

Allansford Strategic Framework Plan 2021



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Responsible Department – City Strategy and Development.

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Administrative Updates

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WARRNAMBOOL
CITY COUNCIL

Warrnambool City Council is honoured to have an important custodian role in partnership with Eastern Maar Citizens in looking after Country. Warrnambool City Council is proud of our Maar heritage and story. We acknowledge the Maar people and celebrate their rich, diverse and ongoing contribution to us all.

This Strategic Framework Plan was funded by the Victorian Planning Authority through its Streamlining for Growth Program. The plan has been prepared by Insight Planning Pty Ltd, with community consultation and urban design assistance of Niche Planning Studio, in conjunction and collaboration with the City of Warrnambool's City Strategy and Development business unit.

Last but certainly not least, the project team would like to extend their thanks to the community in and around Allansford who have generously given their time in community engagement events, completing surveys, and providing feedback to assist in the preparation of this strategic framework plan.

TABLE OF CONTENTS

Part A

Purpose of the Strategic Framework Plan	5
How will this plan be used?	5
Considerations?	5
Study Area?	5
Project Stages	7
Community and Stakeholder contributions	7
About Allansford	8
Role of Allansford	8
Statistical Snapshot	8
Key Characteristics and Influences	10
Policy Context	24

Part B

The Strategic Framework Plan	30
Vision	30
Objectives and Strategies	30
Theme 1 Land Use and Heritage	32
Theme 2 Movement	36
Theme 3 Infrastructure	40
Theme 4 Open Space and Environment	43

MAPS

Map 1: Allansford Township Study Area

Map 2: Regional Context

Map 3: Areas of Cultural Heritage Sensitivity

Map 4: Extent of Bushfire Prone Area

Map 5: Open Space Provision

Map 6: Public Transport

Map 7: Zone Map

Map 8: Strategic Framework Plan (Allansford Township)

Map 9: Theme 1 Land Use and Heritage

Map 10: Theme 2 Movement

Map 11: Theme 3: infrastructure

Map 12: Open Space and Environment

FIGURES

Figure 1: Australian Early Development Index Comparison (AEDI 2015)

Part A



What is a “Strategic Framework Plan”?

The Allansford Strategic Framework Plan is a high-level long-term planning framework that sets out the future planning and development of the town to 2036. It does not go into a lot of detail about specific sites but provides a direction on settlement and land use to inform how an area should grow and change over time.

Purpose of the Strategic Framework Plan

The Allansford Strategic Framework Plan is a high-level long-term planning framework that sets out the future planning and development of the town to 2036. The purpose of the strategic framework plan is to:

- Identify the key strategic planning issues facing the town, including community aspirations and needs;
- Set out the future vision for Allansford;
- Refresh the land use and development framework;
- Provide a basis for public space improvements and further work;
- Provide guidance for stakeholder discussions and investment.

How will this plan be used?

The Strategic Framework Plan will replace the current Allansford Urban Design Framework 2003 and will provide guidance and direction around the future development of the town.

The Strategic Framework Plan will be used by Warrnambool City Council to determine the application of local planning policies, land use planning zones and overlays.

It will guide Council's consideration of proposed re-zonings and applications for planning permits. Further, Council will use the Strategic Framework Plan to establish what additional work is required to determine the future provision of infrastructure and services in the town.

Implementation of the Strategic Framework Plan for Allansford will provide certainty for residents and landowners regarding the future planning direction for the town over the next 15 years.

Considerations

Preparation of the Strategic Framework Plan has been informed by:

- Allansford Urban Design Framework (2003);
- Allansford Recreation Reserve Master Plan (2009);
- Moyne Warrnambool Rural Housing and Settlement Strategy (2010);
- Warrnambool City-Wide Housing Strategy (2013);
- Warrnambool Open Space Strategy (2014);
- Great South Coast Regional Growth Plan (2014);
- Warrnambool Floodplain Management Plan (2018-2023);

- Warrnambool 2040
- Green Warrnambool 2018
- State and local planning policy framework of the Warrnambool Planning Scheme;
- Community and stakeholder engagement and feedback;
- Issues and options around natural & urban environment, demographics & social profile, township facilities & services, transport & physical infrastructure.

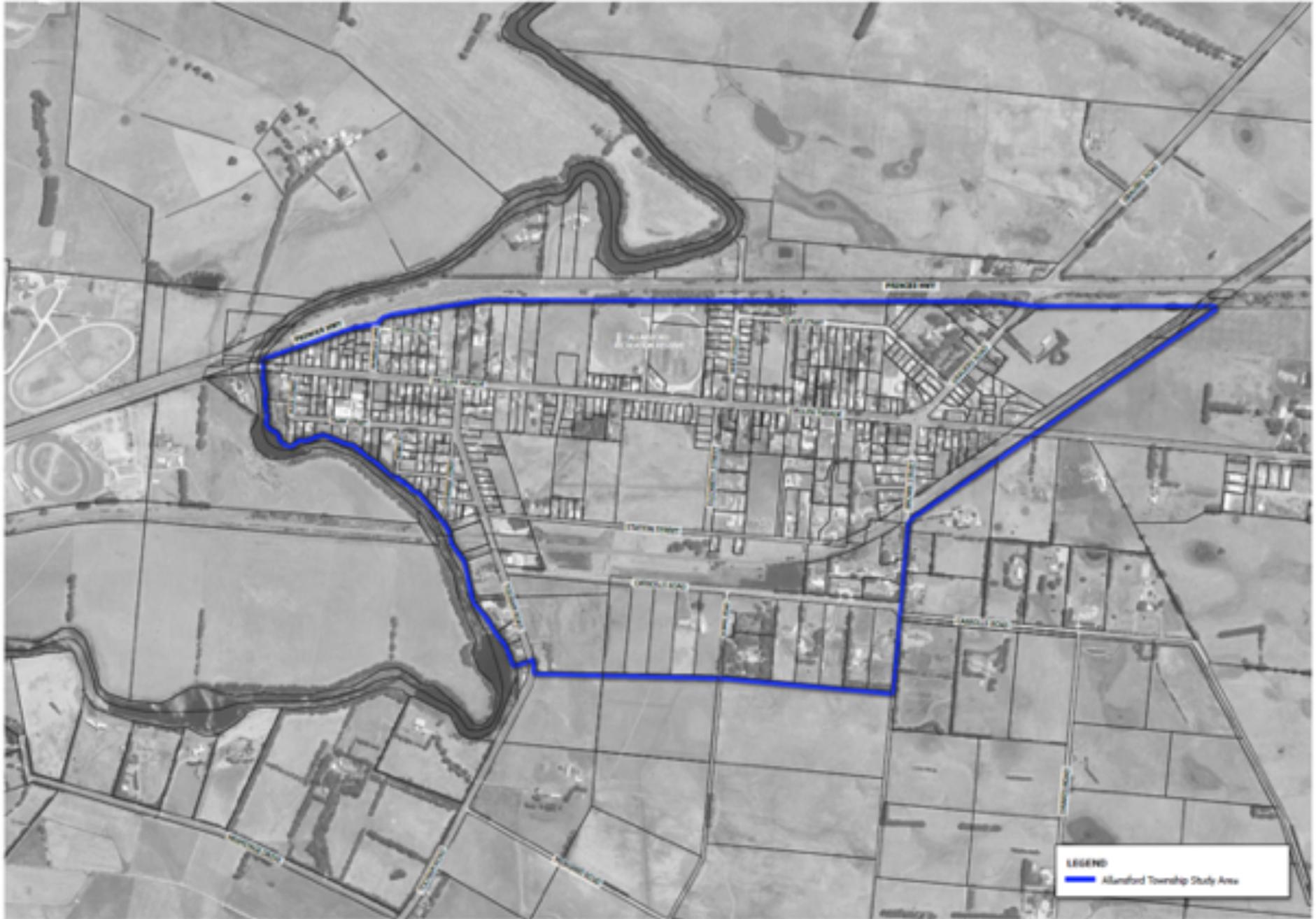
Study Area

The Strategic Framework Plan will apply to the town of Allansford (Refer to Map 1).

The study area emanates with the Allansford Settlement Boundary defined in the Strategic Framework Plan within the Warrnambool Planning Scheme. The purpose of the settlement boundary is to contain growth within existing urban zones and areas at the periphery and ensure that any future land use or development occur within the boundary.

The role and future use of land within the rural interface on the periphery of the study area boundary have also been considered.





Map 1 -Allansford Township Study Area

Project stages

Preparation of the Allansford Strategic Framework Plan has been undertaken in the following stages:

DISCOVER 1	RESEARCH 2	OPTIONS 3	EXAMINE 4	DRAFT 5	REFINE 6	APPROVE 7
Community Engagement 	Identify the study area attributes informed by research and prior feedback	Issues and Options Analysis Community engagement 	Consider land uses and land owner aspirations, informed by analysis and prior feedback	Draft Allansford Strategic Framework Plan Community Engagement 	Consider refinements informed by prior feedback	FINAL Allansford Strategic Framework Plan 
Summary of Feedback		Summary of Feedback		Summary of feedback		Council Adoption

Community and Stakeholder Contributions

Community consultation was undertaken in the first stage of the project to understand what the community values about Allansford and identify any issues and/or opportunities that should be considered in relation to the future growth and development of Allansford.

Through this community consultation process, the community identified several aspects which they value about Allansford, they include:

- The quiet, country village character and lifestyle, and heritage;
- Community spirit and willingness to support others;
- Affordability and cost of living;
- Diversity of lot sizes and housing development;
- Proximity to Warrnambool;
- Natural attributes - The Hopkins River, railway wetland;
- Facilities and services – Allansford Recreation Reserve, open spaces, Allansford & District Primary School, kindergarten, community hall, and recreational clubs.

Further community consultation was undertaken through a drop-in session where the strategic project team met with residents and community members to discuss future land use planning for Allansford.

Engagement was also conducted with various stakeholders and project partners to ascertain local understanding of potential constraints and opportunities, they include:

- Eastern Maar Aboriginal Corporation;
- Wannon Water (water & sewer authority);
- Department of Transport (VicRoads);
- Glenelg Hopkins Catchment Management Authority;
- Department of Environment Land Water and Planning;
- Allansford & District Primary School;
- Allansford Kindergarten;
- Basalt to Bay Landcare Group.

About Allansford

Allansford's proximity to Warrnambool, its liveability and housing price advantages continue to place it in an ideal position to attract new residents and investment.

The town is located at the gateway of the Great Ocean Road which attracts many tourists throughout the year who come to see one of the world's most scenic coastal drives.

The town adjoins the Hopkins River to the west, and its riparian corridor provides a central and binding feature to the geography of the area.

Allansford contains a breadth of history drawing on its origins as a pastoral settlement. A number of heritage buildings are located throughout the town and provide a tangible link to the town's past.

The country village feel, community spirit, and modest low scale-built form is valued by the community and attracts residents from surrounding areas to reside in this town.

Role of Allansford

Allansford's primary role has traditionally been a rural settlement, with a small permanent population serving the surrounding rural and dairy processing district.

While Allansford currently forms part of the Warrnambool LGA, it maintains its unique rural identity. The town offers a range of lifestyles and housing choice including urban and rural residential. Allansford has been identified in the Great South Coast Regional Growth Plan as a 'District Town' having capacity for 'medium' growth.

District towns provide goods and services to sub-regional catchments and providing alternative lifestyles to adjacent larger towns, specifically Warrnambool.

While Allansford is identified as having capacity for growth, this growth must balance such matters as, the sensitive Hopkins riverine environment, flooding, stormwater drainage constraints, and maintaining its rural setting, together with the limited local services and facilities.

Allansford will maintain its role as a district town, and its role will be enhanced through development of underutilised residential lots in proximity to key community services and open space. Maintaining the rural setting of the town as it grows will be integral in attracting new residents to add to the viability of Allansford.

