Colac Otway SHIRE

GREAT OCEAN ROAD COAST & PARKS AUTHORITY

Tract

COMMUNITY INFRASTRUCTURE PLAN

PART A DISTRICT PLAN

DRAFT

DRAFT MAY 2022

APOLLO BAY - SKENES CREEK - MARENGO

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Traditional Owner Acknowledgement

We acknowledge and respect the Gadubanud People of the Eastern Maar as the Traditional Owners of the land, waters, seas and skies within the study area and acknowledge their Cultural knowledge that has led to sustainable practices and has cared for Country over tens of thousands of years.

We honour Elders past and present and express gratitude for their sharing of wisdom that has ensured the continuation of Culture and Traditional practices.

We are committed to genuinely partner and meaningfully build relationships that reflect self-determination and enable us to work together with the Traditional Owners and Aboriginal communities to support the protection of Country, the maintenance of spiritual and Cultural practices, and together deliver on their broader aspirations in the 21st century and beyond.

Report Authors

This report has been prepared by Tract Consultants Pty Ltd (Landscape Architects, Urban Designers, Town Planners, Consultation), under the management of Colac Otway Shire Council.

1 INTRODUCTION

1.1 Introduction

Well-planned, inviting and safe linkages enable people to gain social, health, environmental and economic benefits, and more broadly, an appreciation of place.

Part A - District Plan forms part of the Community Infrastructure Plan (CIP) for Apollo Bay, Skenes Creek and Marengo. Its purpose is to provide a long term strategic vision for key pedestrian linkages and key streetscape improvements in Apollo Bay, Skenes Creek and Marengo over the next 20-30 years.

Part A - District Plan should be read in conjunction with the Project Overview, which outlines the purpose of the CIP, explains how the CIP was developed, consultation that has occurred and sets overarching principles for infrastructure provision into the future.

1.1.1 What is the District Plan?

The District Plan comprises:

- **District Plan** - outlines primary linkages between town activity nodes and destinations (recreational trails, walking and cycling connections).
- **Streetscape Plans** - for the Great Ocean Road and Pascoe Street in the commercial heart of Apollo Bay.
- **Streetscape Design Guidelines** - for the Apollo Bay Streetscape with a materials and planting palette and including signage, street furniture and landscaping.

1.1.2 Why do we need a District Plan?

Tourism places extreme pressure on infrastructure and services within Apollo Bay, Skenes Creek and Marengo, while there is also growing pressure from parts of the community for the provision of more local infrastructure.

The District Plan intends to bring together a range of previous and concurrent studies/projects affecting Apollo Bay, Skenes Creek and Marengo to provide an integrated response to infrastructure needs within the three towns. It aims to explore key issues identified in these studies, with a particular focus on:

- Improving pedestrian connections and opportunities for active transport, particularly along the Great Ocean Road and to foreshore areas.
- Infrastructure provision to improve pedestrian amenity and to meet visitor needs, particularly toilets and parking needs.
- Reducing the impacts of through traffic in the commercial centre of Apollo Bay.

1.1.3 How will the District Plan be used?

The District Plan will be used to discuss and test concepts and ideas for upgrading and improving key pedestrian linkages and primary streetscapes within Apollo Bay, Skenes Creek and Marengo.

More specifically, the District Plan will be used by Colac Otway Shire Council (COSC):

- To identify future preferred recreational trails and key linkages within and between the three towns.
- To identify preferred future upgrades and improvements to the Great Ocean Road and Pascoe Street, including options to make Pascoe Street the primary traffic route through Apollo Bay.
- To inform Council's service and capital works priorities.
- To inform future investigations and advocacy work to be undertaken in relation to treatment of traffic along the Great Ocean Road.
- To advocate for and attract future funding.

Additionally, the Authority will use the District Plan to guide infrastructure elements where coastal Crown land is affected.

Following community and stakeholder consultation, supported concepts and ideas will form the basis of further testing and detailed design work through future projects to develop estimate costs, establish feasibility and explore funding opportunities.

1.2 CIP & Report Structure

The CIP consists of four parts:

- Project Overview
- **Part A - District Plan**
- Part B - Foreshore Master Plan
- Part C - Harbour Development Plan

Figure 1 below, outlines the different parts of the CIP.

