



# LOGANS BEACH

## STRATEGIC FRAMEWORK PLAN

Prepared by





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## LOGANS BEACH FRAMEWORK PLAN

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# 1. INTRODUCTION

## 1.1 SCOPE OF WORKS

In 2013, Warrnambool City Council prepared a City-Wide Housing Strategy that established a strategic framework for residential development within the municipality to the year 2031. The City-Wide Housing Strategy recognises that existing urban areas (including the Logans Beach coastal area) have capacity for further residential growth.

In 2014, land within the Coastal / Hopkins River Environment growth area (east of the Logans Beach coastal area) was rezoned to allow residential development at conventional densities.

Development within the Logans Beach coastal area has been guided by the *Logans Beach Local Plan 1998* (Local Plan). The Local Plan includes a minimum lot size of 6,000 square metres and an average of 10,000 square metres for multiple lot subdivisions (implemented within the schedule to the Rural Living Zone).

It is anticipated that development pressure within the Logans Beach coastal area will increase with the development of the Coastal / Hopkins River Environment growth area and extension of reticulated services within the area (i.e. reticulated sewer, water and gas). Smaller 'low density' lot sizes may be appropriate provided the landscape qualities of the area are protected and enhanced.

Other key influences on future development outcomes include a changing climate which presents risks and opportunities. The incorporation of natural hazard management criteria into planning policy and frameworks can improve planning responses in areas exposed to climate change and environment risks.

The Strategic Framework Plan for the Logan's Beach Area will provide guidance on planning controls within the area to facilitate further residential development whilst considering any climate change risks and opportunities. The review will also identify infrastructure requirements to assist Council in assessing future developer funded opportunities for infrastructure projects.

## 1.2 ABOUT THE PROJECT

The purpose of this Framework Plan is to enable the City of Warrnambool to facilitate and control the long-term development of the Logans Beach area. The Framework Plan will incorporate previous knowledge about Logans Beach. In addition, it will incorporate a response to climate change impacts via planning standards, hydraulic modelling, climate change scenarios, geomorphic standards assessment, transport network analysis, and an infrastructure costing review.

This report and associated Plan has been developed in consultation with key government agencies including Wannon Water, the Department of Environment, Land, Water and Planning (DELWP), Powercor, Aboriginal Victoria and the Kuuyang Maar Aboriginal Corporation. The approval of this Framework Plan will ultimately provide for the sustainable development of the Logans Beach area.

### 1.3 PROJECT AREA



Figure 1 – Site Context Plan

The map above shows the location of the project area, which is approximately 100 hectares and is located within the City of Warrnambool. The site is strategically located approximately 3kms southwest of the Warrnambool CBD. It is an important asset to the City of Warrnambool, located at the mouth of the Hopkins River, a nationally significant coast line known for its whale spotting opportunities.

The project area site is irregular in shape and is bounded by:

- Hopkins River to the west (and partially towards the north);
- Southern Ocean to the south;
- The Coastal/Hopkins River Environment Growth area to the east; and
- Hopkins Point Road on a majority of the north.

The aerial map below further defines the study area.

The land on the northern portion of the project area has been developed mainly for single dwellings which overlook the Hopkins River and the city of Warrnambool to the west. The Motang estate is located in the north most point of the study area. This estate is made up of larger residential lots, which include restrictive Covenants that control subdivision and built form.

Much of the land within the southern portion of the study area, south of Hopkins Point Road, is developed with one dwelling on a block. There are tourist accommodation venues within this part of the precinct.





Figure 2 – Site Aerial Plan

## 1.4 SUMMARY OF METHODOLOGY

The Framework Plan process was conducted over six (6) stages, detailed stages outlined below:

### Stage 1: Background and Planning Analysis

Stage 1 included an extensive review of background documents. These documents provided preliminary insight into relevant historical information on the planning and land use direction of the area:

- Victorian Coastal Strategy 2014
- Victorian Floodplain Management Strategy 2016
- Warrnambool Coastal Management Plan 2013
- Logans Beach Urban Design Guidelines 2000
- Logans Beach Local Plan 1998
- Draft Warrnambool Coastal Landscape Review 2009
- 2013 City-Wide Housing Strategy
- 2014 Open Space Strategy
- Warrnambool Climate Change Action Plan 2012
- The Warrnambool Planning Scheme
- The Coastal/Hopkins River Environment Structure Plan 2008

### Stage 2: Existing Conditions Analysis

Stage 2 included an extensive site visit to the subject area to ground truth existing infrastructure. The site visit was conducted with several technical consultants to provide a meaningful insight into the current and potential future capacity for development

### Stage 3: Existing Land Use, Climate Change and Transport Analysis

Stage 3 consisted of a mapping exercise outlining the opportunities and constraints of the site. As a result of stage 3 land use issues were explored, a preliminary Climate Management Strategy was formed, and traffic analysis distribution for the existing population was tabulated.

### Stage 4: Stakeholder Engagement

Engagement was conducted with various technical stakeholders, including water engineers from the water authority, as well as Council's engineers. The purpose of engagement was to ascertain local understanding of potential constraints and opportunities. In addition, significant community engagement was undertaken. The community engagement provided the Project Team with further insight into the landowners' aspirations and opportunities for the area.

### Stage 5 and 6: Preparation and Finalisation of a Strategic Framework Plan

Following analysis of all the outputs from stages 1-4, a draft Strategic Framework Plan was vetted by Council and a Final Plan will update the existing Logans Beach Local Plan.



## 2. BACKGROUND

### 2.1 PREVIOUS STUDIES ON LOGANS BEACH

#### Logans Beach Local Plan

Developed in 1998 by Savage Milner and TBA Planners, the Logans Beach Local Plan was one of the first strategies developed to guide development within the Logans Beach area. It is referred to in the Warrnambool Planning Scheme as a reference document.

However, the plan's provisions are considered outdated and are no longer referred to in Council decision-making. The proposed Logans Beach Framework Plan will replace the Local Plan as a reference document within the Warrnambool Planning Scheme.

#### Logans Beach Urban Design Guidelines 2000

The Logans Beach Urban Design Guidelines (2000) are an Incorporated Document within the Warrnambool Planning Scheme, therefore provide significant statutory weight in application and assessment criteria.

The aim of the Guidelines is to 'provide landowners, developers and designers with a clear indication of what Warrnambool City Council's expectations are with regard to the type of development acceptable in the area'.

The guidelines provide guidance for a comprehensive breadth of design and landscape elements including protection of view sheds and views, lot sizes, building orientation, building setbacks, built form, colour and material, entrances, vegetation, and signage. They also set contextual direction for key areas, such as Hopkins Point Road and the Whale Watching Area. The Guidelines are highly specific and provide examples of 'dos' and 'don'ts' using photographs and commentary. They present a prescriptive palette of opportunities and specific direction for outcomes on private and public land.

Despite the application of these guidelines, development tends to be significantly varied within the study area.

### 2.2 OTHER RELEVANT STUDIES

#### Warrnambool Land Use Strategy 2004

In order to accommodate some of the predicted growth within Warrnambool, the Warrnambool Land Use Strategy provided guidance on Warrnambool's future land-use and development needs to 2024.

The land surrounding the Logans Beach area to the north and east was identified as a 'defined coastal residential growth corridor' within the Warrnambool Land Use Strategy. As a result, the coastal growth area was the subject of a separate structure plan completed in 2008, in order to establish a more detailed vision and framework for the future development of the area.

The Land Use Strategy has been superseded by the preparation of the City-Wide Housing Strategy (2013), which included a review of the LUS recommendations and outcomes.

#### Coastal/Hopkins River Environment Structure Plan 2008

The Coastal/ Hopkins River Environment Structure Plan applies to the designated coastal growth area located to the north and east of the Logans Beach study area and covers an area of approximately 115 hectares. The structure plan guides the integrated development of the land in terms of changes in land use, built form and public spaces to achieve the economic, social and environmental objectives for the area. The Structure Plan area is subject to its own specific set of Design Guidelines, and has been implemented through the rezoning of the coastal growth area in 2014

## City-wide Housing Strategy 2013

In 2013, Warrnambool City Council prepared a housing strategy to guide population growth within the City of Warrnambool to the year 2031. The Strategy also included a review of the 2004 Warrnambool Land Use Strategy, particularly the directions and recommendations of the LUS.

The City-Wide Housing Strategy recognises that existing urban areas (including the Logans Beach coastal area) have capacity for further residential growth.

## 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 2026. The Study Area is within the Southeast/Hopkins Precinct as Identified in the Open Space Strategy. The strategy recognises that the Hopkins River and southern coastline provide the backdrop to a number of important open spaces, including the Foreshore from the Flume to Point Richie, the Hopkins River Mouth (Blue hole) and the whale viewing area at Logan's Beach. The strategy recommends providing a continuous reserve along the coast as development occurs east of Logans Beach.

## Victorian Floodplain Management Strategy 2016

The Victorian Floodplain Management Strategy sets the direction for floodplain management in Victoria. It builds on the technical basis of the Victoria Flood Management Strategy 1998 and integrates other forms of flooding policy found in Victoria. Although the document does not specifically discuss flooding management on Logans Beach, it provides a framework for the management of flooding in the wider area.