Managed growth should increase economic activity in Allansford, with new household generally increasing the demand for goods and services in the local economy.

Allansford's role can be broadened and economic growth can be further enhanced by its strategic location at the gateway to the Great Ocean Road and proximity to Premier Speedway

Statistical Snapshot



Where is Allansford?

Allansford is located along the Warrnambool to Melbourne railway line just off the Princes Highway, approximately 5 kilometres east of Warrnambool.



Current Population

1,288 (includes surrounding rural district)
As at 2020 (forecast.id)



Area

138 Hectares



Rateable Properties

305



Map 2: Regional Context



Key Characteristics & Influences

There are a number of key issues, opportunities and constraints in Allansford that will influence the growth and vision of the township in the future. It is important to understand these elements and how they will assist in determining the key directions of the strategic framework plan. These elements are identified in the adjacent column and discussed further in this chapter.

-  Heritage
-  Natural Environment
-  Flooding & Water Quality
-  Bushfire
-  Town Boundaries
-  Town Interfaces & Surrounding Activities
-  Town Entries
-  Demographics & social Profile
-  Tourism
-  Town Facilities & Services
-  Settlement Pattern
-  Neighbourhood Character
-  Utility Services
-  Open Space
-  Pedestrian & Cycle mobility
-  Public Transport



Heritage Context

Aboriginal heritage

The Eastern Maar people are the traditional owners of the land on which the study area is situated and made use of the natural environment – The Hopkins River, grasslands and wetlands –for hunting and fishing.

There are known areas of Aboriginal cultural sensitivity throughout the study area and there is a need to protect and interpret aboriginal values. The river is of significant cultural heritage value and there is a high chance that items of cultural sensitivity will be found in the township section of the river.

The Eastern Maar have expressed that they would not have issue with the township having improved access to the river, however hard infrastructure in the river would be discouraged, unless it could be justified that there will be no damage to cultural heritage values.



Map 3: Areas of Cultural Heritage Sensitivity

European heritage

The earliest records of European settlement at Allansford date from 1839. At this time, a settlement, mainly to serve J.M Allan's pastoral enterprise, had emerged at a convenient fording place on the Hopkins River – hence the naming of Allan's Ford (soon standardised as Allansford) – and the township was formalised following a private subdivision in 1855.

The vibrant years of Allansford's development are reflected in the construction of many of the town's significant buildings between 1855 and 1880s. During this period, the town's school (1856), hotel (1856), post office (1860), and churches were built or established.

The Warrnambool Cheese and Butter Factory (located approximately 800 metres to the east of the town) was opened in 1888 and provided a key source of employment within Allansford.

Expansion of the town continued from 1890s into the early 1900s, aided by the opening of the railway line, providing improved market access for dairy products. A station was located in the centre of town, between Station Street and Carrols Road. The station was one of 35 closed to passengers in 1981 as part of the New Deal for Country Passengers.

The earliest record of a bridge over the Hopkins at Allansford was in 1853. The bridge marked the entrance to the town of Allansford from the western or Warrnambool side. As the township of Allansford grew from the mid-1850s pressure grew to improve the bridge. There have been at least two major building campaigns to improve the bridge, and an archaeological investigation might also reveal evidence of more. The current bridge was built in 1937 on foundations of the 1870s.

Today, a number of heritage buildings are dotted throughout the town and these are primarily managed through the Heritage Overlay. These buildings contribute to the character of the town and there is a need to protect and interpret these heritage values.



Allansford Hotel Motel, 1-3 Grosvenor Road Allansford



Timber house, 108 Ziegler Pde Allansford



Natural Environment

Allansford is located on the edge of the Warrnambool Plain with relatively flat topography. The local geology, productive soils and climate made the area popular for farming and grazing.

Due to the agricultural history of the study area, there is minimal native vegetation left around the township area as most of the land has been cleared. Some significant environmental assets such as the Hopkins River (and its riparian corridor) and a small wetland (located south of the railway line) include remnant indigenous vegetation.

The railway corridor contains the endangered Warrnambool Plain Swamp Scrub (next to 28 and 30 Tooram Road) as does the riparian zones of the Hopkins River. There is also a patch of the endangered Warrnambool Plain Damp Sands Herb-rich Woodland at 80 Tooram Road. These EVCs are endangered and representative of the vegetation that was in the area prior to European settlement, as such efforts should be made to protect and enhance these areas

The Hopkins River adjoins the western boundary of the town, meeting the ocean approximately 7.5 kilometres to the south west. The river supports important flora and fauna species such as the Growling Grass Frog and is recognised as a significant ecological resource within the context of the surrounding landscape.

Increasing public access to the Hopkins River was identified as a major priority for the community.

Land title rights currently limit access to the river. There are informal access points currently available at Agnes Street and Catherine Street and potential access points exist at the railway bridge and at the former Princes Highway Bridge.

The wetland is approximately 4 hectares in area and is currently located on land owned by VicTrack. Very little is known about this wetland. It was essentially uncovered by Basalt to Bay during the course of weed control. The wetland is likely to have high environmental values, with recent sightings of the Latham Snipe (migratory bird).

The wetland is now recognised as a key landscape feature and provides the opportunity

for revegetation and education purposes. There are minimal opportunities to view the surrounding rural landscape from within the township, though there are some rural views from the outskirts of town.

As part of the strategic framework plan, environmental values and rural landscape/views will need to be respected in planning for any future development to ensure that habitat, natural beauty and amenity are well protected.



Hopkins River Environs



Wetland, Carrols Road, Allansford



Flooding & Water Quality

Allansford is within the Hopkins River Catchment, which forms part of the broader Glenelg Hopkins Region. The total Hopkins River Catchment is in the order of 8700km².

Flooding occurs regularly in Warrnambool, with the three main sources of flooding being Russells Creek, Merri River and Hopkins River.

Up until the 2010/11 floods there was minimal flood information available for the Hopkins River system. Flows within the city are generally contained within the narrow floodplains, with some effluent streams diverging from the river through low-lying agricultural land.

Drainage is recognised as a significant issue for existing residential areas and key constraint to growth and development in Allansford. Allansford has known issues with its stormwater system and likewise the interaction between stormwater and riverine flooding. The Tooram Road outfall is a known location for river flood to exacerbate flooding by surcharging the stormwater system.

Whilst planning controls can be put in place to benefit future development, there remains a residual flood risk that requires response planning by both agencies and individuals.

As part of Council's stakeholder consultations, the Glenelg Hopkins CMA have indicated that the waterway corridor should be revegetated with native vegetation, where practical.

As part of the strategic framework plan, stormwater run-off will also need to be appropriately managed to improve the health of the waterway. It will be important to incorporate water sensitive urban design as part of future subdivision of the key redevelopment sites.



Allansford Township 19 January 2011



Hopkins River, Allansford 19 January 2011



Tooram Road drainage outlet Allansford



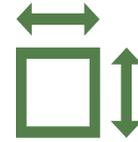
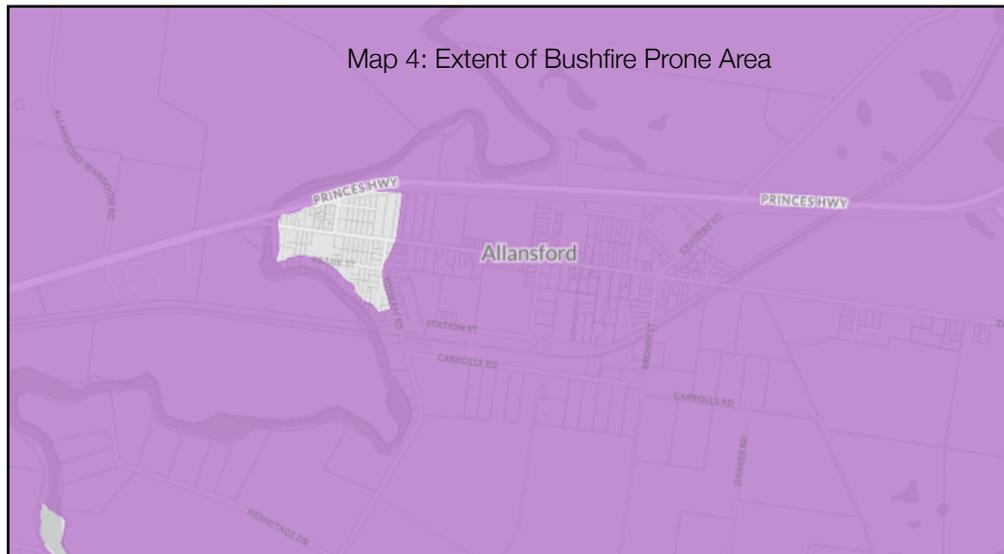
The town is not affected by the Bushfire Management Overlay.

Most of the town is located within a Bushfire Prone Area, as shown in Figure 4 below.

Bushfire Prone Areas are areas that are subject to or likely to be subject to bushfires. The Minister for Planning has determined that specific areas are designated Bushfire Prone Areas for the purposes of the building control system – specific bushfire construction standards apply in designated bushfire prone areas in Victoria, which are aimed at improving bushfire protection for residential buildings.

The study area is in a low bushfire risk landscape. In the directions from which a bushfire threat typically arises (north, northwest or southwest) the landscape is generally pastoral. The topography on and around the study area is benign, with no significant changes in elevation or slopes that would significantly exacerbate the bushfire attack.

As there are no existing municipal Bushfire Shelters located within Allansford, residents are encouraged to have their own Emergency Bushfire Management Plan.



Town Boundaries

Allansford has a strong rural setting and there are clear edges to the town and delineation between urban and rural land that is formed by the Hopkins River, Princes Highway, and railway line.

The River is a strong visual and physical barrier; the Princes Highway is less strong, having some breaks which interrupt the strong sense of enclosure in this direction. The railway line is a strong physical boundary but has only limited visual expression.

The settlement boundary for Allansford reflects these town boundaries, which were first identified in the Moyne Warrnambool Rural Housing and Settlement Strategy (2010) and has not changed since being set in the planning scheme in 2016. Most people believe the township does not need to expand outside the existing settlement boundary.





Town Interfaces & Surrounding Activities

Allansford is set within a broader open rural/agricultural landscape, which is used for a variety of agricultural activities. Other major land uses/development in vicinity to the town include, Premier Speedway, Warrnambool Cheese and Butter, Allansford Industrial Estate and a quarry.

These surrounding land uses have implications on the existing township and will need to be a consideration of future development of Allansford.

Truck movements from the quarry require the upgrade of several unsealed roads that run through Allansford, however this is made difficult by the wastewater asset that extends from the Warrnambool Cheese and Butter plant through the town.

A major increase in car parking and pedestrian movement during speedway events also puts strain on existing vehicle and pedestrian infrastructure.

Rural industry surrounding Allansford will also impact on opportunities for future development. To the east of the town is an operational dairy. Any adjoining lot would need to be designed with an appropriate interface to this adjoining agricultural land if it is to be developed for residential purposes in the future.



Town Entries

There are four entries into Allansford, two from Princes Highway, one from Tooram Road in the south and from Factory Road (Ziegler Parade) in the east.

The town entries are not well signified. There is strong community support to signify the entries with a significant urban design element, a town symbol which distinguishes the entry and proclaims its function as an introduction to Allansford.

Opportunities exist to reinforce the visual impact of the town symbol by the planting of trees along the streets into town beyond the symbol.



Tourism

The proximity of Allansford to the Great Ocean Road and Premier Speedway has the potential to broaden the future role and improvements of the town.

Great Ocean Road

Allansford is strategically located at the western gateway to the Great Ocean Road and provides an important tourist road link to/from Warrnambool (including the Logan's Beach whale -watching platform) for Australian and international visitors.

The Great Ocean Road stretches 243 kilometers from Torquay to Allansford and is considered a significant tourist attraction. Built by returned soldiers between 1919 and 1932, much of the road hugs the coastline, providing visibility of Bass Strait and the Southern Ocean. It provides access to several prominent landmarks, including the Twelve Apostles.