Figure 1. The parts of the CIP

The structure of Part A - District Plan is outlined below, in Figure 2.

PART A - DISTRICT PLAN

1. INTRODUCTION

Provides background and context for the District Plan.

2. CONTEXT

Overview of key findings that have influenced the District Plan.

3.DISTRICT PLAN

Guides preferred primary linkages between and within towns (recreational trails, walking and cycling connections).

4. APOLLO BAY STREETSCAPE PLANS

Identifies options to improve the public realm for the Great Ocean Road and Pascoe Street streetscapes.

5. STREETSCAPE DESIGN GUIDELINES

Guides preferred design features for the Great Ocean Road and Pascoe Street, Apollo Bay.

Figure 2. Part A - District Plan Structure

1.3 The Study Area

The Study Area for the District Plan is:

District Plan Study Area

The study area for the District Plan includes the townships of Apollo Bay, Skenes Creek and Marengo. It focuses on the public realm and publicly owned land within the boundary including road reserves, Council and Crown land, the foreshore, creeks and recreational open spaces. Refer Figure 3.

Apollo Bay Streetscape Plan and Streetscape Design Guidelines Study Area

The Study Area for the Apollo Bay Streetscape Plan and the Streetscape Design Guidelines is focused on the Great Ocean Road and Pascoe Street in the commercial heart of Apollo Bay. It also considers key connecting streets including parts of Thomson Street, Hardy Street, Moore Street, McLaren Parade and Nelson Street.

The streetscape plan concentrates on the public realm, which comprises the streets and footpaths. Buildings and their facades are not included. Refer Figure 4.