## Climate Change Action Plan 2012

The Climate Change Action Plan was developed by Council to understand and better prepare the community to build environmental, social and economic resilience to Climate Change and its associated impacts. It identifies and emphasises the importance of investing in greenhouse reduction activities. It is integral that any Framework Plan for Logans Beach take into account the potential impacts Climate Change may have on the land use and development of the area.

## The Great South Coast Regional Growth Plan 2014

The Great South Coast Regional Growth Plan provides broad directions for regional land use development and also details planning frameworks for key regional areas such as Warrnambool. For the Warrnambool area, the Plan seeks *to support Warrnambool's role as a regional city and the key population and employment centre for the region by focusing major development northwest, southwest...* The broad objective of the Plan can be applied to a number of areas within Warrnambool, including Logans Beach whereby a range of development outcomes are sought to assist in accommodating regional growth.

## Victorian Coastal Strategy (2014)

- 1) The Victorian Coastal Strategy 2014 aims to guide agencies and statutory decision makers in making development decisions along the coast and marine and estuarine environments. The Strategy acknowledges Warrnambool as having a capacity to support population growth. The Strategy provides high level guidance and priorities that will be adhered to making land-use decisions within the Logans Beach area. The priorities include to: *Ensure the protection of significant environmental and cultural values;*
- 2) *Undertake integrated planning and provide clear direction for the future;*
- 3) *Ensure the sustainable use of natural coastal resources; and*
- 4) *Ensure development on the coast is located within existing, modified and resilient environments where the demand for development is evident and any impacts can be managed sustainably.*



## Warrnambool Coastal Management Plan 2013

The Warrnambool Coastal Management Plan identifies the most prominent environmental, cultural and recreational values found along Warrnambool's coastline, defines management precincts, identifies key management issues affecting the coastline and provides prioritised management strategies aimed at achieving the plan's vision. Logans Beach is one of the many precincts in this plan. The key values of the Logans Beach area are as follows:

- The Southern Right Whale nursery;
- Areas of aboriginal cultural significance;
- Coastal dune scrub;
- Coastal dune Grassland;
- Estuarine habitat;
- Nesting hooded plover populations; and
- Recreational fishing.

The management strategies contained within the Plan should be adhered to in making land use decisions on the Logans Beach area.

### 2.3 DEVELOPMENT CONTEXT

#### Logans Beach Coastal Village Development Plan

The Logans Beach Coastal Village Development Plan was prepared to respond to Schedule 12 of the Development Plan Overlay (DPO-12) and relates to the landholding directly east of the Logans Beach area. The Development Plan responds to the natural characteristics of the land, its proximity to the coastal dune system, views to the Southern Ocean, and proximity to the Logans Beach whale viewing area. The development plan encourages creative design solutions to best achieve visual immersion of the built form and the land form.

The proposed development includes two access points to the site from Hopkins Point Road and Logans Beach Road. The subject site interfaces with stages one and three of the development. Any proposed land use changes on the subject site must take into account the development staging and interface treatment along the shared boundary.

#### North Side of Hopkins Point Road Development Plan

The North Side of Hopkins Point Road Development Plan was prepared on behalf of Motang Park Pty Ltd and was endorsed by Council in 2015. It relates to one landholding on the area designated for growth on the north side of Hopkins Point Road, and responds to Schedule 13 of the Development Plan Overlay (DPO13). The development plan was prepared to establish a high amenity, low density residential development, which seeks to positively respond to the broader environmental attributes of the area.

### 2.4 POLICY CONTEXT

This section seeks to provide the reader with an understanding of relevant clauses within the Planning Scheme relevant to the subject site.

#### State Planning Policy Framework

The State Planning Policy Framework provides the high level strategic context within which the Logans Beach Strategic Framework Plan needs to be considered.

#### 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 11.02-1

requires planning to consider opportunities for consolidation and intensification of existing urban areas, including service limitations and the costs of providing infrastructure.

#### Clause 11.07 – Regional Victoria

Regional Victoria also has its own objectives for regional planning focussing on developing *‘regions and settlements which have a strong identity, are prosperous and are environmentally sustainable’*.

#### Clause 11.11 – Great South Coast

The ‘Great South Coast region’ comprises the municipal areas of Corangamite, Glenelg, Moyne, Southern Grampians and Warrnambool, and implements the policy objectives and strategies in the Great South Coast Regional Growth Plan.

This clause identifies Warrnambool as the key population and employment centre for the region, and also supports the sustainable management of growth around coastal, estuary and marine assets to protect environmental values, and to achieve regional economic and community benefits. The clause also seeks to ensure that land and infrastructure needed to support growth is identified and appropriately planned. The Great South Coast Regional Growth plan identifies Warrnambool as a Regional City with capacity for major growth.

#### Clause 12 – Environmental and Landscape Values

Of significance to the Logans Beach Framework Plan is the section of this Clause discussing appropriate development of Coastal areas. In particular, the objective of development in coastal areas is *‘to ensure development conserves, protects and seeks to enhance coastal biodiversity and ecological values through the following strategies:*

- *Ensure development is sensitively sited and designed and respects the character of coastal settlements.*
- *Encourage revegetation of cleared land abutting coastal reserves.*
- *Maintain the natural drainage patterns, water quality and biodiversity within and adjacent to coastal estuaries, wetlands and waterways.*
- *Avoid disturbance of coastal acid sulfate soils.*
- *Protect cultural heritage places, including Aboriginal places, archaeological sites and historic shipwrecks.*

#### Clause 13 – Environmental Risks

Consideration needs to be given to a number of state-wide environmental objectives, in particular *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 well-being 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 environments to be safe and functional with a sense of place and cultural identity. Neighbourhoods created should protect the cultural identity of the wider area. Sustainably principles and innovative design should be evident in a neighbourhood structure, which reduces greenhouse gas emissions.

#### Clause 16 – Housing

This Clause relates to planning for housing. Specifically, it’s aim states:

- *Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.*
- *New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space.*

- *Planning for housing should include providing land for affordable housing.*

#### Clause 18 – Transport

In planning for future land use development in an area, consideration needs to be given to and transport requirements. *‘Planning should ensure an integrated and sustainable transport system 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

Infrastructure needs to be considered in finalising any development plans. In particular:

- *Planning for development of social and physical infrastructure should enable it to 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 (mental health, aged care, disability, youth and family services) facilities.*
- *Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.*
- *Strategic planning should facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.*
- *Planning authorities are to consider the use of development contributions (levies) in the funding of infrastructure.*

### Local Planning Policy Framework

#### Clause 21.01 - Municipal Profile, Council Vision and Strategic

The Municipal Strategic Statement (MSS) is contained within the Warrnambool Planning Scheme (Clause 21) and provides strategic direction for land use and development within the municipality. As outlined in the MSS, the vision is for a municipality that is *a thriving, culturally rich and inclusive leading regional city.*

The MSS identifies key planning issues facing the municipality including:

- Municipal Profile:
  - The estimated resident population of Warrnambool was 33,501 in 2014 and is expected to increase to approximately 40,670 people by 2031.
- Key Issues Planning the City are as follows:
  - Population growth and associated needs for housing, infrastructure, community facilities, employment and services – Given the region’s ageing population, more workers are required to support the growth of existing and new industries.
  - Housing supply, choice and affordability – Over the next two decades, Warrnambool’s population is projected to age and household sizes are expected to continue to get smaller. Dwelling sizes however, are anticipated to increase. Careful planning is required to ensure future populations have access to a diverse range of housing options.
  - Community health and wellbeing – The community’s vision for a liveable city revolves largely around health and wellbeing, and the social and physical attributes that contribute to this.
  - Healthy transport – The development of healthy transport options, including walking, cycling and public transport (for longer distance trips), between our neighbourhoods and townships will provide benefits by increasing daily physical activity levels and improved social well-being and a greater sense of community.
  - Landscape character – Landscape character is valued by the community. This includes the ability to view the ocean, the Merri River, the Hopkins River, and surrounding rural areas, from numerous public areas and from private dwellings. Respect for the sharing of views, rather than necessarily the retention of all existing views, is an important issue to manage.



- Access to open space – open space is not evenly distributed throughout the City and some areas have poor access to open space. Improved access to our waterways will continue to provide important recreational opportunities.
- Climate change – Climate change presents a threat to the natural and built coastal environment, to the community and to economic activity. It is important that the effects of climate change are mitigated now and into the future.
- Environmental values – The City supports an impressive range of environmental values. Further urban development, the introduction of pest plants and animals have the potential to impact on biodiversity.
- Economic development – Employment strengths are in the health and community services, education, food processing, government, retail trade and tourism. The development of value-adding opportunities will play a major role in the City's future economic development.
- Protecting rural character and agricultural land – It is important that rural areas are protected to ensure agricultural uses remain viable and to ensure the City's unique rural character is protected from urban development.

Clause 21.01 also outlines a number of strategic directions to be considered, of relevance to the Logans Beach study area are:

### **Open Space Network**

The coastline and river corridors support an impressive range of environmental values. Areas of vegetation provide important wildlife habitat and corridors for vulnerable and threatened flora and fauna species. It is important to ensure that urban development protects and supports the City's environmental values.

### **Environment and Landscape Values**

Warrnambool's natural environment reflects its location on the magnificent Southern Ocean Coast. The City is home to a number of threatened species of flora and fauna on land and in aquatic environments.