Recent significant government investment to improve the Twelve Apostle precinct and implementation of the Shipwreck Coast Master Plan, is estimated to increase the number of visitors to the Warrnambool sub-region from 1,275,000 (2019) to 1,889,000 (2030). (Visitor and accommodation forecast, DELWP)

There is an opportunity to capitalise on and strengthen Allansford's strategic position at the western gateway to the Great Ocean Road. At present, there is limited tourist infrastructure established in terms of signage, trails, shelters, and picnic areas.



Premier Speedway

The Grand Annual Sprint car Classic and the Australian Sprint car Championship held at Allansford's Premier Speedway provide an economic boon for the region.

The events at Premier Speedway bring international competitors and led to the establishment of sister city relationship with the city of Knoxville, Iowa in the United States, which hosts the Knoxville Nationals Sprint car even each year in August.

Over the various competitions about 50,000 visitors go through the gates. The benefits of the visitors to region flow on to motels, holiday parks, restaurants and other local services.

Community consultation confirmed that residents in Allansford are proud of the Premier Speedway and would like to see a greater synergy between the speedway and the town. This could be in the form of improved pedestrian access, between the speedway and Allansford.





Demographics and Social Profile

Demographic forecasts provide guidance on expected population numbers and community profiles and are used to form the basis for infrastructure provision and catchment planning.

Population

According to the 2016, Allansford and the surrounding district had a population 1,521. This represents 4.5% of the total number of people counted in Warrnambool (ABS QuickStats 2016).

This amounts to a population increase of 8% since the 2011 Census (ABS QuickStats 2016).

Age structure

Census data provides information on the demographics of the town, including age distribution.

In 2016, approximately 28 per cent of the population of Allansford was in the 0 to 19 age groups, a figure higher than that for the same age cohort in Warrnambool, which has approximately 25 per cent of its population in that age bracket (ABS QuickStats 2016).

The next most significant age group in Allansford were those aged between 30-59 age group, which comprised 43 per cent of the population (ABS QuickStats 2016).

The median age for Allansford is 39 years of age, which compares to a median age of 40 for Warrnambool (ABS QuickStats 2016).

These statistics support the view Allansford is an attractive location for families and demonstrate the need to provide facilities and services for the town's youth.

Dwellings and Household size

The 2016 Census revealed that there were 531 private dwellings in Allansford, of which

493 were occupied, 38 were unoccupied. There were 483 dwellings in the town in 2011, thus there has been an increase of 48 dwellings in the period between 2011 and 2016. The annual net change was approximately 10 dwellings, or a 2 per cent increase (per annum) since 2011 (ABS QuickStats 2011 & 2016).

Of the Occupied Private Dwellings within Allansford in 2016, 36.5 per cent were recorded as being fully owned and 43 per cent being purchased (mortgaged). The remainder of the occupied housing stock in the town was predominately private rented 17 per cent. This data indicates that some rental housing is available in Allansford (ABS QuickStats 2016).

In addition, the Census data demonstrates that housing diversity is limited in the town, as there is a high proportion (88%) of separate detached housing and low proportion of medium density dwellings, where medium density refers to semi-detached, row or terrace houses, flat unit or apartments or other medium density dwellings (ABS QuickStats 2016).

According to the 2016 Census, the average household size in Allansford is 2.7 persons, slightly higher to the average household size of 2.4 persons in Warrnambool (ABS QuickStats 2016).

In addition, the Census recorded that 20 per cent of Allansford's population resided in sole person households, which is lower than the figure for sole person households in Warrnambool, which is 30 per cent (ABS QuickStats 2016).

The proportion of two person household was 32 per cent, where as the figure for Warrnambool was 35 per cent. Approximately 50 per cent of the households in Allansford comprises three or more persons, compared to 35 percent for Warrnambool (Towns in Time 2016, DELWP).

Of the families in Allansford, 46.6 per cent were families with children, 42.0 per cent were couple families without children, and 11.4 per cent were one parent families.

These statistics reveal that Allansford is popular with couples and families, and there is a reasonable proportion of home ownership (Towns in Time 2016, DELWP).

Labour Force and Income

The Australian Bureau of Statistics identifies the "labour force" as consisting of persons aged 15 years and over, who are employed, or those without a job and are actively seeking work. According to the Bureau, persons not in the labour force include people below the age specified for measuring the economically active population (15 years) and older people who have retired from the workforce.

In 2016, the Labour Force Participation Rate of the Allansford population was 75 per cent, which was above the participation rate of 64.6 per cent for Warrnambool. Allansford's unemployment rate of 3 per cent is lower when compared to 5.5 per cent for Warrnambool (Towns in Time).

There were 795 people who reported being in the labour force in the week before the Census night in Allansford. Of these 54.3 per cent were employed full time, 33.1 per cent were employed part time and 3.5 per cent were unemployed (ABS).

A review of the industry categories for employed residents of Allansford reveals that in 2016, the most prominent category was Health Care and Social Assistance followed by the Manufacturing and Retail Trade categories. Two other significant employment categories were Agriculture and Construction (Towns in Time 2016, DELWP).

In 2016, the median weekly personal income of residents of Allansford was \$671, compared with \$618 in Warrnambool. The median weekly household income was \$1,478, compared with \$1,182 in Warrnambool and the median family income was \$1,732, compared with \$1,503 in Warrnambool.

Journey to work

ABS Statistics for 2016 demonstrate that the private car is the dominant mode of transport for those residents in Allansford who must travel to work. The private car is used by 73 per cent of employed persons in Allansford, who travel to work, either as driver or passenger (ABS QuickStats 2016).

It could be concluded from these statistics, that the majority of Allansford residents who are in the workforce, are employed outside the town and that they are reliant upon private vehicles to travel to work.

Socio-Economic Index

Socio-Economic Indexes for Areas (SEIFA) is produced by the ABS, which ranks areas in Australia according to relative socio-economic advantage and disadvantage. The indexes are based on information collected in the five-yearly Census and consider variables relating to income, education, occupation, employment, occupation and housing.

That is, the ABS broadly defines relative socioeconomic advantage and disadvantage in terms of people's access to material and social resources, and their ability to participate in society.

Across Australia's local government areas, SEIFA scores range from 188 (most disadvantaged) to 1,186 (least disadvantaged). The Australian average of SEIFA is set at 1,000. This data rates the collective socio-economic characteristics of the people living in Allansford as being above the national average, with a SEIFA score of 1000. The rating for Allansford was 1,022 in 2015.

The Australian Early Development Index 2015 (AEDI) measures childhood development across five domains: physical health and wellbeing, social competence, emotional maturity, language and cognitive skills, and communication skills and general knowledge.

A comparison of AEDI between Allansford, Warrnambool, Victoria and Australia is shown below:



Our Children · Our Communities · Our Future

Table: Percentage of children developmentally vulnerable in 2015

Geography	Physical	Social	Emotional	Language	Communication	Vuln 1	Vuln 2	SEIFA score (‡)
Australia	9.7	9.9	8.4	6.5	8.5	22.0	11.1	N/A
VIC	7.9	8.7	8.0	6.3	7.6	19.9	9.9	N/A
Warrnambool	10.1	7.5	5.4	6.1	4.5	18.5	8.0	N/A

Geography	Physical	Social	Emotional	Language	Communication	Vuln 1	Vuln 2	SEIFA score (‡)
Allansford	5.3	0.0	0.0	0.0	0.0	5.3	0.0	1,021

Population forecast 2036

The forecast population of Allansford between 2016 and 2036 is 211 additional persons. This population forecast has been prepared by forecast.id.

Future Dwelling Needs

The total number of dwellings in Allansford was 489 in 2016.

Over the 20-year forecast period between 2016 and 2036, it is projected by forecast.id that there will be an additional 98 dwellings in Allansford. Separate house dwellings are projected to contribute the largest of all the dwelling structure types.

Cost of Housing and Land

The community consultation identified that the affordability of housing in Allansford was a positive.

When compared to the median house price in Warrnambool (city) of \$360,000, the median house price in Allansford is slightly lower at \$322,500. While this is not a substantial difference, this might be an indication of the larger lot sizes in Allansford compared with Warrnambool City.



Town Facilities and Services

The local services and facilities provided within a town are central to bringing people together and engendering a sense of community.

The major intersection in Allansford occurs at the junction of Ziegler Parade, Grauers Road and Brown Street. The commercial functions of the town generally take place at this point, it is effectively the town centre of Allansford. Some of the commercial businesses that operate in this location include the Milk Bar, Post office, Hairdresser and Hotel/Pub.

Limited retail was seen as a major issue for the community. Therefore, a key challenge for Allansford is how to attract new investment and support commercial growth.

The Allansford Recreation Reserve provides a significant focal point along Ziegler Parade and is capable of hosting a wide variety of sports, including football, cricket, and netball, and community groups and social activities. It is highly valued by the community and it is seen a desirable to strengthen and enhance its role in the community.

The Allansford Kindergarten and childcare centre also adjoins the recreation reserve. These services are run by Council.

The Allansford District Primary School is also located along Ziegler Parade and is accessible to residents of Allansford and on a regional-wide basis. Consultation has determined that the school has appropriate capacity to accommodate existing and future demand.

Other local community services and facilities include a fire station, community hall and churches.



Allansford Store



Allansford Community Hall



Allansford and District Primary School



Settlement Pattern

The settlement pattern of Allansford generally resembles a dumbbell with conventional density residential development to the east and west of the town – with Ziegler Parade providing the main thoroughfare between these nodes.

There is a significant separation between the two areas, however, the Allansford Recreation Reserve acts as the heart of the town, helping to encourage development occur between them.

The strategic framework plan should continue this pattern of development by suggesting that residential development should radiate outwards from the eastern and western nodes towards the centre. Any pressure for higher density residential development should be centred around the nodes.



Residential Character

What is neighbourhood character?

Neighbourhood character is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure contributes, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character (DELWP Practice Note).

Neighbourhood character in Allansford

There are two distinct neighbourhood character precincts in Allansford.

- 1) Land to the north of the railway line – in the Township Zone and Low Density Residential Zone; and
- 2) land to south of the railway line in the Rural Living Zone and Low Density Residential Zone.

Character Area 1: Traditional residential development predominately comprising houses on conventional to low-density sized lots, with a low number of two storey houses. A variety of housing styles, with older and newer houses in the same area. The layout of the town is generally based on a traditional grid pattern. Wide streets constructed to non-urban standards in many areas beyond Ziegler Parade, specifically sealed roads with gravel or grassed shoulders i.e., without kerb and channel. There are some open views to the rural hinterland. Use of open style fence design. Generous setbacks to dwellings in parts of the town. Limited medium density development.

Character Area 2 is essentially semi-rural in natural and provides a transition from the farming properties to the south. The area is characterised by large lots occupied by a single dwelling, or which is currently vacant. The semi-sealed road treatment contributes to the semi-rural feel of the area.



Utility Services

Allansford has a range of utility infrastructure in the township including: electricity, water, sewerage (except the most low density areas are still reliant on septic systems that may be a constraint to development), telecommunications, constructed roads, and stormwater and drainage services (to most buildings).

There is mains water installed along public roads within the study area. The sewer has also been constructed within the residential areas of the settlement, primarily around the two nodes at either end of Ziegler Parade. Large areas remain un-serviced, particularly central to the study area and west of the recreation reserve.

Consultation with Wannan Water found that the sewer pump station is big enough to handle future capacity, and the current water system is sufficient to service an additional 150 lots.

The area has access to normal telecommunication infrastructure. Allansford has 'National Broadband Network' (NBN) connection currently available.

LDEng have suggested an Integrated Water Strategy for the township, which initiatives including but not limited to, passive irrigation/street tree program along Ziegler Parade, and stormwater harvesting and re-use system which could involve irrigation of the Allansford Recreation Reserve or Primary School.