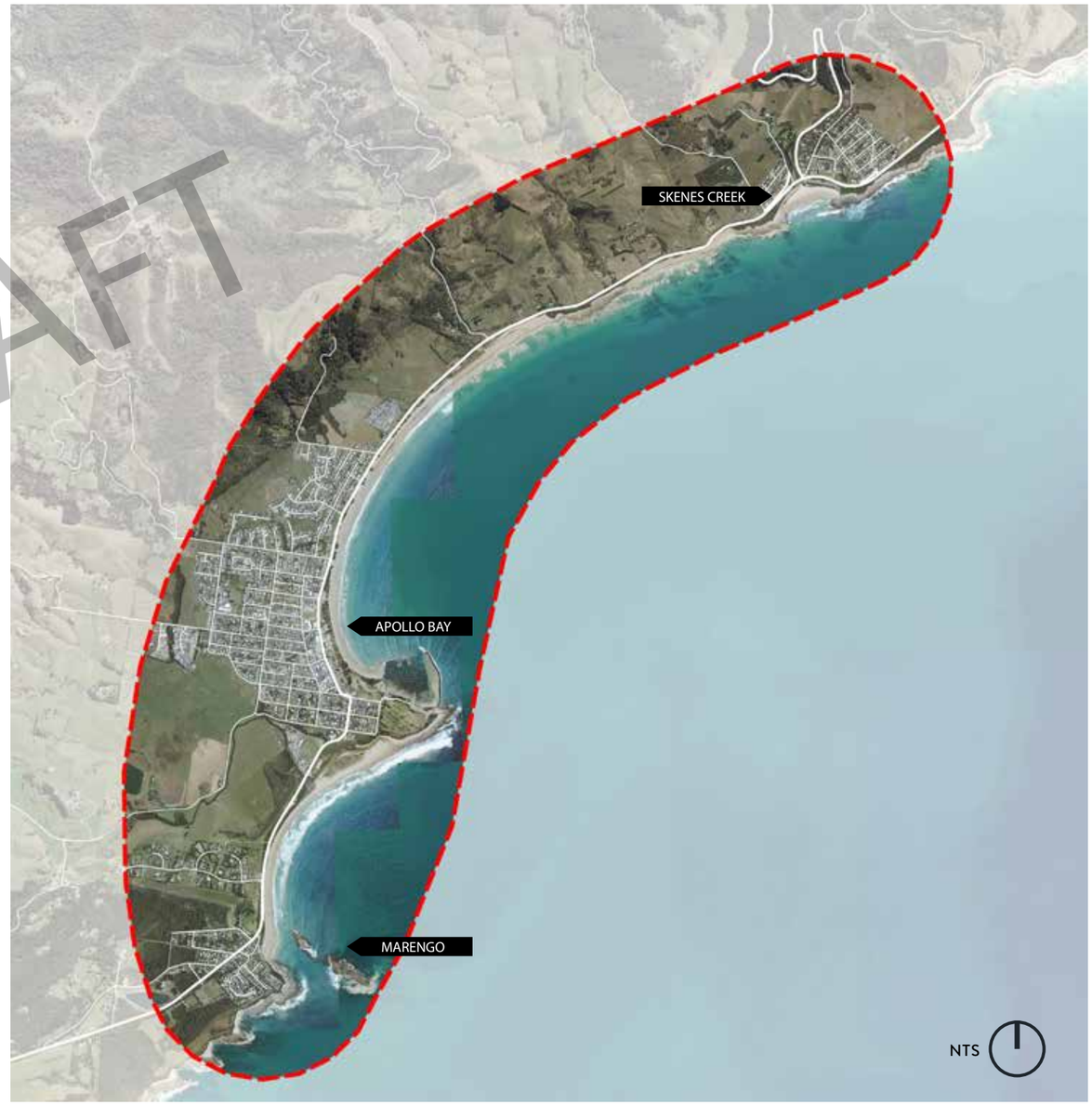


Figure 3. Study Area - District Plan

Figure 4. Study Area - Streetscape Plan

2 CONTEXT

Background research, previous studies and site visits undertaken for the CIP identified the opportunity to improve key linkages and streetscapes for both residents and visitors within Apollo Bay, Skenes Creek and Marengo.

Refer to the Apollo Bay, Skenes Creek and Marengo CIP - Issues and Opportunities Paper for additional details.

2.1 Colac Otway Shire Tourism Parking and Traffic Strategy, 2019

A key driver for the development of the CIP was the Colac Otway Shire Tourism Parking and Traffic Strategy prepared by GTA in 2019.

The Strategy outlines a number of evidence based tourism and parking and traffic management strategies required to support tourism growth in key coastal settlements within Colac Otway Shire.

Many of the recommendations in the Strategy have shaped the concepts being explored through the CIP. In particular, the Strategy recommends different options for traffic movement through Apollo Bay, as well as opportunities to pedestrianise the Great Ocean Road and to reduce the impacts of through traffic in the commercial centre.

Other key recommendations outlined in the Strategy, relevant to the District Plan include:

Key Recommendations	How has this been considered in the District Plan?
Apollo Bay	
Improve the utilisation of the off-street car park on Pascoe Street through wayfinding signage.	The CIP explores opportunities to direct traffic movements to Pascoe Street, in order to alleviate traffic along the Great Ocean Road between the shops and the foreshore. The proposed changes to movement within Apollo Bay will encourage greater utilisation of off street car parks along Pascoe Street. This will be supported by improved wayfinding signage to help people navigate to these areas.
Re-route buses to travel on Pascoe Street rather than Great Ocean Road.	
Provide public toilets near bus parking.	A designated passenger drop off / pick up point will be provided adjacent the Visitor Information Centre in the foreshore. This will be supported by public toilets located at the Visitor Information Centre. Bus parking for empty coaches will be provided along Pascoe Street (and potentially Thomson Street). Access to nearby toilets at the Visitor Information Centre will be sign posted for drivers.
Provide improved pedestrian crossing infrastructure along Pascoe Street.	Raised pedestrian crossings will be provided at key intersections and at key mid block links, prioritising pedestrian access between the commercial centre and residential areas within Apollo Bay, including the Community and Education uses along Pengilley Avenue.
Improved bicycle parking provision.	The CIP aims to create an integrated and connected network of cycling connections throughout Apollo Bay. This will include shared paths, on road cycle paths, sharrows, bike parking and end of trip facilities.
Improved pedestrian access between the Visitor Information Centre, bus stop and foreshore car park.	A continuous forehsore promenade will be provided throughout the foreshore improving connections between the Visitor Information Centre, the bus stop and foreshore car park.
Provide additional pedestrian crossing infrastructure on the Great Ocean Road in appropriate locations.	Raised pedestrian crossings provided at key intersections and at key mid block links, prioritising pedestrian access within the town centre and making it easier to move between the foreshore and shops. In addition, the CIP explores options to direct traffic movements (i.e. lower traffic volumes) along Pascoe Street as the primary traffic route through Apollo Bay (as recommended by the Colac Otway Shire Tourism Parking and Traffic Strategy, 2019).
Investigate opportunities to reduce footpath obstructions in the retail precinct.	The CIP aims to provide a clear allocation of space for trading, dining, above ground services (bins) and public seating. This, along with the widenng of footpaths throughout the commercial centre, will assist in providing adequate space for people to move along the street.