The coastline supports an impressive range of environmental values. Areas of coastal vegetation provide important wildlife habitat and corridors for vulnerable and threatened flora and fauna species. In addition, Warrnambool's coastline adjoins a number of ecologically important areas including the Southern Right Whale nursery off Logans Beach and the Merri Marine Sanctuary.

It is important that the impacts of urban and rural pressures are appropriately managed in coastal areas, waterways and sensitive ecosystems.

Warrnambool contains areas of great natural beauty. The community values the city's landscape character. The ocean, the Merri River, the Hopkins River, inland hilltops and ridgelines, and surrounding rural areas can be viewed from numerous public areas and private dwellings throughout the city.

The natural landscape is an important asset of the municipality that requires protection from inappropriate use and development.

### **Climate Change**

The results of climate change, such as storm surge, inundation through sea level rise, and temperature increase pose some of the most significant threats to Warrnambool's coastline.

Planning needs to take account of the risks associated with possible sea level rise in areas of known vulnerability and ensure that these risks are mitigated or avoided where possible.

### **Clause 21.02 - Settlement**

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.

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

#### Clause 21.03 - Environment and Landscape Values

This clause identifies that the coastline supports an impressive range of environmental values. Areas of coastal vegetation provide important wildlife habitat and corridors for vulnerable and threatened flora and fauna species. In addition, Warrnambool's coastline adjoins a number of ecologically important areas including the Southern Right Whale nursery off Logans Beach.

Warrnambool is situated on one of the most spectacular sections of the southwest Victorian coastline. The coast has significant cultural values for both Aboriginal and European heritage and is also valued highly for its environmental, recreational and tourism aspects.

Warrnambool's coastal environment exists within close proximity to, or integrated within, the urban environment and is considered one of the city's most valuable assets, supporting a diverse range of environmental, cultural and recreational values.

The Logans Beach area is recognised internationally for the viewing of the Southern Right Whale. The whale nursery provides a unique opportunity for the viewing of whales, which plays a significant role from a cultural and recreational perspective. In addition, the area is of high environmental and landscape amenity. Access requirements to the whale viewing area are likely to grow in the future as visitor numbers to Warrnambool increase. Land-based whale watching attracts over 37,000 tourists annually to the City and is estimated to inject \$2-2.5 million into the economy each year.

#### Clause 21.04 Environmental Risks

Clause 21.04-1 provides policy direction dealing with climate change impacts, and emphasises the need to plan for and manage the potential coastal impacts associated with sea level rise and climate change. The need to identify coastal areas susceptible to coastal acid sulfate soils is also highlighted at Clause 21.04-1.

#### 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.

#### Clause 21.07 - Housing

Clause 21.07-1 emphasises the high environmental and landscape amenity of the Logans Beach area and the importance of undertaking further strategic work to investigate the area's capacity for further low-density development subject to the various constraints affecting the area being managed and respected.

This clause also identifies the need to prepare a strategic framework plan for the Logans Beach area to establish its suitability for low density residential development.

#### Clause 21.09 - Transport

This Clause provides local context in relation to the State Planning Policies Transport objectives. It states that Council promotes sustainable transport systems through their adoption of the Sustainable Transport Strategy. It is imperative that any future development of the subject site provides active transportation networks to achieve the objectives in Clause 21.09.

#### Clause 21.10 - Infrastructure

The use of water sensitive urban design and utilising open spaces to act as floodways are strategies promoted to minimise pollution of stormwater runoff into the catchments.

## Zones

### Clause 32.08 General Residential Zone

The study area is partially covered by the General Residential Zone to the north. This Zone seeks to:

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

### Clause 35.03 Rural Living Zone

The rest of the residential land within the study area is zoned Rural Living. Rural Living Zone is one of the least intensive residential land use designation with its purpose being:

- To provide for residential use in a rural environment.
- To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.
- To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

### Clause 36.02 - Public Parks and Recreation Zone

The carparking and access areas associated with the whale watching platform within the study area is Zoned Public Parks and Recreation Zone. This Zone seeks:

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

### Clause 36.03 - Public Conservation and Resource Zone

The remainder of the study area, primarily on the southern and western boundaries of the site is zoned, Public Conservation and Resource. As the remainder of the site has significant and important landscaped qualities this Zone will:

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

The review of the existing zones is a key implementation outcome of the Framework Plan.

## Overlays

Overlays are an additional layer of planning control that allows Council to determine the type of development that occurs. For the subject site, the following overlays are relevant.

### Clause 42.03 - Significant Landscape Overlay – Schedule 1

It is acknowledged that the majority of the study area holds significant landscaped areas that should be protected. The Significant Landscape Overlay gives effect to this need whilst the Schedule provides clear direction on how protection should be achieved.

The Schedule relevant to the study area is Schedule 1. Schedule 1 states the importance of protecting what is described as the Coastal Hinterland Landscape Area. The statement of landscape significance explains that Warrnambool is the largest coastal city in Victoria, and is bordered by scenic coasts. The proximity of the Hopkins and Merri rivers to the coast also gives the rivers, their estuaries and the coasts important landscape



qualities. Coastal and coastal hinterland views are of significance to residents, visitors and the tourist industry.

The objectives of the Schedule include:

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

#### Clause 42.01 - Environmental Significance Overlay – Schedule 1

Further reinforcing the need to protect the environment is the Environmental Significance Overlay. This Overlay aims to identify and protect areas in which the development of land may be affected by environmental constraints. The Schedule to this overlay states the environmental significance relates to the Coastal Environs.

The Statement of Environmental Significance identifies that the Warrnambool coastline is of outstanding environmental significance and is of great value as a conservation, scientific and tourism resource. Logan's Beach is visited by the Southern Right Whales from July to October each year, which is an attraction of international interest. It is important that the environmental qualities of the coast are maintained through the protection of the indigenous coastal vegetation and the maintenance of the coastal dune system which can be significantly affected by erosion, pest plants and animals and the impact of settlement.

The objectives required to be achieved include:

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

#### Clause 43.02 - Design and Development Overlay – Schedule 2

The Design and Development Overlay seeks to provide certain areas with direction for design and built form for new developments. The Design and Development Overlay that currently applies to the Logans Beach area contains the following design objectives:

- To ensure the proper protection and management of the whale viewing area and its environs.
- To protect the local environment and significant views.
- To provide generous separation between dwellings to enable revegetation of the landscape.
- To limit intrusion on the skyline and ridgeline.
- To encourage the designation of Appropriate Building and Access Areas at the time of subdivision.

- To provide for a thorough permit application assessment process for buildings, particularly on the southern side of Hopkins Point Road in relation to landscape and environmental issues, by using as appropriate the Logans Beach Urban Design Guidelines (including the associated computer model).

#### Clause 44.06 – Bushfire Management Overlay – Schedule 1

The Bushfire Management Overlay was introduced into the Planning Scheme in October 2017. The purpose of the Bushfire Management Overlay (BMO) is:

- To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
- To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.
- To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

The BMO sets out a range of application requirements and mandatory conditions that seek to address any potential risks associated with land use and development. The Schedule to the BMO requires that dwellings are constructed to a BAL rating of 12.5 and minimal defensible space of 30 metres is to be provided around a dwelling.

## 3.FRAMEWORK PLAN CONSIDERATIONS

### 3.1 COMMUNITY INPUT

There were twenty (20) online survey responses and twenty-one (21) hard copy surveys that were completed.

The information gathered from these responses were prompted through the use of several questions. These questions include:

- 1) *Do you have any plans/ development proposals or ideas for your property?*
- 2) *What would you like to see happen in the Logans Beach area?*
- 3) *Is there anything you would not want to see in the change area?*

Other questions focused on gathering name and contact details for each respondent so that their responses could be spatially linked to identify any potential spatial correlations between respondents.

Many of the respondents were interested in further subdivision of their properties if given the opportunity. When asked what they would like to see in the future of this area, all respondents replied with one or more of the following suggestions:

- Larger lots should be allowed to subdivide
- Increased amenity within the area
- Maintenance of a quiet rural living atmosphere
- Improvements to current sewerage, electricity and gas services

When asked what they would like preserved, respondents raised one or more of the following:

- No thoroughfare from East Hopkins Point Road through to Logans Beach
- The land should remain solely for residential use
- No subdivision of blocks adjacent to Logans Beach
- No changes to height restrictions
- No change in density (one response only)
- Significant natural land forms should not be disturbed (i.e. sand dunes).

Most those whom responded to the surveys have identified the location of their property on the map below; a majority live within the proposed change area.



Figure 3 – Location of Survey Respondents

We have categorised the responses to different precincts within the study area to analyse a grouped response. The map below spatially identifies the precincts that were used for grouping the community feedback responses.