Open Space

Allansford's open spaces are important community assets which are highly valued by local residents.

The Allansford Recreation Reserve is a major open space that provides for a range of different sporting and recreation pursuits. Other key locations include Shrader Park located between Toora Road, Catherine Street and Maria Street. This park features a small playground and basketball hoop.

At present, the management of the recreation reserve is co-ordinated by a committee of management.

The school playground also provides informal play access out of school hours, though there is no formal shared community use agreement in place.

There is also an open grass area associated with the Allansford Hall on Ziegler Parade that could be used as open space as demand increases in the future.

At present, current provision of open space per population is sufficient for current needs, however many properties, particularly in the east side of town, are beyond 400m walking distance from open space as shown on Map 5.



Map 5: Open space provision (Residential properties within 400m (5 min walk) of existing public open space via road/footpath network)

Connectivity and off-road trails

The Warrnambool Open Space Strategy identified a deficiency in open space connectivity in Allansford. This can be improved by better footpath connections between open spaces and with residential areas, and investigation of the potential to develop an off-road trail on VicTrack land south of the railway line in association with wetland areas for amenity.

Open space and recreation diversity

The Allansford Recreation Reserve provides a municipal-level sporting open space, and along with the local open space at Shrader Park provides some open space diversity. This could be improved by the addition of an off-road trail, improved access to natural areas on the Hopkins River and Victrack Land, and provision of local parks in new development areas, particularly those outside 400m walking catchments.

Additionally, the community did identify that the play equipment at the Recreation Reserve was very basic and only catered for very young children. There is a need within the town for open space suitable to older children and teenagers, such as the informal swimming hole in the Hopkins River just south of the town which is very popular with

the town's youth. There may also be opportunities for additional recreation uses on Victrack land to the north of the railway line off Station Street.

Additional opportunities for open space adjoining the Hopkins River should also be explored, as improved access to the river was supported in the community consultation. Existing river accesses, such as the access point at the end of Catherine Street, should be improved.



Pedestrian and Cycle mobility

The pedestrian and cycle environment in Allansford are dominated by vehicles and truck movements. Specifically, a key challenge identified by the community was facilitating safe pedestrian and cycle movement throughout the town.

Key areas for pedestrian movement within Allansford include Ziegler Parade from the primary school to the junction of Ziegler Parade, Grauers Road and Brown Street. Other key streets to consider for future pedestrian upgrades include Frank Street, Carrolls Road and Brown Street. This will make it easier for residents to use active transport (walking, cycling etc) within the town, particularly between key destinations such as a school, recreation reserve and the shops.

There are many opportunities to improve the amenity and safety of the pedestrians as well as accommodate for other modes of active transport such as bicycles and scooters. A variety of improvements were noted by the community as follows:

- An off-road cycle path to Warrnambool
- A pedestrian loop in the town for exercise
- A walking path along Station Street to avoid pedestrian conflict with heavy vehicle traffic on Carrolls Road
- Footpath and pedestrian crossing upgrades in key locations in town

Any shared pathway system through Allansford should be associated with the Hopkins River.

The Sustainable Transport Strategy identifies the need for a share path linking Allansford to Warrnambool, which is to be located along the railway corridor, as well as identifying upgrades to pedestrian crossings and footpaths.

It is noted that across the municipality, there is a significant demand for the construction or upgrading of footpaths and these works are subject to resourcing and Council identified priorities.



Ziegler Parade, Allansford



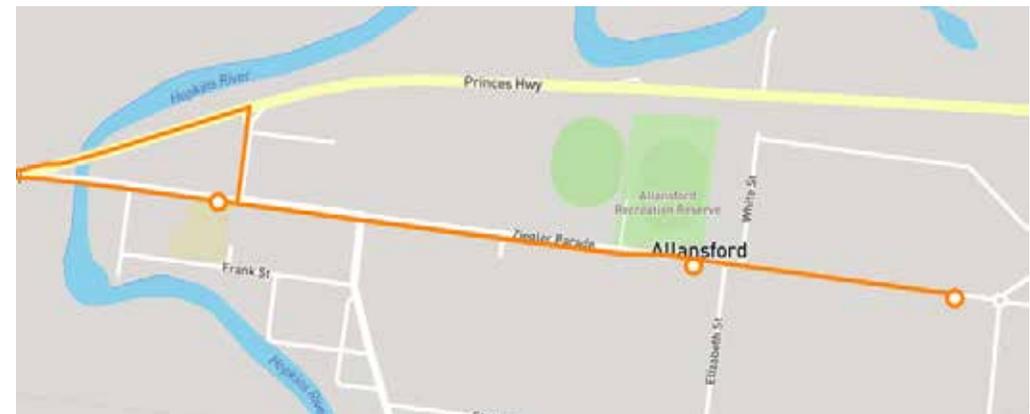
Public Transport

There are limited public transport services linking Allansford to Warrnambool, and within the town itself.

The town is currently serviced by public bus network (route 9) which runs along Ziegler Parade, providing morning and afternoon services to and from Warrnambool. There are three bus stops within Allansford, with shelters at the Elizabeth St and Primary School stops.

There is a desire in the community for more frequent bus services.

Provision of additional bus services will remain problematic with small population although there is strong community support for additional services.



Map 6:Public Transport - Route 9 Bus within Allansford (PTV)

Influences

Population growth in Allansford will be modest during the period to 2036

Employment categories and journey to work data indicates that the majority of Allansford residents who are in the workforce, are employed outside the town.

Allansford is an area of neutral socio-economic disadvantage

The residents of the town rely almost entirely on private cars for transport

There is a need for the provision of a greater range of housing choices

Heritage buildings make a significant contribution to the character of Allansford.

The need to encourage water sensitive urban design.

Safe movement and access in the town, with the provision of additional footpaths, cycle paths, and pedestrian crossing points.

Strategic location as the western gateway to the Great Ocean Road and proximity to Premier Speedway

Policy Context

Planning Policy Framework

Clause 11: Settlement

Clause 11 states that “planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure”. The importance of planning for existing communities is highlighted, to ensure sufficient supply of urban land for a range of uses. Clause 11.02-1S requires planning to consider opportunities for consolidation and intensification of existing urban areas, including service limitations and the costs of providing infrastructure.

Clause 12: Environmental and Landscape Values

Clause 12 emphasises the importance of the protection and maintenance of sensitive environments. Biodiversity values, native vegetation and significant landscape values are aspects which are to be retained and enhanced through effective land use planning.

Clause 13: Environmental Risks and Amenity

Planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social wellbeing of society.

Clause 14: Natural Resource Management

Planning is to assist in the conservation and wise use of natural resources including energy, water, and land to support both environmental quality and sustainable development.

Clause 15: Built Environment and Heritage

Clause 15 emphasises the requirement for new urban environment to be safe and functional with a sense of place and cultural identity. Neighbourhoods created should protect the cultural identity of the wider area. Sustainability principles and innovative design should be evident in a neighbourhood structure, which reduces greenhouse gas emissions.

Clause 16: Housing

Urban environments should be planned to provide for housing diversity, affordability and long-term sustainability, including walkability to services, public transport, schools and open space.

Clause 17: Economic development

Planning is to contribute to the economic well-being of communities by supporting and fostering economic growth and development by providing land, facilitating decisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential.

Clause 17.04.1R: Tourism - Great South Coast

Planning it to provide flexibility and opportunities for diverse range of tourism development, including an increase supply of appropriate accommodation and tourism infrastructure.

Clause 18: Transport

Planning should provide an integrated and sustainable transport that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

Clause 19: Infrastructure

Social and physical infrastructure should be provided in a way that is efficient, equitable, accessible and timely.

Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support facilities.

Local Planning Policy Framework

Clause 21.01-4: Strategic Directions

The Warrnambool Strategic Framework Plan identifies the Urban Settlement Boundary for the Allansford township, which is consistent with the Study Area.

Clause 21.02-1: Activity Centres

Council has a very clear strategic direction to provide an integrated network of activity centres supported by a clear retail and activity centre hierarchy.

This clause supports the provision of convenience centres at Allansford, providing daily goods and services.

Clause 21.02-2: Urban Growth

Council is committed to providing access to a diverse range of housing options. This clause encourages further residential development being explored within established urban areas, and consolidated within settlement boundaries.

The clause also supports the need to ensure that rural living and low density residential development are environmentally sustainable, by limiting this type of development to existing zoned land within Bushfield, Woodford and Allansford.

Clause 21.02-2 also identifies the need to undertake future strategic work to prepare a Strategic Framework Plan for Allansford.

Clause 21.03-1: Biodiversity

Clause 21.03-1 emphasises the significance of the Hopkins River in providing important habitat for many listed species of flora and fauna. The clause also recognises the importance of managing urban and rural pressures on waterways, to protect and enhance sensitive ecosystems.

Clause 21.03-4: Significant environments and landscapes

This clause discusses the important role the Hopkins River plays in providing a range of social, recreational and economic values, reiterates the importance of managing urban impacts, and the need to protect and restore indigenous vegetation within the riverine environment.

Clause 21.04: Environmental Risks

Clause 21.04-4 discusses the need to ensure adequate separation distances are provided between incompatible land uses. Premier Speedway, located to the west of the Allansford township, is recognised as an important regional asset that needs to be protected from residential encroachment.

Clause 21.05: Natural Resource Management

The need to protect the Hopkins River as a significant environmental resource is emphasised at Clause 21.05-2. The river is recognised also for its spiritual and cultural significance.

Clause 21.06: Built Environment and Heritage

Clause 21.06-2 emphasises Council's commitment to ecologically sustainable development principles especially in relation to water conservation, the minimisation of greenhouse gas emissions, protection of biodiversity assets and the protection of natural coastal resources.

There are a number of individually listed heritage buildings within the Allansford township. Clause 21.06-3 discusses the importance of conserving and enhancing places of heritage significance.

Clause 21.06-3 also acknowledges the importance of indigenous cultural heritage to the area, particularly the significance of sites along the Hopkins River valley.

Clause 21.07-1: Residential Development

This clause reiterates the importance of exploring further residential development within established urban area, and places particular emphasis on more intensive development within close proximity to open space, activity centres and along public transport routes.

Clause 21.10-3: Development Infrastructure

Clause 21.10-3 acknowledges that drainage impediments in Allansford will have an impact on development and requires that any further growth within the Allansford township considers the availability of stormwater drainage infrastructure.

Zones

The planning zones in Allansford are shown in Map 7 below.

The planning scheme controls that apply to Allansford have not been substantially reviewed since the introduction of the Warrnambool Planning Scheme in 1999, other than the introduction of heritage controls and correction of zone anomalies.

Land within the study area is predominately residential in use and comprises a mix of zones including the Township Zone, Low Density Zone and Rural Living Zone. The Allansford Primary School and railway corridor is in the Public Use Zone, while the Allansford Recreation Reserve and other open space areas are in the Public Park and Recreation Zone.

Commercial uses also exist in the Township Zone, though there is no designated Commercial Zoned land.

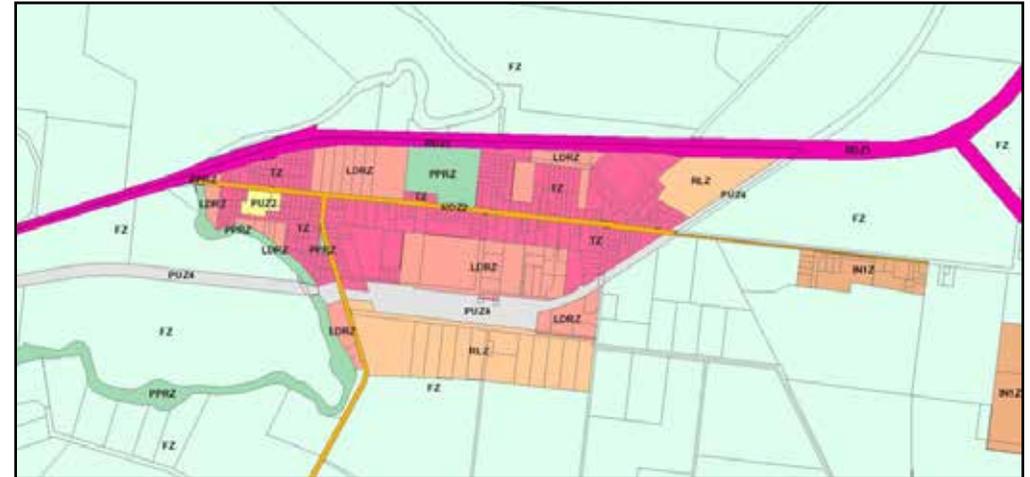
The Hopkins River and riparian environment is covered by the Environmental Significance Overlay due to much of the area being identified of high environmental significance.

