultation

## Option 1



The following preliminary concepts focused on circulation, particularly vehicular circulation, at the Warrnambool Harbour. These concepts were prepared to assist consultation and inform the preparation of a Master Plan.

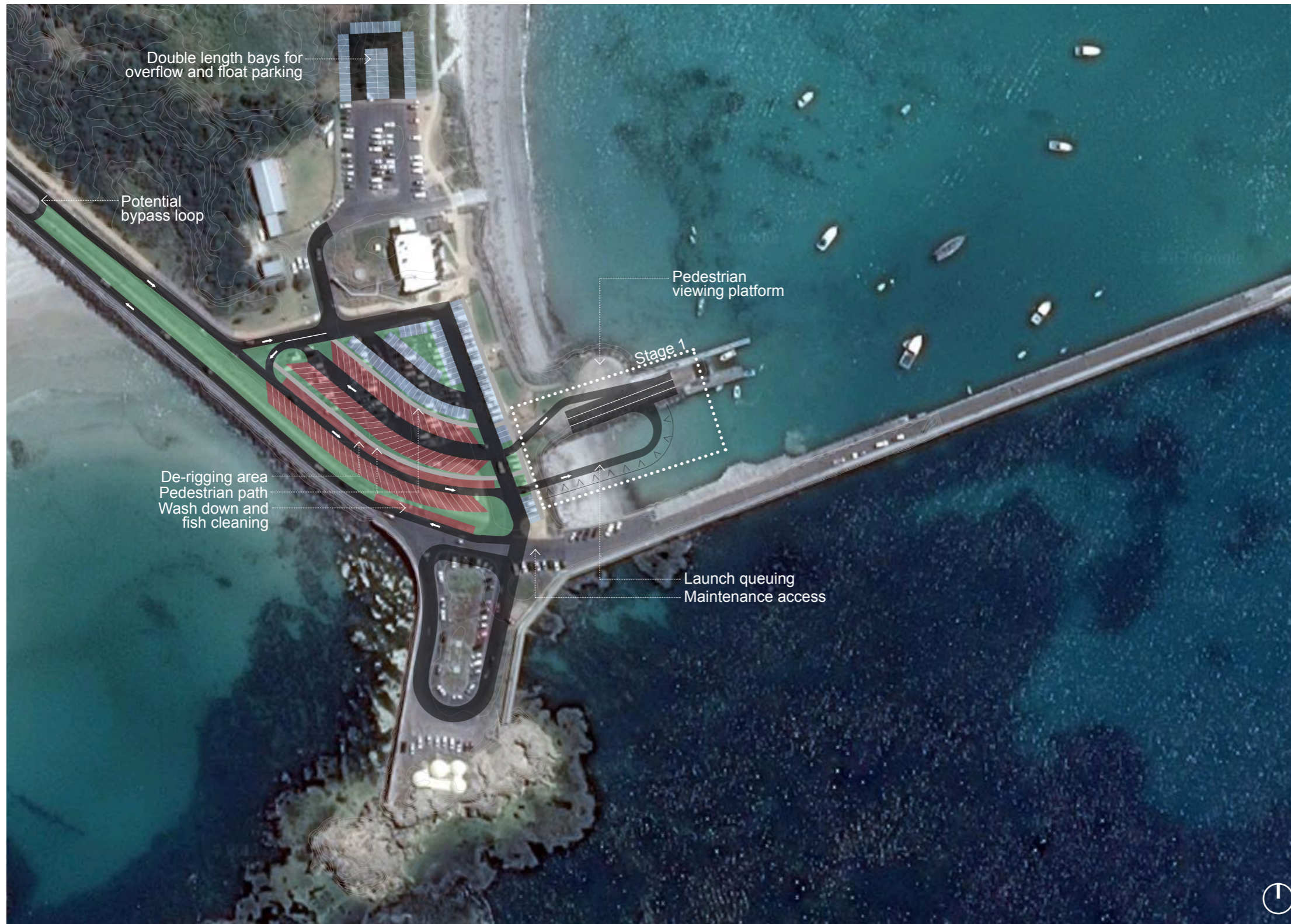
### Key Objectives

- ✓ Improved northern car park access
- ✓ Additional boat ramp lane
- ✓ Improved location of fish cleaning facilities
- ✓ Maintained area between the boat ramp to the breakwater
- ✓ Northern car park joint use zone identified
- ✓ Improved access to the fish scale
- ✓ Improved pedestrian movements from the promenade to the breakwater
- ✓ Southern (Aquarium) car park circulation improved
- ✓ Designated emergency vehicle park
- ✓ Rail trail connection to the promenade
- ✓ Maintain front beach view car parks
- ✗ Horse trailer movements avoid the car park upon exit
- ✗ Heavy vehicles access to the breakwater avoids the car park