Key Recommendations	How has this been considered in the District Plan?
Pedestrianise the Great Ocean Road through prioritised treatments.	The Movement and Place Assessment identified that a one-way vehicle movement option along the Great Ocean Road (north to south) as the preferred option. The CIP aims to improve pedestrian access along the Great Ocean Road by providing a connected path network that includes raised pedestrian crossings at key intersections, mid block crossings and mid-block pedestrian laneways, as well as wayfinding signage at key nodes.
Trial the full pedestrianisation of the Great Ocean Road through tactical urbanism exercises.	
Improved traffic management in the Surf club foreshore carpark.	The foreshore car park will be reconfigured, with a single entry point, minimising pedestrian and vehicle conflicts near the Surf Club. Refer to Part B - Foreshore Masterplan for further details.
Provide long vehicle and bus parking along Pascoe Street.	Additional longer term coach parking will be provided along Pascoe Street and potentially Thomson Street (subject to further discussion). Coach parking spaces along Pascoe Street and Thomson Street may also allow for longer vehicle parking outside of peak times i.e. (11am – 2pm).
Medium and long-term strategic locations for additional off-street bus parking.	While the opportunity to provide additional off street coach parking was explored as part of the CIP, a suitable alternative location was not identified.
Town entry treatments and 40km/h speed limit through township.	This will need to be considered by DoT separately.
Potential one-way operation of Great Ocean Road with redirecting of heavy vehicles and buses via Thomson, Pascoe and Nelson Streets.	A key driver for the CIP was to further explore and test the potential one-way operation of Great Ocean Road. The concepts presented in the CIP include a one-way and a two-way option.
Intersection of the Great Ocean Road and Nelson Street upgrade.	The potential to upgrade the intersection of the Great Ocean Road and Nelson Street has been further explored in the CIP, including improving the setting of the ANZAC Memorial. This is outlined in Section 4.7.
Skenes Creek	
Directional arrows and turning guidelines at the Great Ocean Road and Skenes Creek Road intersection.	This will need to be considered by DoT separately.
Improve pedestrian connectivity between either side of the river by widening footpath on bridge.	This will need to be considered by DoT separately.
Improve pedestrian crossing safety on the Great Ocean Road.	A pedestrian refuge island will be provided along the Great Ocean Road. This will reduce the distance to cross and improve access between the foreshore and residential areas.
Improve traffic management in the foreshore car park on the western side of the bridge.	The foreshore car parking area will be formalised to improve access and safety for all users.
Town entry treatments and 40km/h speed limit through township.	This will need to be considered by DoT separately.
Marengo	
Town entry treatments and 40km/h speed limit through township.	This will need to be considered by DoT separately.

2.2 Movement and Place - Great Ocean Road and Pascoe Street, Apollo Bay, July 2021

COSC commissioned a Movement and Place (M&P) Assessment for the Apollo Bay commercial centre to further explore the impacts of the potential one-way traffic option recommended by the Tourism Parking and Traffic Strategy (2019). COSC's priority is for this section of the Great Ocean Road to be pedestrian focussed where dwell time in the retail precinct and the foreshore is increased, whilst acknowledging that the Great Ocean Road also plays an important role in a wider sense as a State significant road and part of a touring route. The M&P Assessment looked at options for the most appropriate traffic management arrangement in this context.

Movement and Place is the Department of Transport's (DoT) new way of planning for the challenges facing our transport system into the future. The M&P approach recognises that transport links perform two functions: movement of people and goods and providing a route to a destination. This means planning for movement and placemaking concurrently.

The M&P Assessment was prepared by Ratio Consultants in accordance with DoT's Movement and Place User Guide and included a Safe System Assessment that requires roads to be designed and managed to avoid death and serious injury.