The hinterland around Allansford is predominately in the Farming Zone which is reflective of the use of the land for agricultural purposes.

Other zones in proximity to Allansford include the Industrial Zone, which applies to the Allansford industrial estate.

It should also be noted that while the Premier Speedway is located within the Farming Zone, this area is affected by the Specific Controls Overlay (SCO4) and Design and Development Overlay (DDO3), which relate specifically to the use of the land for the Speedway.

The Princes Highway is a Road Zone, Category 1, while Ziegler Parade and Tooram Road are both Road Zone, Category 2. The railway corridor is in a Public Use Zone (PUZ4).



Map 7: Zone Map (VicPlan 2020)

Great South Coast Regional Growth Plan 2014

The Great South Coast Regional Growth Plan (Growth Plan) supports economic and population growth, building on regional strengths and opportunities.

The Plan provides a regional land use framework, which identifies Allansford as a 'District Town' having capacity for medium growth.

According to the Plan, 'District Towns' perform an important role by providing goods and services to sub-regional catchments and providing alternative lifestyles to adjacent larger towns. It identifies that some 'District Towns' face pressures for growth, such as Allansford, while many need to adapt to an ageing and declining population.

Future directions for 'District Towns' outlined in the Plan area:

- Recognise and support the role of district towns in providing a range of middle order health, education, retail, municipal and emergency services.
- Provide for residential growth through infill development and strategically identified growth areas.
- Provide additional industrial land to facilitate employment, where required.
- Maintain, enhance and promote valued character and environments.
- Improve connections to adjacent district towns and Warrnambool, Hamilton and Portland.
- Facilitate investment, development and attract more people, including through the provision of supporting infrastructure
- Encourage development that may help to retain younger people.
- Provide flexibility and opportunities for a diverse range of tourism development, including an increase in the supply of appropriate accommodation and tourism infrastructure.
- Support the development and implementation of tourism strategies that identify attractions and opportunities for the region, including its environment and heritage assets and its large and small towns.

Medium growth is expected for Allansford, guided by the following land use policies, strategies and actions:

- Support the growth of the SunGold Stadium Speedway to foster employment opportunities
- Encourage higher densities around the east and west nodes of Allansford
- Encourage urban growth to expand into the existing Low Density Residential Zones by progressively rezoning land to Township Zone in Allansford

Moyne Warrnambool Rural Housing and Settlement Strategy 2010

The purpose of this strategy was to provide a land use framework to guide the future management of housing and settlement throughout the rural areas of the Moyne Shire and the City of Warrnambool.

The strategy is a reference document in the Warrnambool Planning Scheme.

The Strategy identified the recommended future role (hierarchy) of settlements and specified the recommended relative capacity of settlements to accommodate growth.

Allansford was identified in the Strategy as a 'Town' having moderate growth capacity and being strongly positioned to accommodate growth.

The Strategy informed the settlement boundary of Allansford, as well as indicating areas that could be rezoned from Rural Living Zone or Low Density Residential Zone to Township Zone, subject to addressing flood constraints.

Other findings of the Strategy, in relation to Allansford, include:

- Significant opportunities for infill and more intense development within the established urban and zoned areas particularly on land zoned Low Density Residential.
- Limestone geology of the area renders significant areas of land seemingly suitable for growth unsuitable for development, particularly to the south and east of the town.
- The lack of drainage infrastructure servicing.

Warrnambool Open Space Strategy (2014)

The Open Space Strategy considers the entire open space network for Warrnambool. It directs the open space planning and management in Warrnambool till 2016.

Relevant findings of the strategy include:

- Open Space provision in Allansford is currently adequate given current population
- Connectivity between open space areas is poor.
- Limited public access to the Hopkins River, other than railway land.

Key recommendations of the strategy include:

- Investigate opportunities to improve access to the Hopkins River
- Consider the potential role of VicTrack land as open space with an environmental and connectivity role
- Continue to implement the Allansford Recreation Reserve Master Plan

Allansford Recreation Reserve Master Plan 2009

The Allansford Recreation Reserve Master Plan prepared in 2009 provides clear direction regarding the long-term infrastructure development at the Reserve as well as recommendations regarding appropriate future management arrangements and initiatives for the Reserve. Implementation of the plan has been occurring incrementally over the past 10 years.

Implications for the strategic framework plan are:

- Improve facilities and infrastructure to cater for all age groups in the community
- Improve pedestrian circulation and avoid conflicts with vehicle access
- Investigate options to develop permanent street style skate facilities in the long term

The Warrnambool Floodplain Management Plan 2018-2023

The Warrnambool Floodplain Management Plan was undertaken to investigate existing flooding conditions, examine measures to reduce any risk, and offer direction in resolving current issues and strategic guidance for future development across the municipality.

Interactions between all sources of flooding must be considered, as far as is practicable, in flood estimation and management. The plan identifies that Allansford has known issues with its stormwater system and likewise the interaction between stormwater and riverine flooding. There are situations where a river flood can exacerbate flooding by surcharging stormwater systems. The Tooram Road outfall is a known location for this to occur. Whilst there has not been a detailed flood or drainage investigation in Allansford – experience with flooding in the Tooram Lane has demonstrated that a backflow prevention device would provide a benefit to upstream properties. This benefit could be quantified through any future flood/drainage investigation.

The plan defines a set of actions which relate to Allansford, they are as follows:

- Install a backflow prevention for Tooram Lane outfall
- Undertake Allansford flood investigation

Part B

The Strategic Framework Plan

The Vision for Allansford

The Strategic Framework Plan needs a long-term vision to guide its direction and implementation over the next 15 years.

From the feedback and dialogue with the Allansford community, stakeholders and partners, a vision has been prepared. This vision aims to encapsulate the key themes that emerged through consultation with the community.

The strategic framework plan addresses each of these themes and provides objectives and strategies for how they will be achieved, shown on the following pages.

Vision

Allansford will be a family oriented, vibrant, and inclusive rural township, contained within well-defined boundaries and functioning as a separate satellite settlement to Warrnambool with its own character which is positively influenced by its location along the Hopkins River and as the western gateway of the Great Ocean Road. The township will be well connected through a network of active and vehicle transport options that link key destinations, such as the primary school, recreation reserve and retail services.

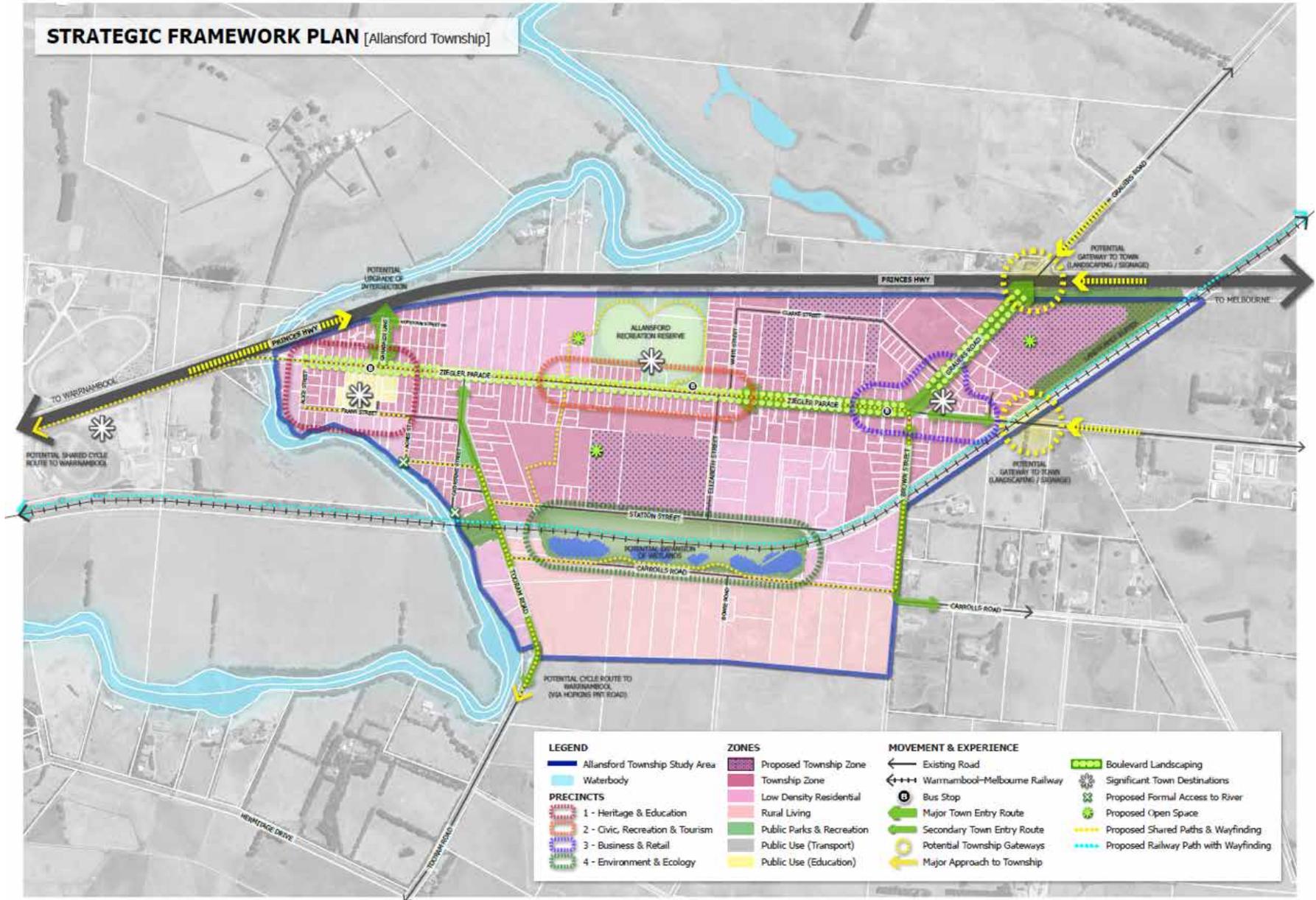
The Strategic Framework Plan establishes planning objectives and strategies consistent with achieving this vision.

Objectives and Strategies

The strategic framework plan identifies objectives and strategies to the key planning themes:

- Land Use and Heritage,
- Movement,
- Infrastructure Services, and
- Open Space and Environment





Theme 1: Land Use and Heritage

Objectives

- Maintain Allansford's country atmosphere while providing for managed growth of the township to meet the demand for new housing.
- Maintain the settlement boundary, which is assessed as capable of accommodating medium growth over the life of the strategic framework plan.
- Encourage development of vacant or underused land within the settlement boundary.
- Increase the range of housing options to cater for longer term needs of all members of the Allansford community.
- Provide opportunities for local economic development.
- To enhance the recreation reserve as the 'heart' of the town by encouraging limited retail in this location.
- Ensure that there is the right mix of community facilities and services that responds to the changing needs of the Allansford community.
- To preserve and enhance Allansford's cultural heritage, heritage precinct and other heritage sites and highlight heritage features for tourism and placemaking.
- To enhance the township gateways and streetscapes which will serve to define the entries to Allansford and sense of place.