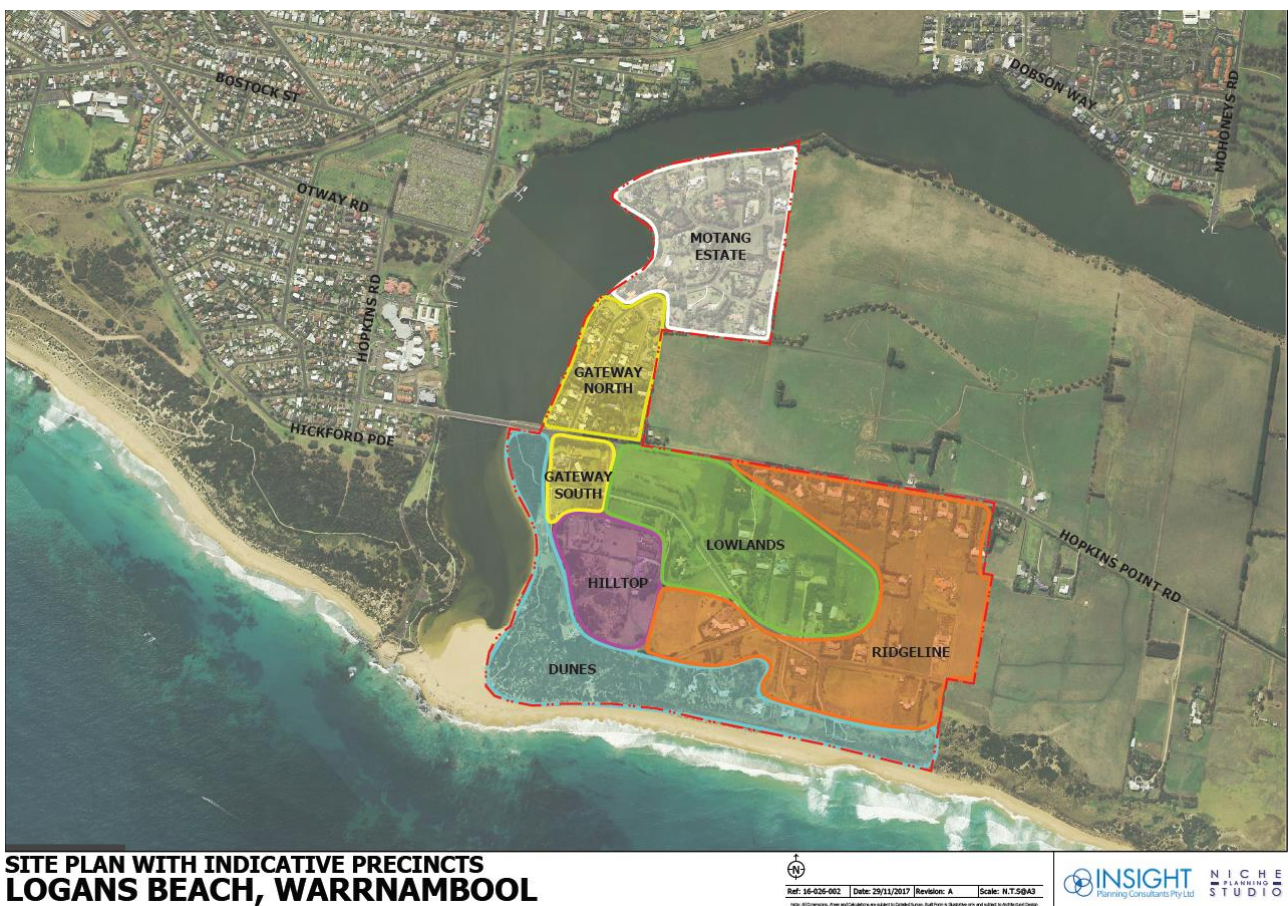


Figure 4 – Indicative Planning Precincts



## Motang Estate

From the online survey, there were some respondents from Motang Estate. Respondents from this area did not plan to re-subdivide their land nor have plans to do so. However, they did comment on the possibility of subdivision of larger blocks further south. However, it is unlikely that the Estate will change following the Framework Plan. Titles on the Motang Estate area have restrictions that restrict many additional development opportunities.

## Gateway North

Respondents who live in this area are keen to maintain the environmental amenity. Specifically, they believe the flora, fauna and large open spaces should be preserved. In regards to development on the area, there is a split between those who want to see additional development and those who do not. There was also a concern about the need for better sewerage and gas pipeline.

## Gateway South

The majority of respondents in Gateway South would like to see further development allowed as they acknowledge the approval of the growth area to the north and east. However, they also believe that the environmental attributes of Logans Beach should be protected if further subdivision was allowed in the future.

## Hilltop

There was only one (1) respondent from this area. The response focused on the need to allow further subdivision with a minimum size of 1,000sqm – 1,200sqm.

## Low lands

Two (2) of the respondents within this area would like to see further development allowed whilst one (1) did not. Those who would like to see more development on the site however echoed that it is important for service infrastructure to be improved to ensure the amenity of future residents be maintained.

## Ridgeline

All respondents within this area have either considered development on their land or are not opposed to it should it be done in a controlled manner. These residents echoed the need for service infrastructure improvements to be considered and design controls to maintain the area's rural feel be established before additional subdivision is allowed.

## Other

There was one respondent who lived outside the study area. This respondent state that further development should be allowed to promote a 'village lifestyle'.

A response was received from the Department of Environment, Land, Water and Planning (DELWP).

Overall, DEWLP supports council's intention to assess the study area. In addition, they have suggested that geotechnical assessments and cultural heritage considerations should also be incorporated into the study.

Their overall opinion regarding the suitability of the site for future development is positive. However, DEWLP regards the area more suitable for 'medium density' lot sizes. In addition, the impact of any future development should be balanced with environmentally sensitive areas such as the Hopkins River Reserve and the Logan's Beach Whale Watching Area.

DELWP encourages Council to incorporate measures for a coordinated approach to Water Sensitive Urban Design and Stormwater Management and innovative approaches to dealing with future demand of open space should there be additional development of land.

DELWP specified that development should be setback at least 100 metres from the coastal reserve boundary.

In addition, Aboriginal Victoria and the Kuuyang Maar aboriginal group also provided comment. Aboriginal Victoria outlines several areas of cultural heritage sensitivity that needs to be considered in developing a land use strategy. There were no objections to the preparation of a Framework Plan.

The Kuuyang Maar aboriginal group were also supportive of the Framework Plan but highlighted the need to protect the coastal reserve and areas near waterways. They also recommended any further work within this area in particular those they have recorded as important should be discussed with the Kuuyang Maar aboriginal group.

### 3.2 TECHNICAL REPORTS

As part of this project a total of five (5) technical consultants were engaged to undertake site specific assessments that may contribute to determining the opportunities and constraints associated with development. The following provides a summary of the findings. A full report from each consultant provides background to the Strategic Framework Plan.

#### Coastal Acid Sulfate Soils

Ground Science were engaged to provide expert advice on the suitability of the soil for additional development. Specifically, they have done a high-level analysis of the area to understand the possible Coastal Acid Sulfate Soil (CASS) risk profile.

The conditions observed in the Study Area demonstrated an overall medium potential CASS risk. However, there are three (3) types of areas which may have slightly higher CASS risks, these are:

- Medium-lying land generally following the alignment of Logans Beach Rd in the central Study Area;
- Coastal dune formations along the southern boundary of the Study Area; and
- Estuarine area south of the Hopkins Point Road bridge

It is noted that any activities that may increase CASS risk, such as significant excavation or filling of land or actions that may impact the water table, be further explored through detailed soil testing to ensure suitable management techniques are used.

#### Traffic Impact Assessment

Traffix Group were engaged to undertake a detailed Traffic Impact Assessment. They have identified that should the area be significantly developed then the additional traffic movements that are generated will have a significant impact on the existing road network.

In a 'high growth scenario' the capacity of the Hopkins River bridge becomes a concern as does the cumulative traffic impacts on the existing road network between the study area and the Warrnambool city centre.

As such, a medium and low growth scenario were considered to identify a point of development that could be accommodated without requiring significant additional upgrades of the existing road network beyond what is required as part of the development of the growth area to the north and east.

The medium growth scenario could be supported through contributions towards already identified road infrastructure upgrades.

#### Flood Modelling

Water Technology were engaged to undertake detailed flood modelling of 5 year and 100-year events. Further they were asked to consider the impacts of climate change relating specifically to sea level rise.

Water Technology were provided with a high growth scenario to base their assessment on as it was important to identify any potential tipping points in relation to the flood modelling.

The findings highlighted that there were a number of depressions within the study area which were likely to accommodate surface water at varying depths in the event of a 5 year and 100-year weather events. The impact of these events was noticeably worse once the climate change impacts were considered as there was a 'back up' in the drainage outfall located at the Hopkins River. That is, the water level was potentially higher than the outfall drains in that location.

As such, there is a need to provide for a retarding basin / wetland on relatively flat land as close to the Hopkins River outfall as possible. The most obvious location is identified at 9 Hopkins Point Road where there is an existing drainage depression which is known to be affected in high rainfall events.

Based on a medium growth scenario the impacts of the flood modelling are likely to fall within a manageable range with only a central channel being required to convey and slow the flows through the land at 9 Hopkins Point Road before being released towards the Hopkins River outfall.

It is recommended that sites that will be further subdivided should be required to contribute to the necessary flood mitigation measures as the mapping shows that flows from most land within the study area runs towards this central low point. The exact contribution would be dependent upon the proposed level of development and whether development can be accommodated on a site without increasing the level of pre-development flows. This may be achieved through site specific responses such as the use of onsite water tanks.