### Car parking comparison

	<i>Existing</i>	<i>Proposed</i>
Boat parks	55	85
Car parks	29	58
Additional car parks to northern car park	-	33
Additional double length parks to northern car park	-	9

## Option 2



### Key Objectives

- ✓ Improved northern car park access
- ✓ Additional boat ramp lane
- ✓ Improved location of fish cleaning facilities
- ✗ Maintained area between the boat ramp to the breakwater
- ✓ Northern car park joint use zone identified
- ✓ Improved access to the fish scale
- ✓ Improved pedestrian movements from the promenade to the breakwater
- ✓ Southern (Aquarium) car park circulation improved
- ✓ Designated emergency vehicle park
- ✓ Rail trail connection to the promenade
- ✓ Maintain front beach view car parks
- ✓ Horse trailer movements avoid the car park upon exit
- ✓ Heavy vehicles access to the breakwater avoids the car park

	Existing	Proposed
Boat parks	55	79
Car parks	29	86
Additional car parks to northern car park	-	33
Additional double length parks to northern car park	-	9

## Proposed materials and finishes

The following images illustrate different treatment options. Community input on preferred treatments will assist the development of interface treatments in the Master Plan.



**Treatment A**  
Structures and finishes which enable interaction with the water.



**Treatment B**  
Integration of ramps and seating to improve connections between paths and the beach. Concrete finishes could match existing paths and the Breakwater.



**Treatment C**  
Rockwork which provides a clear separation between pedestrian areas and the beach or water.





## Appendix B: Consultation Responses

The following is a summary of feedback received during community and stakeholder consultation completed during August and September 2017.

Responses have been grouped in to negative, positive and neutral (recommendations) for the draft concept master plans.

### Positive

The area is currently visually pleasing.

A general feel that people are happy to pay if the facility is greatly improved and if the money goes back into the port.

Car and boat trailer combination should have designated parking and this should be enforced

Warrnambool yacht club supports option 2 due to the traffic flow being less congested around the turn off to the Yacht Club.

Support to remove fish cleaning from the bay

Boating Industry Association of Victoria: This is a well thought out plan that will deliver real benefits to the area. Your planners should be congratulated.

For the proposed materials we think treatment A would look spectacular.

The car park needs a defined area for boat parking only, this could be achieved by making the southern turn around area a vehicle parking area only.

The bush to the North of the Pavilion is an ideal location to expand for car parking.

### Neutral

Environmentally friendly as possible

Provide more bins and drinking stations

Floating pontoons should be used at boat ramp for easier access to boats for children and older folk.

Statement that the fishing and horse users are a small percentage of users.

Potential to improve economics to the town with fisherman

Prioritise the environment and potential for negative impacts over commercial or public benefit.

Poor amenity of the western car park after its use by the race horse trainers.

Improved activation to the area over summer, breakwater markets, additional café, performance space

Improved signage and line marking

Pedestrian linkages should be a priority if council is serious about its health and wellbeing planning and objectives.

Remove some of vegetation around north car park

An outdoor pool utilising the ocean at the bay would serve

the community and would be a tourist attraction.

Allow better access to the water for divers and snorkelers

More colour on the pavilion

Issues with increased horse trailers numbers and mess left in car park.

Maintain a "Warrnambool" look, don't copy others

Increase ped/cyclists

Street lighting in northern car park

Improve old aquarium area

More shops to replicated Geelong waterfront

Banning horses from the area in the hotter months, increased smell from heat, increase ped movements

Wheelchair access

Enjoy watching the horse training.

More picnic tables and chairs, potentially around the old aquarium area.

Space for food trucks over summer, picnic tables

Grassed, tree areas to promote ped use.

Several notes that no improvement required re boat ramp (Many more noting it is not sufficient)

Non yacht club people wanting to launch. Increase education?

Mix of feedback on the boat ramp is too steep or not steep enough

Flag web cam is down

Increase access to the beach

Need Weather Vane

Don't neglect swimmers

Possibly timed zones for parking in peak periods

The loose of the small beach would enable the upgrading of the boat ramp and also address the access and egress issues for boat owners.

Glass viewing platform of the sea. Located where the old aquarium is situated. This would address the safety issues of tourists and locals climbing on to the rocks.

In the planning, use decorative bollards i.e. the shape of a whale, penguin, anchor. To enhance the look of the area.

Utilising the Breakwater for Sunday markets. This would draw people to the area.

The area underneath the Pavilion should be utilized for a Pop-up shop, selling items from Flag staff Hill and other local produce.

The Port offers an untapped resource for Cruise Lines to drop anchor off Warrnambool and shuttle passengers into the enclosed breakwater area, to be picked up and taken on a guided tour, including Flag Staff Hill, Art Centre, and stop off for lunch in city centre for lunch, which will support local traders and business.