Strategies

Residential

Housing and land affordability are a key competitive advantage for Allansford. This presents a significant opportunity to attract new residents to the town that might work in nearby areas such as Warrnambool. By attracting new residents to the area, Allansford will increase the size of its local economy and local expenditure to support growth in retail and related industries in the town.

Within the settlement boundary there are a range of options for residential growth. There are several large sites that present significant development opportunities including. Key sites for redevelopment have been marked (A) on the below map. Importantly, not all land is developable until drainage and servicing issues can be resolved.

Housing diversity

Providing a range of housing options helps to respond to the needs of all people in the community as they change over time. While the population of Allansford is dominated by young families, it is also expected to age. Family structures change with the life cycle and long-term plan must cater for these diverse needs.

Housing options should include a range of dwelling types of different size, and on different size lots, that provide for a range of affordability levels. Higher densities should be located in proximity to key community and commercial services such as the Primary School, Recreation Reserve and shops. This is reflective of the existing settlement pattern, which radiates outwards from the eastern and western nodes towards the centre. Any pressure for higher density residential development should be centred around the nodes.

Commercial/Tourism

The commercial area within Allansford is limited in scale and is essentially clustered around the major intersection of Ziegler Parade, Grauers Road and Brown Street. This area is currently in the Township Zone.

While the community has expressed a desire for more commercial opportunities in the town, this must be balanced with residential amenity. The most appropriate locations

for new commercial development is adjoining the existing retail or the Recreation Reserve, which would be the new 'heart of the town'. The types of uses encouraged would not have negative amenity impacts on surrounding residential development, such as a café, as suggested in the community consultation.

No Commercial Zone is necessary to support the economic growth of the town as the Township Zone facilitates a range of commercial uses.

Civic /Community

The existing civic/community facilities in Allansford are highly valued by the community.

Community facilities should be provided commensurate with the community needs and sustainability of service provision.

Gateways

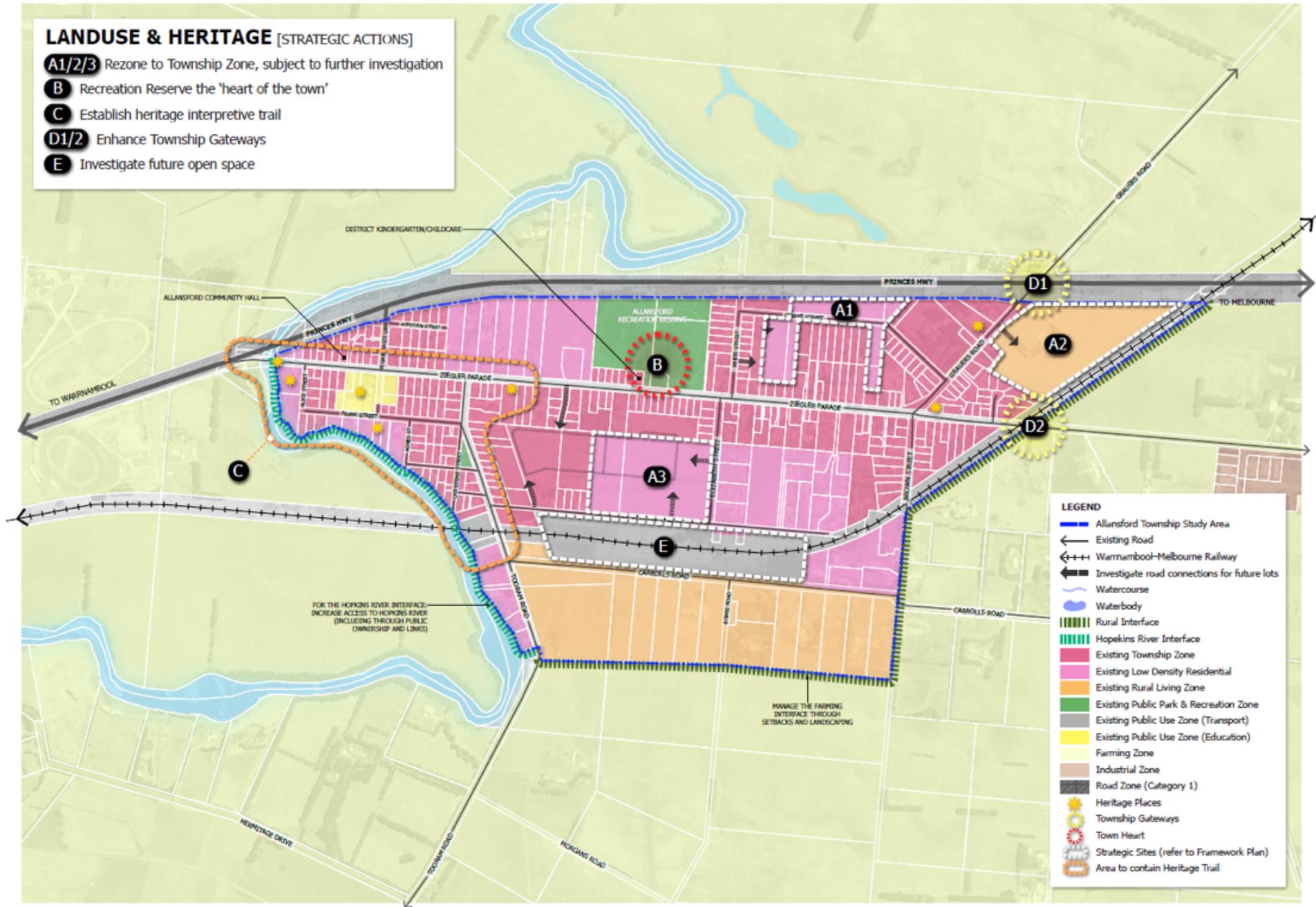
The community has expressed support for enhancing the gateways into Allansford. Improving streetscape landscaping and signage could help to define the entries of the township and enhance sense of place. The key township gateway sites would be at the Grauers Road exit from the Princes Highway and at the eastern edge of the township boundary on Ziegler Parade.

Heritage

The contribution of in-tact heritage buildings is inherent to the 'rural village' character of Allansford.

The protection and enhancement of these heritage buildings will contribute to the liveability of the town in the future and will be a key priority of the strategic framework plan.





Land Use and Heritage Directions

The below Directions correspond to letters on the above map.

- A. Areas to be rezoned into Township Zone, subject to it being demonstrated that drainage and servicing issues can be resolved.
- B. Reinforce the recreation reserve as the 'heart' of the town. Explore opportunities for limited retail (café) within immediate proximity of the recreation reserve – this should have a local focus, including information board relating to tourism, encourage local events at the recreation reserve that enhance local opportunities and supports the local economy.
- C. Establish a heritage interpretive trail at the western end of town which would incorporate heritage sites including the school building, former Hotel, church. Interpretive Boards could be placed at key sites to inform about the site's history.
- D. Enhance the role of the eastern end of the town as the gateway into Allansford and as a service/commercial hub in proximity to the existing general store and Hotel.
- E. Investigate rezoning land in proximity to former railway station location from Public Use Zone to Public Park and Recreation Zone to support future open space outcomes.
- F. Consult with Aboriginal Victoria on the existence of the series of wetlands along the railway line and possible need for it to be deemed a defined area in cultural heritage mapping.



Theme 2: Movement

Objectives

- To create a safe and connected network of roads and bridges within and around the town and to wider regional networks.
- To recognise and support the contribution of pedestrian and cycle paths to delivering a vibrant and activated public realm.
- To encourage improved access to public transport from and to Allansford by supporting improvements to bus service infrastructure and timetabling to ensure regular services are provided.

Strategies

Walking and Cycling

It is important to provide people with transport choice rather than relying on the car. The health, economic, environment and social benefits of walking and cycling are well documented.

For walking and cycling to be a viable option there are several things that need to happen. There needs to be the infrastructure in place – footpaths, protected cycle lands, safe crossing points and the like. The infrastructure needs to be safe, accessible and convenient. Importantly, it needs to connect people to places they want to go

The strategic framework plan is advocating for the establishment of an integrated walking and cycling network that essentially forms a loop around that connects key destinations, such as the Primary School, Recreation Reserve and shops. This may also include potential new open space along the railway reserve.

This network helps to prioritise decisions on the location for new footpaths and cycle paths in Allansford.

Any shared path system through Allansford must be associated with the Hopkins River, Allansford's key environmental and open space asset. The community has expressed a desire for improved connectivity and access to the Hopkins River.

There is also a need to consider a safe bicycle route from Allansford to Warrnambool. Previous Council policies, such as the Warrnambool Open Space Strategy (2014), suggested a share path along the railway corridor, however other alternatives include an off-road cycle path along the Princes Highway.

Traffic

Through the community consultation there were a number of roads which were identified for upgrades. Key roads to be sealed included Carrols Road and Clarke Street.

Ziegler Parade

The community has raised a number of concerns with Ziegler Parade. These concerns include vehicle speeds, turning vehicles, pedestrian and cycle safety.

There is a range of measures that could be introduced to help calm traffic without necessarily relying on speed limits. Some of these measures include landscaping, road pavement treatments, changing the colour of the road and use of centre median strips. The strategic framework plan is advocating boulevard landscape planting for the full length of Ziegler Parade. The use of native species will eliminate the need for regular pruning maintenance. The planting will improve the driving experience.

Public Transport

The lack of public transport connections within Allansford and to Warrnambool has emerged as a key community priority.

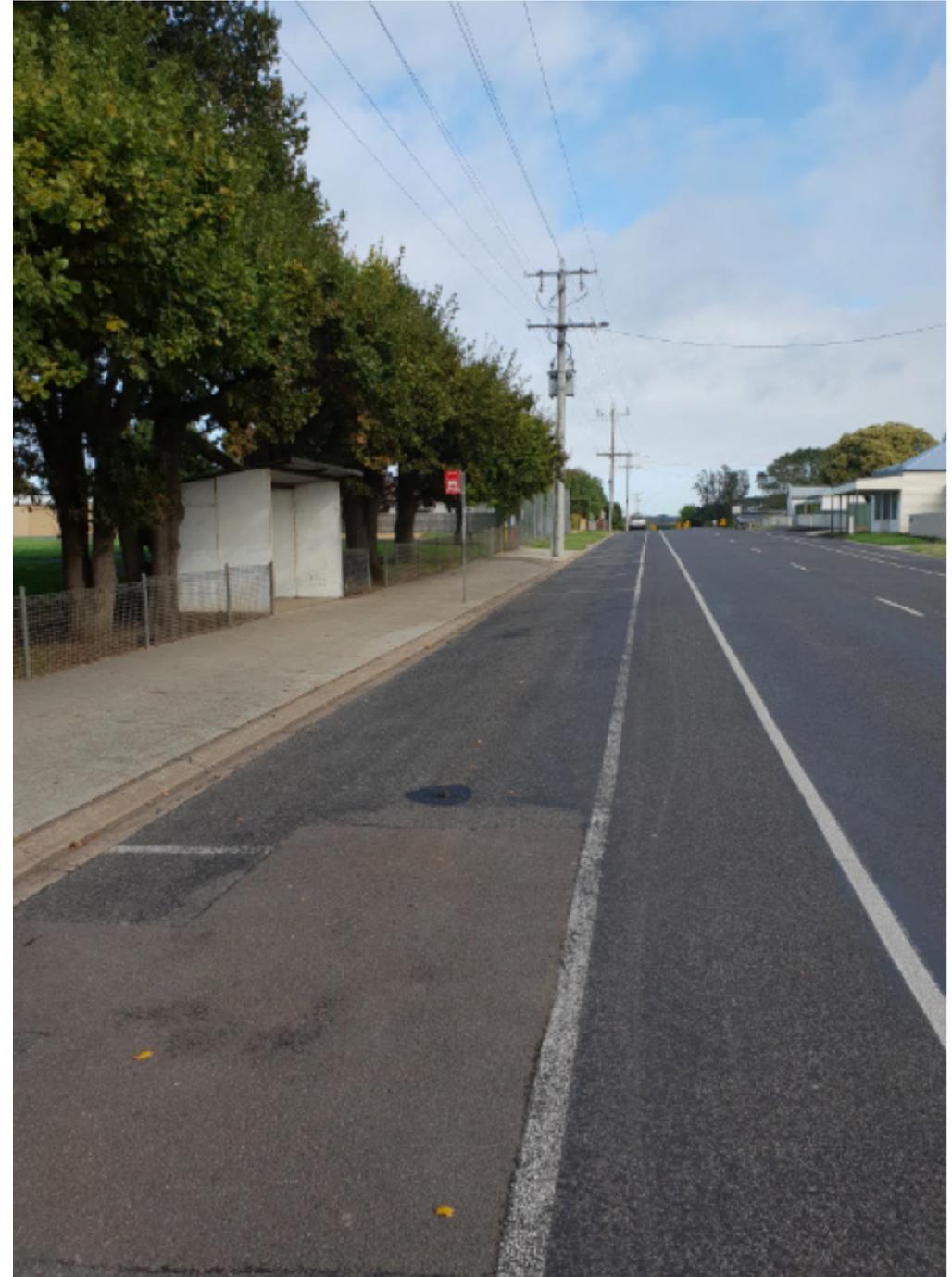
Only two out of three bus stops in Allansford have shelters. Given an ageing population in Allansford this type of supporting infrastructure is important. If there was adequate community demand for increased bus services into Warrnambool, these bus stops should be upgraded.