The map below highlights the pre-climate change 'Hazard Category' identified by the 100-year flood modelling.

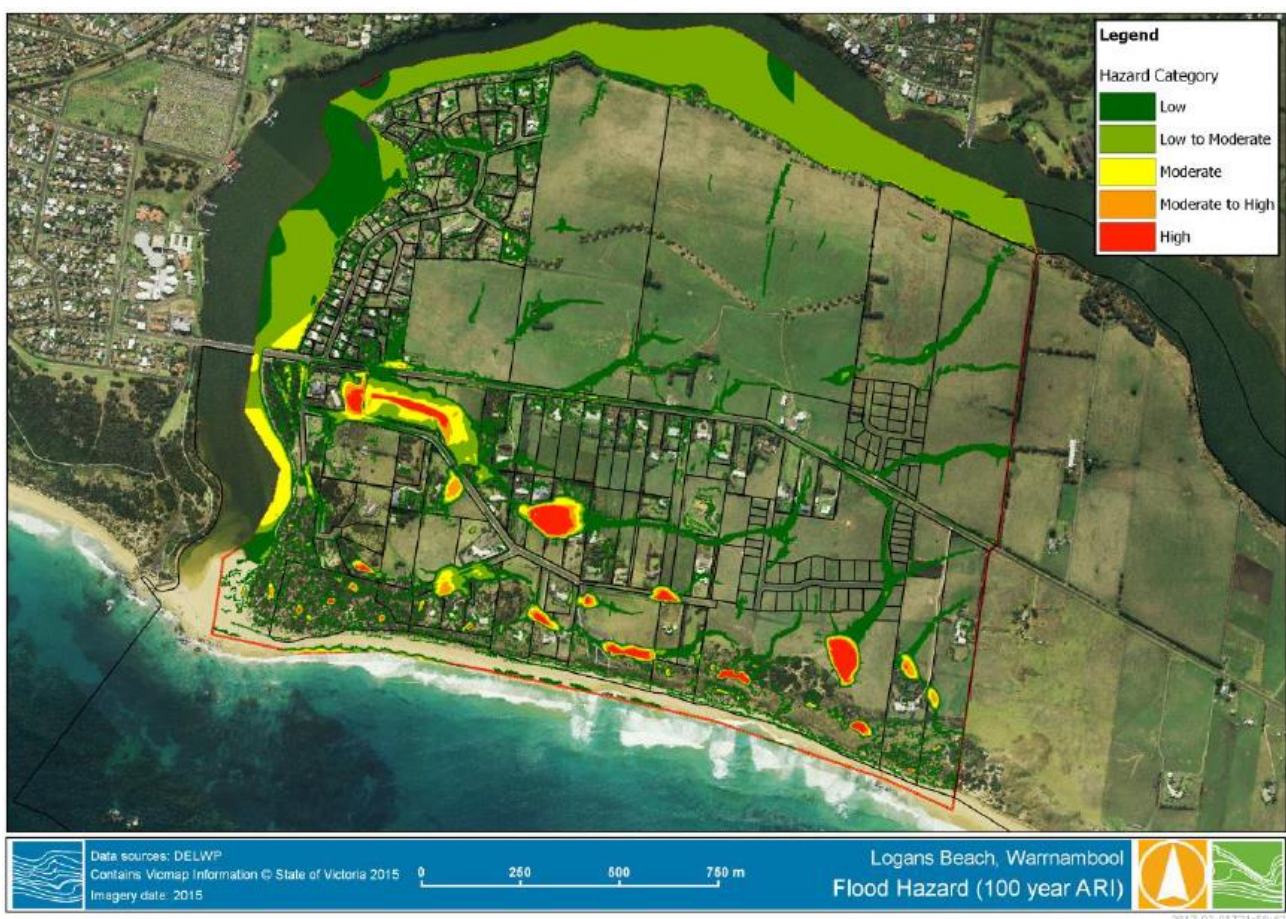


Figure 5 – Flood Hazard (100-year ARI)

## Servicing Infrastructure

LDEng were consulted to appraise the existing Stormwater and Drainage, Water Supply, Sewerage, Electricity, Gas and Telecommunications. Their engagement in the project sought to provide high level engineering advice with the respect to the provision of services and infrastructure required to support the future development of the area.

Overall, LDEng have advised that the study area is well placed for the provision of utility services should the Framework Plan support additional development. There is little to no obstruction from a utility standpoint.

According to LDEng's analysis, and advice received from Wannon Water, water supply and sewerage is not an issue should there be additional development. Wannon Water have stated that existing services can be augmented should additional development be supported by Council. It is also likely that medium growth can be accommodated with the existing water supply and sewerage infrastructure with the installation of a new trunk sewer branch connecting Hopkins Point Road and Logans Beach Road. Wannon Water have stated that the augmentation of existing services is currently part of their overall strategic plan.

In regards to electricity, Powercor have no plans to change the existing electrical assets in the area. It is likely that any further development of the study area would require the developer to enter into an agreement with Powercor to extend electrical supply.

Natural gas supply is not available within the study area however this does not limit further development. There is a strong community sentiment to have natural gas pipes extended to their properties. Should it be appropriate, natural gas can be considered.

Provision of telecommunications also does not pose an issue should development of the land be considered. Supply of telecommunications and fibre optic services will be supplied in accordance with the normal Victorian land development practice.

See Appendix 1 for a composite map of all opportunities and constraints derived from the technical report.

### 3.3 CLIMATE CHANGE

A key consideration for the Strategic Framework Plan is the potential impacts of climate change under the various development scenarios.

The Strategic Framework Plan should provide guidance on planning controls within the area to facilitate further residential development whilst considering any climate change risks and opportunities.

Given the precinct has both coastline and river frontage the most likely implications resulting from climate change relate to sea level rise however changes to rainfall patterns and temperatures have also been considered.

#### Sea Level Rise

There are many sources of information in relation to climate change and sea level rise however for the purposes of this report we have relied on the directions provided by the Australian Government's Department of Environment and Energy.

Sea level rise is caused by two processes: thermal expansion (ocean water expanding as it heats up) and additional water flows into the oceans from ice that melts on land. Both these processes are currently being observed.

Information obtained from the department's website states that:

There is robust evidence that sea levels have risen as a result of climate change based on observations from tide gauges, paleo indicators and satellite measurements. The Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report finds that sea level has risen by 0.19 m since the beginning of the 20th century.



Over the last century global average sea level rose by 1.7 [1.5 to 1.9] mm per year, in recent years (between 1993 and 2010) this rate has increased to 3.2 [2.8 to 3.6] mm per year. The IPCC report finds that the rate of sea level rise over the last century is unusually high in the context of the last 2,000 years.

The IPCC finds that recent observations of global average sea level rise at a rate of 3.2 [2.8 to 3.6] mm per year is consistent with the sum of contributions from:

- observed thermal ocean expansion due to warming (1.1 [0.8 to 1.4] mm per year);
- glaciers (0.76 [0.39 to 1.13] mm per year);
- the Greenland ice sheet (0.33 [0.25 to 0.41] mm per year);
- the Antarctic ice sheet (0.27 [0.16 to 0.38] mm per year); and
- changes to land water storage (0.38 [0.26 to 0.49] mm per year).

The IPCC report projects reflects stronger scientific understanding of sea level rise and projections for future sea level rise high are higher than in previous IPCC reports. If emissions continue to track at the top of IPCC scenarios global average sea level could rise by nearly 1 m by 2100 (0.52–0.98 m from a 1986–2005 baseline). If emissions follow the lowest emissions scenario, then global average sea level could rise by between 0.28–0.6 m by 2100 (compared to a 1986–2005 baseline).

Whilst the information obtained from the Department of Environment and Energy highlights that there is some variance to the level of rise that may be experienced in the future, Water Technology have applied a constant HT boundary of 1.88 m AHD to the 2010 climate change scenario, based on the IPCC 2007 A1FI scenario which predicts a sea level rise of 0.82 m (CSIRO, 2009).

## **Rainfall**

A 12% increase to rainfall intensity was adopted for 100-year ARI event with climate change. This is the same increase used by the Engeny-led hydraulic study of other parts of the municipality and may facilitate comparison of risks between results (although modelling methodology may differ).

## **Temperature**

Most of the Representative Concentration Pathways (RCP) scenarios concur that the total warming will be in the “Hotter” range of 1.5-3 degrees Celsius with a median value of 2.25 degrees Celsius for the Southern Slopes Mainland Cluster. We understand that, consequently, a 5% increase was applied by Engeny to the 1987 AR&R rainfall patterns for each predicted degree of warming.

## **Climate Change Implications**

Adopting the above parameters, Water Technology has undertaken detailed flood modelling to determine the risk (if any) that climate change may pose to the future land use and development of the area. The results of their analysis show that the flood impacts on the precinct are noticeably worse under the climate change scenario. Specifically, the results show that there is a ‘backlog’ in the drainage network as the flood level will be above the outfall drain into the Hopkins River.

The flood mechanism in the 100-year ARI event, considering climate change (see plan below), is comparable to the existing 100-year ARI results. The higher water levels in Hopkins River and Warrnambool Bay result in greater flood depths in the low-lying areas and localised depressions. The flood extents increase slightly, however overbank flood depths across these properties increase markedly. Flood depths exceed 1 m at the low-lying area south of Hopkins Point Road, as shown below. Critical flood depths increase by up to 250 mm in areas, as shown in Figure 6.