### Negative

Prominent frustration that Council is undertaking another Harbour Survey and no physical action is being undertaken.

Prominent frustration that an enclosed harbour is not being discussed.

Negativity around horses in the area. The smell left from waste left. The dangerous when having a shared area with pedestrians and also vehicles.

There is a large amount of tourism dollars lost to locations with better facilities (Portland/Port Fairy)

Fear that the area may become over developed and lose its coastal feel.

A need to consider the flow of emergency services vehicles in the plan.

Impacts on wildlife, including the small beach

The need to detail an increase in the toilet open hours

Development of the aquarium carpark should be listed

The breakwater is in poor condition

Accessibility access on the breakwater is an issue

No shelter on the breakwater, aquarium area and the foreshore.

Preference not to stage the works.

Request to release the costs of survey.

## Appendix C: Use and Development of Crown Land

# Fact sheet

## Use and development of coastal Crown land



### When is consent under the *Coastal Management Act 1995* required?

All use or development of coastal Crown land by any party, including committees of management and municipal councils, requires consent under the *Coastal Management Act 1995*.

### What is coastal Crown land?

Coastal Crown land is generally all Crown land within 200m of the high tide mark and the seabed of Victorian coastal waters. There are some exceptions to this and this should be clarified with your local Department of Environment and Primary Industries (DEPI) office.



### Are there any exemptions from the need to obtain consent?

There are no exemptions. All use and development of coastal Crown land requires the Minister's consent.

However, in some cases consent may have already been issued for low impact works. If you believe your proposal falls into this category, you should still consult your local DEPI office for advice.

### What use and development have been given prior consent?

In 2013 the Minister for Environment and Climate Change issued consent for a range of uses and development on coastal Crown land considered low risk. These include existing uses, works such as pest plant and animal eradication, maintenance works to existing structures, works to fences and emergency works. If you believe your proposal falls into this category, please contact your local DEPI office for advice.

### What is the relationship between coastal consent and other statutory authorisations?

In the event that the Minister consents to a proposed activity under the *Coastal Management Act 1995*, the proposed activity may still require other statutory authorisation and approval from the Minister or DEPI. The applicant is responsible for obtaining all other relevant Victorian and Commonwealth statutory authorisation and approval, including a permit to take protected flora under the *Flora and Fauna Guarantee Act 1988* and approvals under the *Environment Protection and Biodiversity Conservation Act 1999*.

## Fact sheet Use and development of coastal Crown land

### What is the relationship between coastal consents, the *Planning and Environment Act 1987* and planning permits under the local Planning Scheme?

Before applying for coastal consent you should consult with the relevant local government and determine if the proposed use or development also requires a planning permit. Should a planning permit also be required, the applicant must append a completed coastal consent application form with the planning permit application. This will then be forwarded to DEPI by the local government planner.

Under section 61(3) of the *Planning and Environment Act 1987*, the local government cannot issue a planning permit on coastal Crown land unless consent under the *Coastal Management Act 1995* has been issued. If the Minister (or delegate) refuses to issue coastal consent, the local government must also refuse to issue a planning permit.

If a planning permit is not required, the coastal consent application form can be submitted directly to your local DEPI office.

### How do I apply for consent?

A coastal consent application form is available from your local DEPI office. The application form must be completed in its entirety in order to be accepted as a valid application.

### What information will I need to provide in my application for consent?

The application form details what information must be provided. This information includes:

- the location of the proposed use/development
- detailed plans if development is proposed
- justification for the proposed use/development
- how the use/development is to be undertaken
- details of the impact the use/development will have
- the community's view of the proposal.

### What matters are considered when an application for coastal consent is assessed?

Under s 40(2) of the *Coastal Management Act 1995*, the Minister must have regard to:

- a) the Victorian Coastal Strategy; and
- b) any Coastal Action Plan applying to the land; and
- c) any relevant coastal recommendation; and
- d) the purposes for which the land was reserved under the *Crown Land (Reserves) Act 1978*.

For many areas of coastal Crown land, a coastal management plan has been prepared by the local coastal land manager to guide the use and development of the area into the future. These plans are also considered when assessing an application for coastal consent.

### How long will it take to assess my application for consent?

Once an application form is accepted as valid, the Minister (or delegate), must make a decision within 28 days. DEPI may request additional information in writing depending on the nature of the works and the information provided.

Under section 40(3) of the *Coastal Management Act 1995*, if the Minister does not make a decision within 28 days, the application is deemed to be refused.

### Dredging coastal Crown land

If your proposal includes dredging of coastal Crown land, your application must include a completed application form specific to dredging. This application form is available from your local DEPI office. More information can be found in DEPI's fact sheet on dredging.

### Further information

If you require further information please contact your local DEPI environmental planning team on 136 186.

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