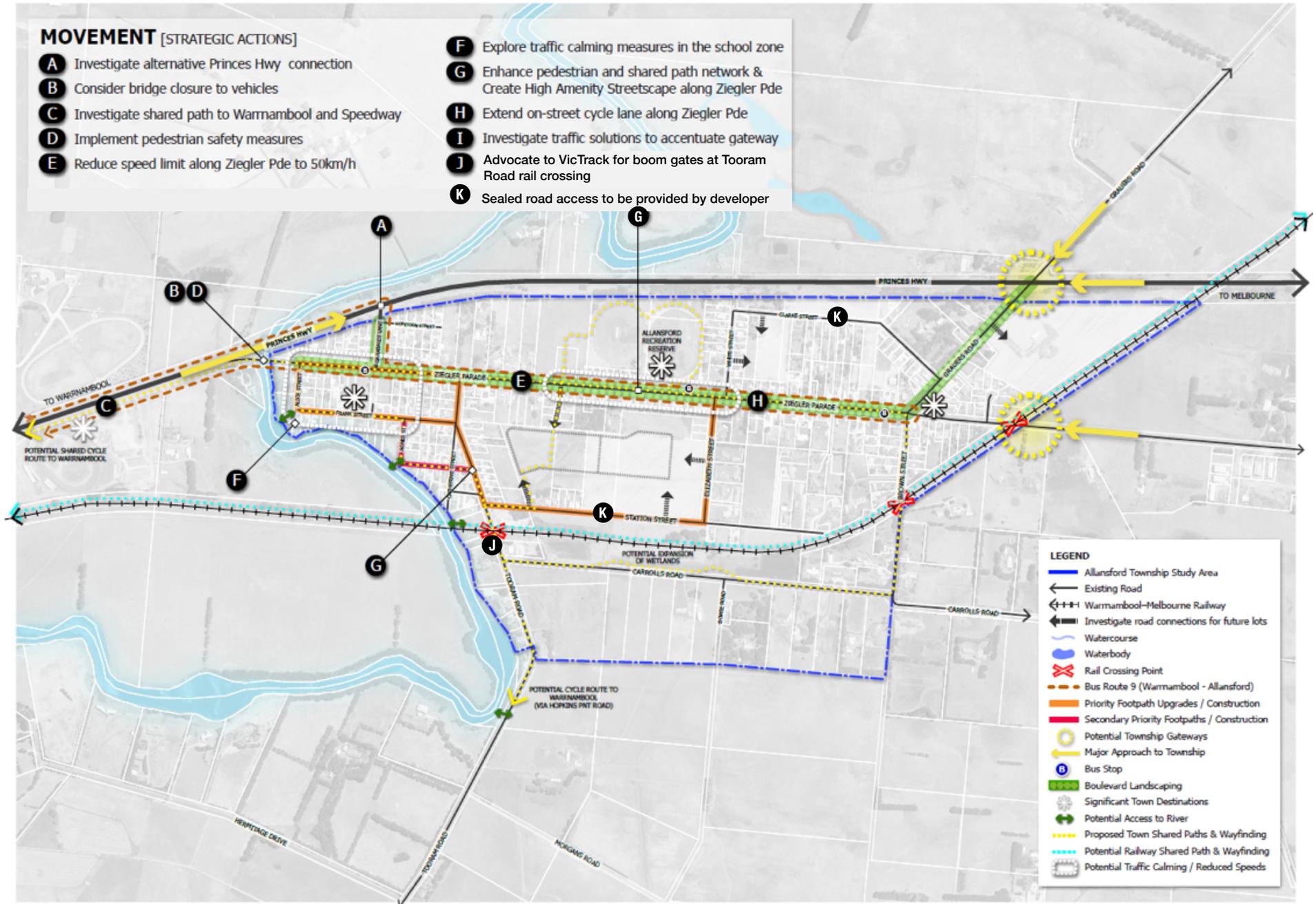
Gateways

There is a need to create township gateway statements to highlight the entrances into Allansford.

There is strong community support to signify the entries with a significant urban design element, a town symbol which distinguishes the entry and proclaims its function as an introduction to Allansford.

Town gateway signs should be reflective of the rural township character of Allansford and make reference to the town being the gateway to the Great Ocean Road.





Movement Directions

- A. Investigate an alternative road connection to the Princes Highway to replace Garibaldi Lane.
- B. Further consider closure of the Ziegler Parade bridge to vehicles only if an alternative entry to the Princes Highway can be established.
- C. Investigate options for a shared path connection to Warrnambool and to the Speedway.
- D. Implement safety measures (permanent barriers, reduced speed limit) to ensure pedestrian safety on the Ziegler Parade bridge.
- E. Reduce the speed limit along Ziegler Parade to 50km/h.
- F. Explore traffic calming measures in the school zone.
- G. Enhance the pedestrian and shared path network by:
 - creating new pedestrian crossings in proximity to the kindergarten and on Tooram Road.
 - Upgrading footpaths along primary and secondary streets by extending the footpath along the southern side of Ziegler Parade and western side of Catherine Street (between Ziegler Parade and Frank Street); extending the footpath along Elizabeth Street between Ziegler Parade and Station Street; extending the footpath along Station Street between Tooram Road and Elizabeth Street; constructing a new footpath along the northern side of Frank Street and eastern side of Alice Street; and establishing wayfinding signage along the walking paths.
- H. Extend the on-street bicycle lane along Ziegler Parade to connect to all key destinations within the town.
- I. Investigate traffic solutions to accentuate gateway
- J. Advocate to VicTrack for boom gates at Tooram Road rail crossing
- K. Upgrade Clarke Street and Station Street at time of development. Sealed Access to be provided by developer

Theme 3: Infrastructure Services

Objectives

- To ensure the orderly provision of services to meet the needs of Allansford and the requirements of the future community.
- To ensure future planning has regard to potential for higher order infrastructure such as reticulated sewerage in new development areas.
- To ensure stormwater runoff and drainage is managed appropriately throughout the township.
- To minimise the flood risk to the township.
- To ensure water discharge to the Hopkins River environment does not impact on water quality.

Strategies

Drainage and Flooding

Due to its location along the Hopkins River, Allansford has always been subject to substantial complex drainage conditions and flood events. Improvements to infrastructure and services will be advocated for to ensure future demands are met. Flood mitigation and drainage measures will be investigated to ensure that new development is not impacted upon nor exacerbating the current situation.

Various flood mitigation measures have been recommended in the Warrnambool Floodplain Management Plan which identifies key actions for Allansford, including installation of backflow prevention for the Tooram Lane outfall, and for a comprehensive Allansford flood investigation to be undertaken.

Developer Contributions

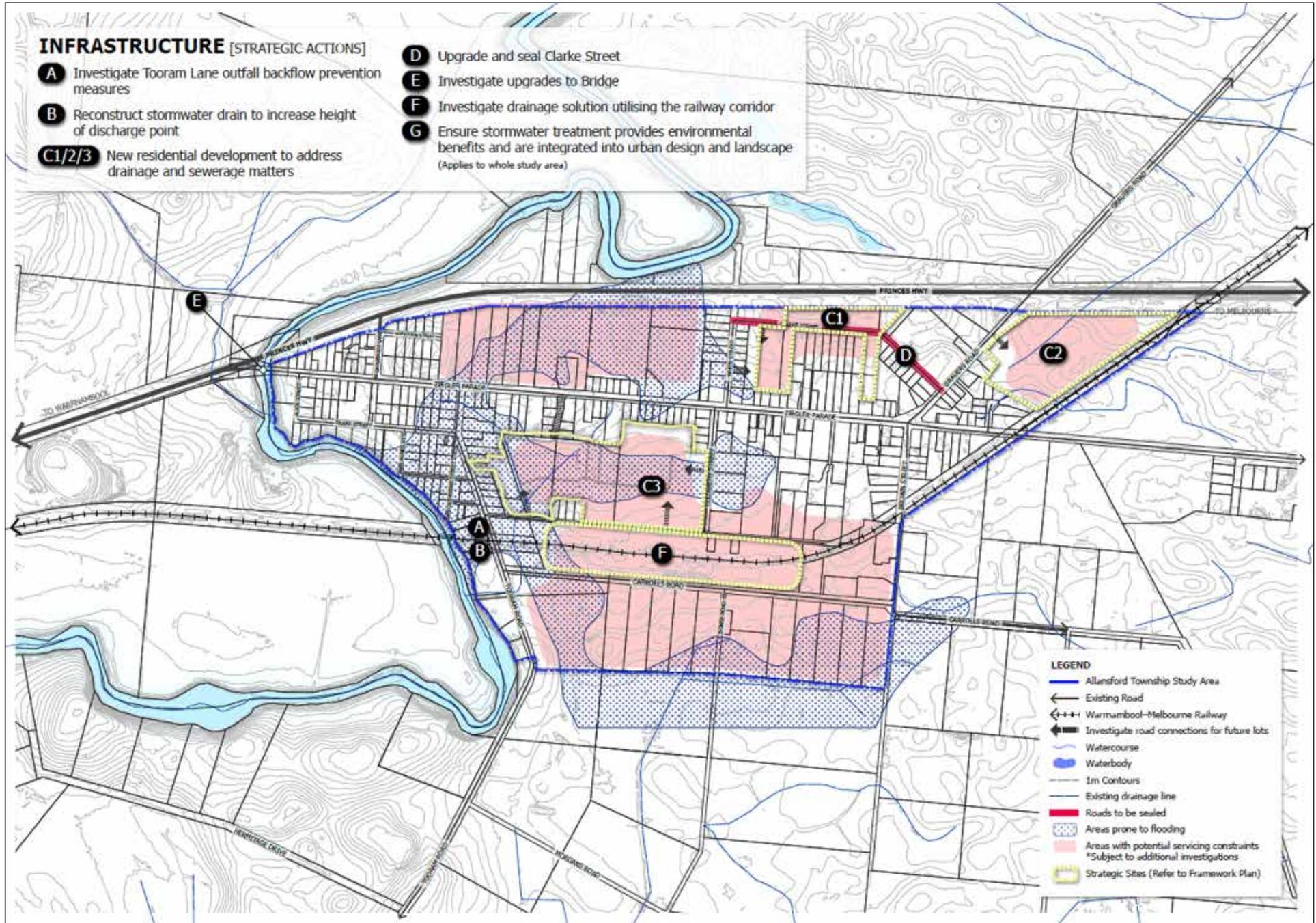
Funding of infrastructure is increasingly based on user pays principles, which is accepted as a legitimate means of providing the necessary capital for new infrastructure and maintenance of existing infrastructure.