Figure 6 - Flood Depths for the 100-year ARI Critical Event with Climate Change

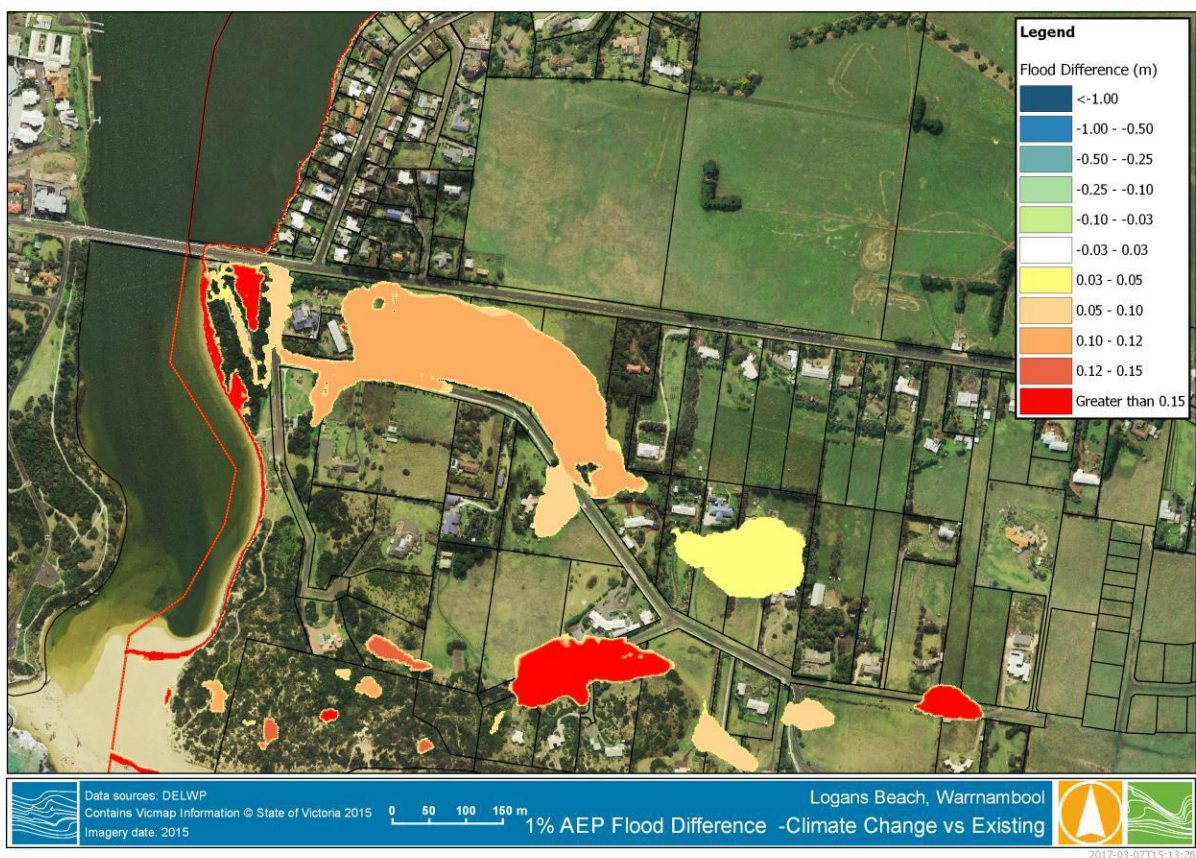


Figure 7 - Difference in 100-year ARI Flood Depths between Existing and Climate Change Scenarios

Figure 7 shows the difference in the flood level between the existing and climate change scenarios varied in a number of consistent locations across the precinct with the difference in some areas exceeding 0.15 metres.



The 18-hour duration result in the greatest flood risk in the catchment, increasing the-risk period and volume of floodwaters during major flood events by approximately 6 hours.

The flood risks (see Figure 8) in the climate change 100-year ARI event, are similar to existing conditions 100-year ARI event, with High Hazards at the following locations:

- Low lying properties south of Hopkins Point Road;
- Eastern section of Logans Beach Road; and
- South-western end of Henderson Way.

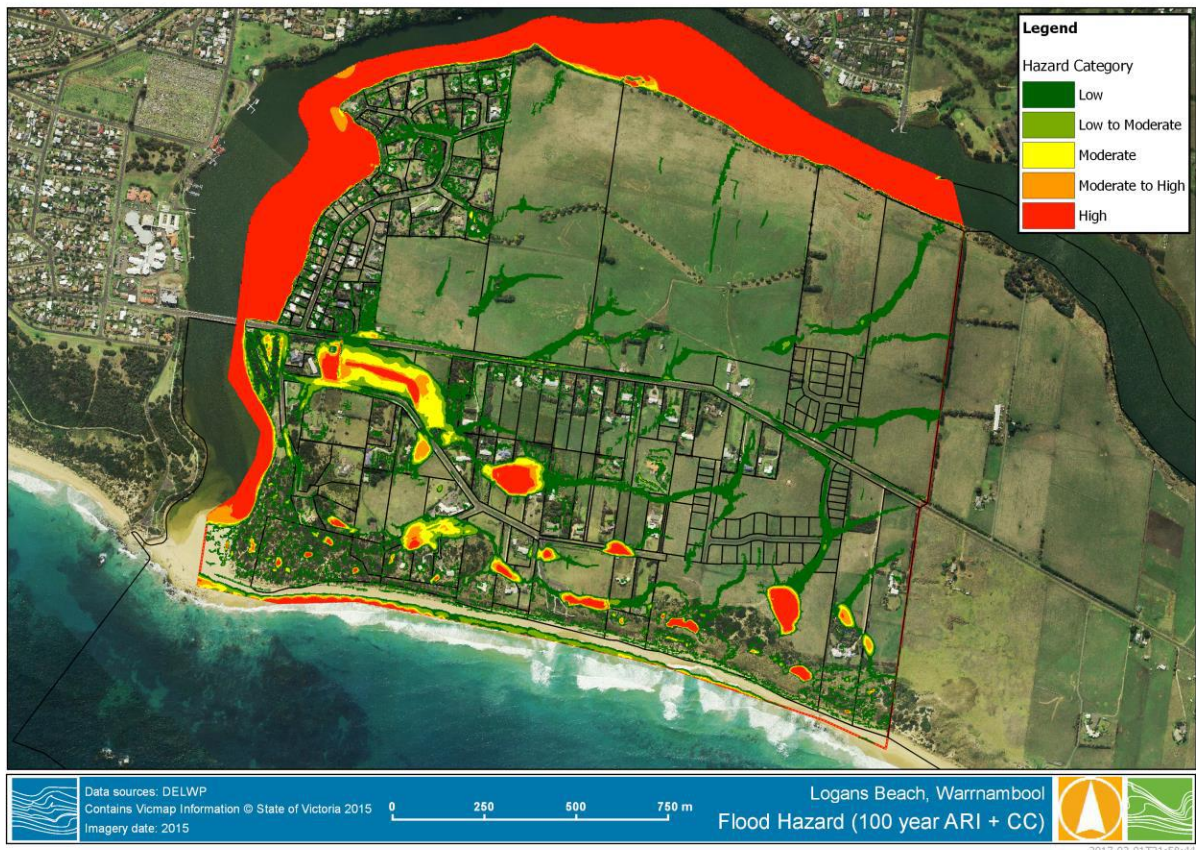


Figure 8 - Flood Hazard for the 100-year ARI Critical Event with Climate Change

Notwithstanding the results outlined above Water Technology are confident that the climate change flood risk can be reasonably mitigated provided an appropriate retarding basin response can be achieved in a location as close to the Hopkins River outfall as reasonably possible.

Due to the location of existing development on Blue Hole Road and the development aspirations for the land at 5-9 Hopkins Point Road it is recommended that the location of the retarding basin be located on the low-lying land within 5-9 Hopkins Point Road. This will also ensure that retarding basin is outside the 'high' hazard area along Hopkins River and can be readily connected to the outfall drain on the western side of Blue Hole Road.

Based on the analysis outlined above it is concluded that further development of land within the precinct will not be unreasonably impacted by climate change.

## 4. DEVELOPMENT SCENARIO REVIEW

Land surrounding the Logans Beach is increasingly becoming urbanised. There is a strong demand for growth in the surrounding area, reflected in the approval of several development and structure plans directly adjacent to the study area to the north and east.

Although, there has been directed growth in adjacent areas, the project area has become increasingly fragmented due to incremental residential development and subdivision over many years. Earlier housing was reasonably consistently placed along the southern edge of Hopkins Point Road, and along the primary dune on Logans Beach Road. More recently, housing has been built to widely different setbacks within the deep lots that characterise much of the area.

There have been numerous attempts to curtail any further haphazard development and direct growth in a sustainable and locally appropriate manner. Various Local Planning Policies acknowledge the capacity for the project area to provide for some growth.

This Framework Plan aims to strike a balance between community aspirations and technical constraints and opportunities.