Six options were investigated to assess levels of performance in terms of traffic flow and safety, and pedestrian and cycling safety and amenity. The options included: no change, close of western parking lane on the Great Ocean Road only, one-way along the Great Ocean Road (north to south and south to north), full pedestrianisation of the Great Ocean Road and a shared pedestrian and vehicle arrangement on the Great Ocean Road.

With regard to existing conditions, it was found that the Apollo Bay CBD currently underperforms from a Place, Walking, Safety and Cycling perspective.

Option 3, which was the one-way vehicle movement option along the Great Ocean Road (north to south) aligned most closely with the aspirational level of service identified for the study area.

The Assessment highlighted that further detailed analysis and design would be required to fully understand the impacts of implementing the preferred option within the study area.

The Assessment informed the decision to further explore the two options presented in this CIP report (Refer Section 4.3 and 4.4), including a one-way and a two-way movement option along the Great Ocean Road.

2.3 Community Infrastructure Assessment – Apollo Bay Skenes Creek Marengo, April 2021

A Community Infrastructure Assessment (CIA) was undertaken by Tract Consultants and K2 Planning to inform the CIP. It provided an audit of existing community facilities and infrastructure, identified issues for further exploration and made recommendations for future provision. The CIA had regard to population and tourism trends, existing facility and infrastructure requirements, legislation and best practice approaches and targeted stakeholder feedback (primarily providers of community services).

The CIA identified a range of community facilities currently located in Apollo Bay including:

- 4 Council owned facilities (Apollo Bay Pre-School; Apollo Bay Senior Citizens Centre, former Apollo Bay Council Offices and Apollo Bay Museum).
- 30 non-Council community facilities owned/ managed by a range of other organisations including the State Government; Great Ocean Road Health (GORH); and the Authority.

In addition, the CIA identified a range of open space infrastructure:

- 4 Council owned reserves (Heathfield Estate Reserve, Anderson Creek, Milford Creek, Park Avenue Reserve).
- 6 non-Council open space reserves owned/ managed by a range of other organisations including the State Government and the Authority.

A number of projects in recent years were mentioned that do, or will, contribute significantly to available community infrastructure including:

- The new Early Years Hub located on the Apollo Bay P- 12 College site. The new kindergarten and Maternal and Child Health (M&CH) facility has now been completed and investigations continue for the provision of childcare in Apollo Bay.
- Refurbishment of the Apollo Bay Senior Citizens Centre into the Apollo Bay Community Centre with additional facilities or upgrades including a multipurpose community room, stage, cinema facilities, meeting room, storage area and kitchen.
- Planning for a new Surf Lifesaving Club (SLSC).

Key recommendations from the CIA that have been further explored and incorporated into the draft CIP include:

1. Healthy & Active Ageing

- Install dementia and age-friendly public space infrastructure (paths, shade, seating, play etc) that ensures accessibility and connectivity for all groups. Refer Part A – District Plan, Section 5.4 Street Furniture.

2. Arts, Culture & Events:

- Develop a flexible public space form that can act as an Events Stage in the Apollo Bay Foreshore. Refer Part B – Foreshore Masterplans, Section 3 Apollo Bay Foreshore Master Plan.

3. Open Space

- Implement and build on the recommendations for Apollo Bay set out in the Colac Otway Active Transport Strategy 2013-2023 to improve pathways and cycle infrastructure. Refer Part A – District Plan, Section 3.3, 3.4 & 3.5.
- Support older residents through safe and accessible wheelchair networks with scooter charging locations. Refer Part A – District Plan, Section5 Streetscape Design Guidelines – general requirements outlined – detailed design would need to be part of future work.
- Develop a consistent way-finding signage package across the towns that is dementia friendly, age friendly, scooter friendly. Key locations for wayfinding signage has been identified on the Streetscape Plans in Part A and the Foreshore Master Plans in Part B. Detailed design of the signage would need to be part of future work.
- Improve the foreshore market area, including the development of infrastructure supply points to support temporary event-based uses such as markets and other events. Refer Part B – Foreshore Masterplans, Section 3 Apollo Bay Foreshore Master Plan.
- Consider the potential to develop a flexible informal amphitheatre space along the foreshore to accommodate larger gatherings and events including appropriate servicing (i.e. power etc). Refer Part B – Foreshore Masterplans, Section 3 Apollo Bay Foreshore Master Plan.
- Investigate the benefits of improving pedestrian access to the Apollo Bay Foreshore, in particular along the section of Great Ocean Road between Hardy Street and Nelson Street. The trial of a temporary one-way solution for traffic along the Great Ocean Road during peak visitor periods, with north bound traffic diverted through to Pascoe Street could be undertaken to determine the suitability of a more permanent solution. Refer Part A – District Plan, Section 4 Apollo Bay Streetscape Plans.
- Upgrade pedestrian linkages throughout Apollo Bay, particularly between Pengilley Avenue and the Great Ocean Road.
- Improve linkages between the three towns – i.e. an off-road shared path link along the foreshore. Refer Part A – District Plan, Section 3.3, 3.4 & 3.5.