Any large scale, multi-lot development within Allansford should be supported by development contributions or Section 173 agreements.

The preferred method to assist in the meeting of costs of providing infrastructure necessary to support future urban growth and development in Victoria is the preparation of a Development Contributions Plan (DCP). However, it is considered that DCPs would not be feasible in Allansford due to the modest rate of development in the town. In addition, further investigation would be required to determine any infrastructure needs and the financial contributions required to provide infrastructure as part of a DCP.

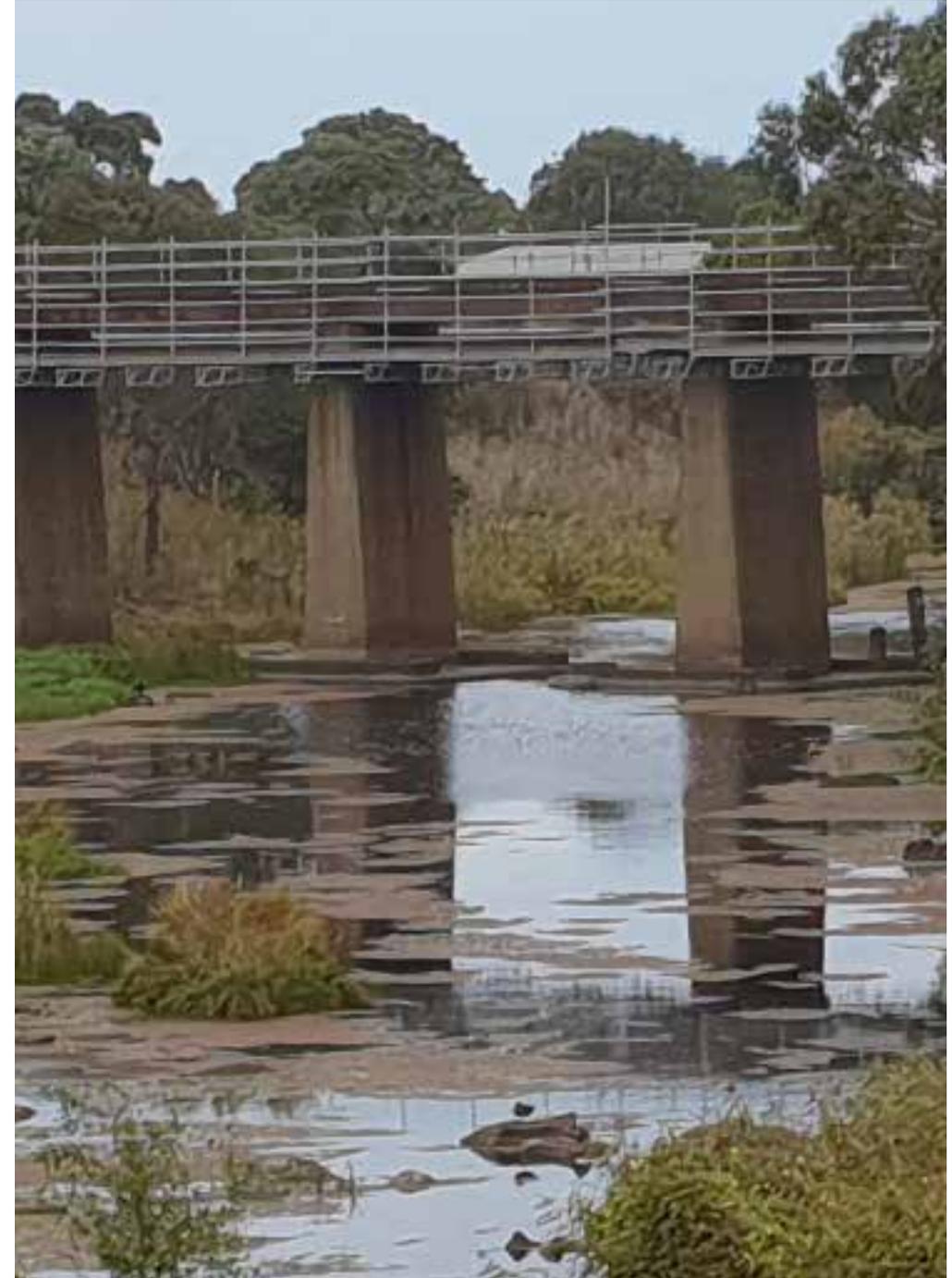
Therefore, Section 173 Agreements should be used to ensure that developers provide equitable contributions in relation to infrastructure funding in Allansford. A Section 173 agreement would specify a requirement to deliver or contribute to the required infrastructure identified as part of a rezoning request.

In addition, Council can consider the use of Special Rates and Charges Schemes under the provisions of the Local Government Act 1989 to fund the provision of infrastructure. These schemes can be applied in existing developed or subdivided areas, which lack necessary urban infrastructure, such as, sealed roads, footpaths, kerb and channel, and stormwater drainage.



Directions

- A. Investigate Hopkins River backflow prevention measures at the Tooram Lane storm water drain.
- B. Reconstruct the storm water drain into the Hopkins River to increase the relative height of the discharge point.
- C. Ensure all new residential development appropriately addresses drainage and sewerage matters.
- D. Upgrade Clarke Street to provide sealed road access that incorporates drainage and sewerage connections (as required) to new residential development.
- E. Investigate upgrades to the Ziegler Parade bridge to protect against flooding and increase pedestrian safety.
- F. Investigate opportunities to provide an integrated drainage solution by utilising the existing Public Use Zone land along Carrolls Road and Station Street or other land within area C3 shown on the Infrastructure map. On-site interim drainage solutions may be considered.
- G. Ensure stormwater treatment provides environmental benefits and are integrated into urban design and landscape



Theme 4: Open Space and Environment

Objectives

- To provide for new and improved connections and relationships to open space to ensure access for the whole community.
- Improving the landscape character of Allansford in order to make this a defining feature of the town both at its centre and along the Hopkins River corridor.
- To incorporate access points to the Hopkins River into a connected pedestrian and open space network
- To protect and enhance the Hopkins River as a fundamental element of the township and use its setting for the continued development of an open space network.
- Ensure appropriate land management of the floodway and floodplain through the town.



Strategies

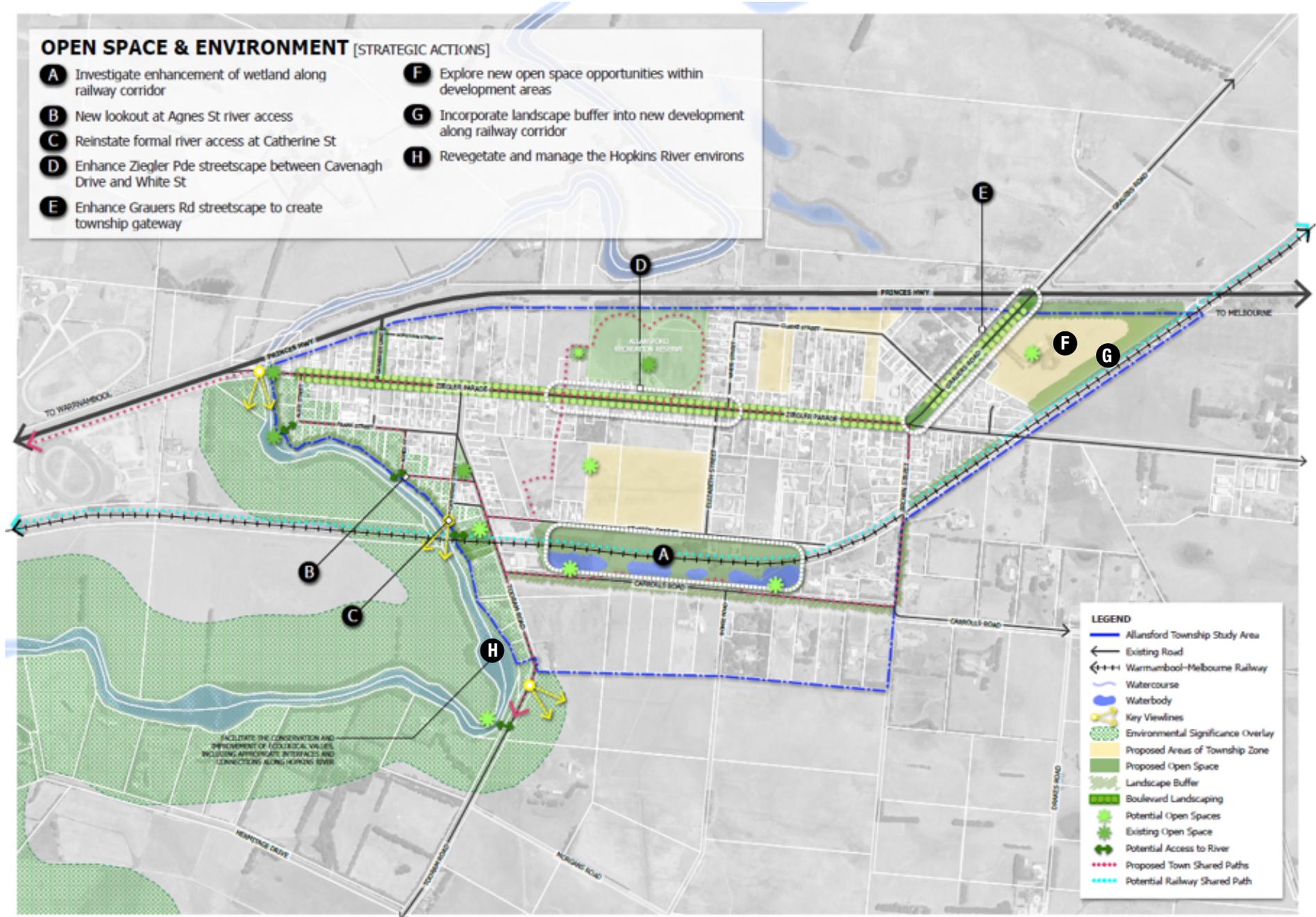
Open Space

Given Allansford's rural location and the country-feel that residents desire to maintain, protecting and enhancing the open space opportunities within the township is a crucial consideration of any future development.

While there is an adequate provision of open space for the town current residents, if additional residential growth is to occur then more opportunities for open space within the township will need to be explored. In particular, there is a need for additional open space in the north-east of the town, and the VicTrack land along the railway corridor should be considered for future enhancement of the wetland and a potential open space with share path connection.

Hopkins River

The Hopkins River is a fundamental element of Allansford and will continue to be celebrated and used as a setting for events and leisure. As the population of Allansford increases, the river must be protected and where possible placed under Council management. New and improved connections and relationships to the River will be provided to ensure that the whole community has access.



Directions

The below directions correspond to letters on the above map

- A. Investigate opportunities to enhance the existing wetlands along Carrolls Road and Station Street to provide an integrated water management and open space feature.
- B. Establish a new river look out point at the end of Agnes Street, incorporating bench seating in appropriate locations to allow for the passive enjoyment of the river and environs.
- C. Reinstate formal pedestrian access to riverbed at the end of Catherine Street with appropriate consideration to potential flooding impacts.
- D. Enhance the streetscape along Ziegler Parade to enhance the pedestrian experience between Cavenagh Drive and White Street.
- E. Enhance the streetscape along Grauers Road to create a gateway into the town.
- F. Explore the opportunity to create new public open space areas or enhance existing open space areas in conjunction with new residential development, particularly in the north-east of the town.
- G. Incorporate a landscape buffer into new development along the railway corridor.
- H. Revegetate and manage the Hopkins River environs.