Community opinion on residential development potential is fairly divided, however there is a general consensus that there is some capacity for further residential development, provided the low density rural character and environmental features of the area are respected. However, the unplanned evolution of development in the subject area has placed a practical constraint on the size and scale of future subdivision within the study area.

There has been considerable thought and analysis placed on different intensities of development whereby the multi-disciplinary project team have analysed various scenarios to identify the most practical and deliverable land use outcome.

- High Growth Scenario

At a high growth scenario of 450 or more lots, traffic and movement would be degraded as the Hopkins River bridge which serves as the only main point of connection to the town centre will not be able to cater for the increased traffic generated by this level of development. In simple terms, the increased traffic volumes would require the potential widening of the bridge or at a minimum significant upgrading works at the Blue Hole Road entry to the study area. The cost of these works is likely to be prohibitive or cause an unreasonable level of disruption to the existing conditions.

In addition, a high growth scenario would place an unacceptable level of strain on the drainage system (particularly when modelled to accommodate climate change) and would require intensive water management regimes, which would significantly encumber land within the study area for the purpose of water retardation and wetlands. Given the significant land fragmentation, a large drainage asset would be difficult to fund and deliver.

The existing land fragmentation, topography and landscape character also provide significant barriers to a high growth scenario. The north-eastern part of the study area (south side of Hopkins Point Road) has a generally consistent existing development and subdivision pattern with most lots accommodating dwellings close to the Hopkins Point Road frontage in order to maximise views to the south and reasonably connect to Hopkins Point Road. Conversely, the lots fronting the eastern end of Logans Beach Road accommodate development both at the front and rear of the lots either at the top or bottom of the slope.

The varying location of existing development along Logans Beach Road provides a barrier to simply subdividing the rear of lots that front both Hopkins Point Road and Logans Beach Road by way of a central access road that would run down the valley.



In addition, the community engagement process determined that there is little support in the community (particularly in the eastern part of the study area) for intensive growth, which would trigger a high growth scenario.

The existing form of low density growth makes retrospective planning for intensive development in this area unlikely from a technical and community aspirations perspective.

- Medium Growth Scenario

A medium growth scenario of approximately 200-250 additional lots in the study area was also considered. This scenario looks to be the most practical solution that takes into account residents views and the traffic and stormwater management capacity of the area without requiring significant upgrades to existing roads and requiring establishment of significant stormwater management areas.

For this reason, it is imperative that the siting of new development follow a land use pattern that is a transition from the more intensive existing and planned developments of the north to a medium form of development, in keeping with the general community aspirations.

The most practical location for accommodating the majority of the additional lots is on the flatter land that is generally located in the western part of the study area on sites that will not have a significant landscape impact. Specifically, land located at the western end of Logans Beach Road and parts of the land on the northern side of Henderson Way are most suitable for a more intense level of subdivision as they have little existing vegetation and minimal slope (in part). Depending on further site-specific topography and vegetation assessments it is expected that lots within this area would range between 500 sqm and 800 sqm.

- Low Growth Scenario

A low growth scenario would seek to restrict subdivision to low density with lots averaging approximately 4,000 sqm and less than 100 additional lots across the study area.

This form of development would result in existing lots in the eastern part of the study area accommodating an additional lot each with larger sites in the western part of the precinct accommodating approximately 5 – 15 additional lots per site.

From a road and drainage infrastructure perspective this level of development could be readily accommodated with only minor upgrades to roads and drainage system and would have the least impact on the existing landscape of the area.

The Department of Environment, Land, Water and Planning (DELWP) has advised that Logans Beach is a highly productive breeding area for the Southern Right Whale and development within 100 metres of the coastal reserve should be avoided for a number of reasons. In relation to the Southern Right Whale, DELWP advise that:

*“The Southern Right Whale is listed as Endangered under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and is listed as threatened under the Flora and Fauna Guarantee Act 1988 (FFG Act). DELWP’s Advisory List considered the species as Critically Endangered in Victoria. The National Recovery Plan for the species (Conservation Management Plan for the Southern Right Whale 2011-2021, Department of Sustainability, Environment, Water, Population and Communities) maps Warrnambool as a Biologically Important Area for the species, and the FFG Action Statement (Department of Sustainability and Environment, 2000) indicates that the most reproductive activity for Southern Right Whale in Victoria occurs at Logan’s Beach. The Recovery Plan includes infrastructure/ coastal development as a moderate threat to recovery of the species”.*

In all scenarios, DELWP advises that development within 100 metres of the coastal reserve should be avoided in order to:

- Protect fragile dunes from further construction activity and difficult to control informal access to the beach,
- Prevent weed invasion and erosion, and
- Direct stormwater and sewerage management away from the coastline.

## 5. STRATEGIC FRAMEWORK PLAN

The development of Logans Beach should follow a medium growth scenario. A medium level of growth would accommodate a total of approximately 200 – 250 lots across the 100-hectare study area. Appendix 2 highlights the estimated potential yields across the study area.

For the purposes of this Strategic Framework Plan the study area has been split into six (6) precincts (see Appendix 3), which have been further redefined since the initial community engagement process.

Based on a thorough review of the opportunities and constraints the following precincts have been identified as having different land use and development potential, which is described below.

1. Motang Estate
2. Gateway North
3. Coastal / River frontage
4. Hilltop
5. Eastern End
6. Western End

See Appendix 4 for the Logans Beach Strategic Framework Plan, which shows how the defined precincts can be integrated to deliver a medium growth outcome that maintains the landscape values of the area, minimises any impacts derived from development and generally responds to the community's aspirations.

### **Development Aspirations**

The defined precinct boundaries respond to the recently gazetted Bushfire Management Overlay boundaries and its requirements for development to achieve a minimum BAL rating of 12.5 and minimum defendable space of 30 metres around development. Coupled with a focus on protecting existing vegetation and landscape values development may be limited in some areas regardless of the precinct designation.

The Strategic Framework Plan seeks to assist in achieving a number of broad community objectives including improved pedestrian connections throughout the precinct, protection of existing vegetation and high landscape values and a site responsive approach to development.

Whilst it is expected that residential development will be most typical however low scale tourist accommodation is also supported. Car parking and supporting facilities associated with the whale watching area are to be reviewed in line with visitor demand over time.

### **Motang Estate**

Land within the Motang Estate in the north-west part of the study area is affected by an existing Covenant that restricts (amongst other things) subdivision of the land.

Given the difficult process involved in amending and removing Covenants and the clear community feedback received that did not support further subdivision, the planning provisions that relate to this area are unchanged.

### **Gateway North**

Due to the location of existing dwellings and vegetation as well as the topography of the land there is limited further development opportunity of this area. However, it is acknowledged that the land to the east and west is zoned General Residential 1 and therefore it is logical that this area also be zoned General Residential 1.

Any proposed future subdivision or increase development yield within this area would need to appropriately consider the topography of the land and impact on existing vegetation of significance.



## **Coastal / River Frontage**

There is an existing sensitive river and coastal environment that must be protected from the potential visual impact caused by development. Development of land south of Logans Beach Road should be sensitively designed to protect visual amenity of the area when viewed from the Logans Beach whale watching platform and coastal reserve.

The subdivision of land must ensure that each lot has a minimum area of 2,000 sqm with an average lot size of 4,000 sqm across the subdivision.

Subdivision design and development siting must ensure that it considers the existing site features including topography, vegetation, buildings and the Bushfire Management Overlay requirements (where applicable).

Development should not exceed 5 metres in height unless it can be demonstrated that the visual amenity of the area is not adversely affected.

New development within 100 metres of the coastal reserve on the south side of the Logans Beach Road and Henderson Way should be avoided as this area has a high environmental and landscape value and is affected by the Bushfire Management Overlay. Any application for development in this area should be accompanied by a detailed response to the constraints of the area.

Development abutting the Blue Hole Road public area should be appropriately setback and a landscape interface established to minimise the visual impact of development on this area.

Removal of existing vegetation should be avoided across this area. Vegetation removal to achieve a defensible space area around proposed development is not supported. The planting of endemic vegetation is encouraged.

## **Hilltop**

The Hilltop area can be viewed from surrounding areas to the west and throughout the study area. As such, further development of this area should be minimised and sited to avoid unreasonable impact on existing vegetation.

Any new residential lot should have a minimum area of 4,000 sqm. This requirement may be varied where land has frontage to Henderson Way and each lot has a minimum area of 2,000 sqm with an average lot size of 4,000 sqm across the subdivision.

Development should not exceed 5 metres in height unless it can be demonstrated that the visual amenity of the area is not adversely affected. Development proponents must demonstrate that new development will not adversely impact on land stability.

Removal of existing vegetation should be avoided across this area. The planting of endemic vegetation is encouraged.

## **Eastern End**

The Eastern End of the study area is characterised by lots ranging from 6,000 – 16,500 sqm, with many being approximately 10,000 sqm. Land fragmentation and landscape values are a significant feature of this part of the study area.

Due to the location of existing dwellings, slope of the land, location of existing vehicle access points and general community aspiration to maintain the open landscape, development in this area should be limited.

It is unlikely that a new road could be created without significantly impacting existing dwellings and the creation of multiple new vehicle cross overs would impact the function of Hopkins Point Road and Logans Beach Road. Therefore, it is required that any new lots must gain access from either an existing vehicle cross over or new consolidated single vehicle cross over.