The CIA also included a number of recommendations which are outside the scope of the CIP but could be considered as part of future work. These include:

1. Youth Infrastructure

- Discussions should be held with the following organisations in Apollo Bay to improve the provision of community services for young people:
  - Students and staff at Apollo Bay P-12 College to identify the type of youth services that are sought by young people during non-school hours.
  - Apollo Bay P- 12 College regarding the capacity to expand, or host, drama or other programs as identified for young people during non-school hours.
  - Apollo Bay P – 12 College and/or Great Ocean Road Health regarding the capacity to accommodate youth specific counselling services.
- Consider inclusion of youth counselling services at the renovated Apollo Bay Community Centre.

2. Healthy & Active Ageing

- Install scooter recharge points in key locations.
- Increased provision of age appropriate and disability specific accommodation.
- Increased provision of mental health support services and specialist consulting services for older residents.

3. Community Halls & Meeting Spaces

- Complete a universal access and DDA compliance check of existing community halls/meeting spaces and update facilities where required.
- Investigate the level of demand for a large multipurpose facility in Apollo Bay, the types of uses sought to be accommodated by such a facility and whether this type of facility would be consistent with Council's guidelines for the provision of community halls.
- Continue to provide community access to meeting spaces in the former Colac Otway Shire Offices in Nelson Street.
- Negotiate with private providers about developing additional features to support a co-working hub, i.e. virtual training/conferencing, IT support, business development support.
- Undertake a demand and supply analysis for car parking in the precinct surrounding the Community Centre.
- Consider the benefits of co-locating neighbourhood house programs within a multi-purpose community centre.

4. Arts, Culture & Events

- Develop a designated art space suitable to run artist workshops etc.

5. Emergency Services

- Continue to coordinate with relevant Emergency Service providers to ensure positive community outcomes and increased community resilience in Apollo Bay through community-based programs that respond to emergency planning.

6. Education

- Future planning for Neighbourhood House programs in Apollo Bay should ensure that significant facility space is available for older years educational programs, particularly University of the Third Age programs.

7. Health Services and Infrastructure

- Continue to coordinate with GORH about the ways in which Council can support the health services and infrastructure initiatives undertaken by GORH.

8. Open Space

- Completion of a masterplan for the Apollo Bay Recreation Reserve which allows for the upgrade of football, netball, cricket and tennis facilities so as to be fit for purpose.
- Investigate additional funding streams for the Apollo Bay Recreation Reserve to provide additional facilities, change rooms, club rooms etc.
- Prepare service agreements with Apollo Bay P-12 College to enable sporting facilities to be available after-hours for use by the local community.
- Prepare an open space network plan which provides short, medium and long term linkages throughout the three towns.
- Formalise the "health and education precinct" in Apollo Bay through future policy updates and the preparation of a masterplan for the broader area encompassing the Park Avenue Reserve to be developed as neighbourhood open space.

The CIA is available as a background document.

2.4 Key Analysis and Community and Stakeholder Findings

The following provides a summary of key analysis and consultation findings relevant to the District Plan:

Key Findings / Recommendations	How has this been considered in the District Plan?
Apollo Bay	
A number of recreational trails were identified by previous studies and by the community.	Identified trails (specifically contained within the Apollo Bay Trails Feasibility, 2012) have been explored as part of the District Plan and through additional stakeholder and community input. Supported trails have been integrated into the CIP. Refer Section 3.2.
The Great Ocean Road in Apollo Bay is the focus of high pedestrian and traffic volumes. High volumes of traffic make it difficult and unsafe in terms of traffic volume and parked cars exiting onto the road for pedestrian to move between the retail uses and the foreshore, particularly in peak season with heavy traffic, buses and parking use.	Raised pedestrian crossings will be provided at key intersections and at key mid block links, prioritising pedestrian access within the town centre and making it easier to move between the foreshore and shops. In addition, the CIP explores options to direct traffic movements (i.e. lower traffic volumes) along Pascoe Street as the primary traffic route through Apollo Bay (as recommended by the Colac Otway Shire Tourism Parking and Traffic Strategy, 2019).
There is competition for footpath space from retailers, cafes and pedestrians, along shopfronts in Apollo Bay. Typically this results in reduced spaces for pedestrian traffic flows.	The CIP aims to provide a clear allocation of space for trading, dining, above ground services (bins) and public seating. This, along with the widenng of footpaths throughout the commercial centre, will assist in providing adequate space for people to move along the street. Refer Section 4.3 and 4.4.
The Tourism Traffic and Parking Strategy identified the opportunity to trial the full pedestrianisation of Collingwood Street (the Great Ocean Road) by temporarily closing the street to cars, as well as prioritising pedestrian access along the street.	The M&P undertaken for the CIP identified that the one-way vehicle movement option along the Great Ocean Road (north to south) was preferred. This option has been further explored in the CIP. The CIP aims to improve pedestrian access along the Great Ocean Road by providing a connected path network that includes raised pedestrian crossings at key intersections, mid block crossings and mid-block pedestrian laneways, as well as wayfinding signage at key nodes.
The Tourism Traffic and Parking Strategy also identified the opportunity to re-route traffic along Pascoe Street to reduce traffic on Collingwood Street at key times of the year, to provide additional bus parking and improve the utilisation of off street parking, as well as improve pedestrian access.	Concepts included in the CIP explore the opportunity to redirect primary traffic movements along Pascoe Street, as well as enhance the street for people. Refer Section 4.3 and 4.4.
Street tree planting in Pascoe Street is limited and does not match the wide streetscape.	Kerb outstands and reconfigured streets provide space for additional street tree and garden bed planting. This will help to improve the appearance of the streets and improve pedestrian amenity by providing shade and shelter for users.
There is the opportunity to improve pedestrian and cycle access throughout Apollo Bay, Skenes Creek and Marengo including access to key destinations and community facilities.	The CIP proposes to establish clear physical, visual and landscape links between key destinations. These include water based, foreshore and inland recreational trails that create a broader network of movement between and within the three towns.
Access along the foreshore within all three towns is discontinuous and unclear. There is the opportunity to provide a continuous foreshore trail between all three towns, complemented by improvements to wayfinding and signage.	A continuous foreshore trail (shared path) is proposed along the edge of the foreshore reserve through the Apollo Bay foreshore. This will connect to Skenes Creek to Marengo along a 10km trail. Refer Section 3.2.
Great Ocean Road (between Hardy Street and Nelson Street) is the heart of business in Apollo Bay, however car parking is visually dominant and detracts from the beauty and character of the town centre.	While car parking is maintained along the Great Ocean Road to support retail and foreshore uses, the amenity of the street will be enhanced by widening the footpaths, providing additional street tree planting and through a coordinated streetscape palette that will contribute to the relaxed coastal character of Apollo Bay.
The ANZAC memorial located at the intersection of Nelson Street has cultural and heritage significance and a symbolic connection to the Great Ocean Road in its current location and alignment. Space for gathering or viewing is limited around the memorial.	The ANZAC memorial will be integrated into proposed changes for the Nelson Street and Great Ocean Road intersection. An expanded and enhanced landscape setting will provide space for gathering and reflect the importance of this memorial.
Skenes Creek	
There is the opportunity to improve pedestrian and cycle access throughout Skenes Creek including access to key destinations and community facilities.	A continuous foreshore trail (shared path) is proposed along the edge of the foreshore, adjacent to the main car park. This will connect to Apollo bay and Marengo. Refer Section 3.4. This trail will be supported by wayfinding signage. In addition, a pedestrian refuge will make it easier to cross the Great Ocean Road and other new footpath connections will provide access to between the foreshore and residential areas.
Access along the foreshore is discontinuous and unclear. There is the opportunity to provide a continuous foreshore trail that connects all three towns, complemented by improvements to wayfinding and signage.	
Marengo	
There is the opportunity to improve pedestrian and cycle access throughout Marengo including access to key destinations and community facilities.	A continuous foreshore trail (shared path) is proposed along the edge of the foreshore and around the headlands. This will connect to Apollo bay and Skenes Creek. Refer Section 3.5. This trail will be supported by wayfinding signage.
Access along the foreshore is discontinuous and unclear. There is the opportunity to provide a continuous foreshore trail that connects all three towns, complemented by improvements to wayfinding and signage.	