Development should be setback 20 metres from Hopkins Point Road and 10 metres from Logans Beach Road unless it can be demonstrated that there will be no unreasonable visual impact caused by the new development on these important tourist routes.

Development on the south side of Logans Beach Road should not exceed 5 metres in height unless it can be demonstrated that the visual amenity of the area is not adversely affected and view sharing is maintained.

The subdivision of land must ensure that each lot has a minimum area of 2,000 sqm with an average lot size of 4,000 sqm across the subdivision.

The design of the subdivision must ensure that it considers the existing site features including topography, vegetation, buildings and the Bushfire Management Overlay requirements (where applicable).

To minimise the cumulative drainage impacts that may be caused by increased development, all new dwellings should include onsite drainage retention systems and appropriate landscaping.

The planting of endemic vegetation is encouraged.

### **Western End**

The Western End of the study area is characterised by larger lots which are relatively flat and void of significant vegetation.

Given the relatively flat topography and the capacity of the natural drainage line through 5-9 Hopkins Point Road, this part of the study area may be developed at a density that is more consistent with standard residential areas.

Staging of development within this precinct must ensure that the necessary drainage infrastructure through 5-9 Hopkins Point Road to the Hopkins River is appropriately developed prior to significantly increasing development yields.

The development of the land at 5-9 Hopkins Point Road must make provision to accommodate drainage flows from other development sites within the study area.

The primary vehicle access / egress for this site must be onto Hopkins Point Road (rather than Logans Beach Road).

Any new residential lot should have a minimum area of 500 sqm.

Subdivisions should ensure a diversity of lot sizes that range between 500 sqm and 1000 sqm and designed to consider the protection of existing vegetation and respond appropriately to the topography of the land.

Vehicle access onto Logans Beach Road must be consolidated to avoid multiple vehicle cross overs along this important tourist road.

Logans Beach Road may need to be upgraded to an urban standard to include an improved carriageway and drainage infrastructure.

## 6.SHARED INFRASTRUCTURE REQUIREMENTS

In order to support the medium growth scenario that is proposed there is a need to provide local drainage infrastructure and road network upgrades as the current infrastructure is only capable of supporting very minor growth. Contributions towards the funding of these works will be required from the landowners at the time of development.

### Drainage

The detailed drainage and flood modelling assessment undertaken by Water Technology has determined that due to the topography of the area there is a natural overland flow path that runs towards the western end of Logan's Beach Road. As land in the precinct develops there will be an increase in flows directed to this area and therefore a water retarding / storage area is required to capture and slow water flows before releasing them into the Hopkins River.

The infrastructure required to support growth is the installation of pipes, construction of a water storage area and acquisition of land on 5-9 Hopkins Point Road.

### Local Road Upgrades

The traffic impact assessment completed by Traffix Group determined that there is a need for minor road upgrades at the Western end of Logan's Beach Road, which may be undertaken in conjunction with the drainage upgrades, as this area will accommodate the majority of traffic volume increases generated by the development of the area.

Additionally, there are some upgrades required to the existing road network to the west of Hopkins River where increased traffic volumes generated from the area will add additional pressure on the existing road infrastructure and particularly intersections.

### Local Park Upgrades

The existing local park on Blue Hole Road may be upgraded to further accommodate the needs of the growing community. A review of local community needs should be undertaken to determine the most appropriate upgrades which may vary from landscaping and passive recreation uses to play equipment upgrades.

### Shared Funding Approach

It is usual for development contributions to be made to establish or upgrade infrastructure when new development is proposed or the rezoning of land is to occur. There are a number of methods that can be used to collect development contributions including entering into a Voluntary Agreement or more formally by establishing a Development (or Infrastructure) Contributions Plans.

Typically, in a scenario such as this the required development contribution would be paid on a 'per additional lot' basis and payment would be made at the time of development or subdivision. This approach ensures that the level of impact caused by the development of each parcel within the area pays the appropriate apportion of the total infrastructure costs.

# APPENDIX 1 – OPPORTUNITIES AND CONSTRAINTS





**PRELIMINARY OPPORTUNITIES AND CONSTRAINTS PLAN - OVERALL**  
**LOGANS BEACH, WARRNAMBOOL**

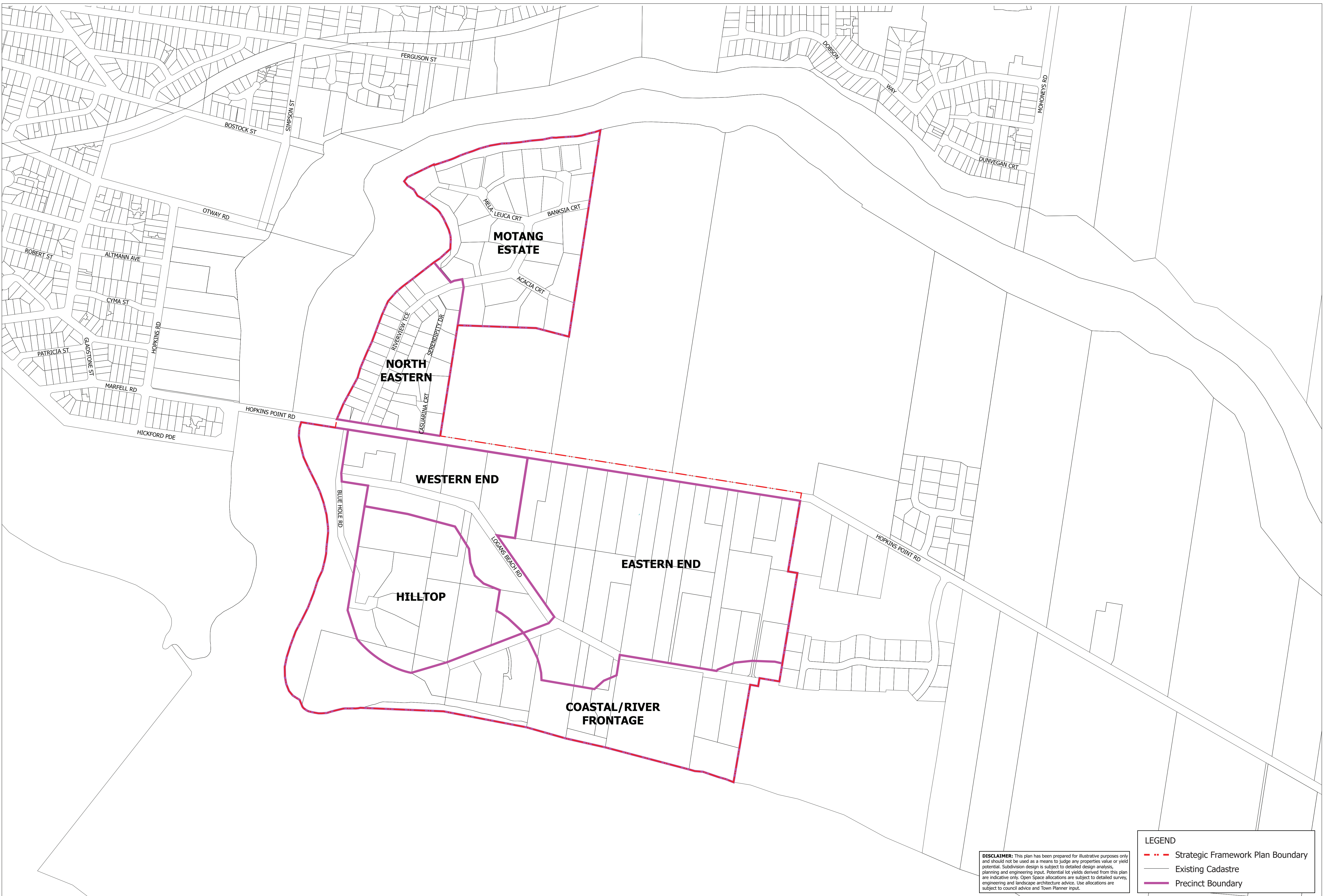


## APPENDIX 2 – ESTIMATED DEVELOPMENT YIELDS



## APPENDIX 3 – DEFINED PRECINCTS





**DISCLAIMER:** This plan has been prepared for illustrative purposes only and should not be used as a means to judge any properties value or yield potential. Subdivision design is subject to detailed design analysis, planning and engineering input. Potential lot yields derived from this plan are indicative only. Open Space allocations are subject to detailed survey, engineering and landscape architecture advice. Use allocations are subject to council advice and Town Planner input.

LEGEND

Strategic Framework Plan Boundary

Existing Cadastre

Precinct Boundary

**PRECINCT PLAN**  
**LOGANS BEACH, WARRNAMBOOL**

North

0100200300m

Date: 20/11/2017 | Plan: 16-026-014 | Revision: B | Scale: 1:10,000 @A1

Drawn: M.P (20.11.17) | Checked: N.S.S (20.11.17) | Cadastral Base: VICMAP | Image Source: None | Job Ref: V\_WARRNAMBOOL\_LOGANS

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PLANNING  
STUDIO

## APPENDIX 4 – STRATEGIC FRAMEWORK PLAN





# STRATEGIC FRAMEWORK PLAN LOGANS BEACH, WARRNAMBOOL