2.5 Supporting and Background Documents

The following documents provide background for this District Plan:

Document	Key Findings / Recommendations	How has this been considered in the District Plan?
Victorian Marine and Coastal Act 2018 Victorian Marine and Coastal Policy 2020 Siting and Design Guidelines for Structures on the Victorian Coast 2020	Proposals in the District Plan affect some areas of coastal Crown land which will require consent of the Minister for Energy, Environment and Climate Change, or a delegate, through application to the Department of Environment, Land, Water and Planning (DELWP).	Where coastal Crown land may be affected the implementation of actions identified in the District Plan will be further interrogated against the Act, and any additional legislative or policy pieces that come to fruition over the life of this plan, to ensure any further detailed planning continues to meet best practice coastal planning principles.
Apollo Bay Trails Feasibility, 2012 The study investigates the feasibility of a number of loop walks and "one day walks" radiating from, and linking to Apollo Bay. It reviews and undertakes detailed planning for walks determined feasible.	The study recommends priority for the trail construction sequence as below: **9.** The Wild Dog Trail and The Highview Trail **10.** The Wild Dog Falls Trail **11.** The Wild Dog Loop Trail **12.** The Wild Dog – Mariners Link Trail **13.** The Barham River Shared Path	While undertaken some time ago, this study provides a basis for future path linkages proposed in and around Apollo Bay. These trails were explored as part of the CIP and tested with stakeholders and the community. A number of trails were not considered feasible for a range of reasons. These trails included: • **Barham River Shared Trail** - This was not considered feasible due to private land ownership along the river (and the cost of acquisition). • **Mariners Falls Link Trail** - Parks Victoria are unlikely to support the reopening of Mariners Fall due to safety concerns. There are erosion issues along this trail. • **Apollo Bay to Marengo Loop** - This was not considered feasible due to private land ownership along the river (and the cost of acquisition), significant costs associated with a proposed pedestrian bridge and the need to traverse the Airfield. All other trails have been integrated into the broader recreational trail network outlined in the CIP. Refer Section 3.2.
Colac Otway Shire Active Transport Strategy 2013-23 The Colac Otway Shire Active Transport Strategy 2013-2023 aims to create a physically and socially supportive environment for walking and cycling across the Colac Otway Shire. Three overarching goals underpin the strategy; Healthy People; Healthy Communities and Healthy Economy.	**Apollo Bay**	
	Upgrade the walking network based on the Apollo Bay Footpath Strategy 2012.	These upgrades were further explored in the CIP and through stakeholder and community input. Suitable upgrades have been integrated into the concepts outlined in the CIP. Refer Section 3.2 and 3.3.
	Enhance pedestrian access and priority at key intersections and on side streets crossings.	The CIP aims to improve pedestrian access in the commercial centre of Apollo Bay by providing a connected path network that includes raised pedestrian crossings at key intersections, mid block crossings and mid-block pedestrian laneways, as well as wayfinding signage at key nodes.
	Mid-block links proposed along the Great Ocean Road.	Mid-block links are propsoed along the Great Ocean Road and will improve connections between the shops and the foreshore. All mid-block crossings will need to conform with relevant AustRoads and DoT standards.
	Provide east-west and north south cycling connections with key destinations on low trafficked routes.	The CIP aims to create an integrated cycling network, which includes the provision bicycle facilities at key destinations. Refer Section 3.3.2.
	Enhance existing bicycle facilities on the Great Ocean Road.	The CIP will allow for clear and connected cycle routes to be provided along the Great Ocean Road that meet contemporary design standards.
	Intersections to be upgrades to allow for safe provision for cyclists.	Intersections will be upgraded throughout Apollo Bay to support the redirecting of traffic and bus and coach parking along Pascoe Street (as recommended by the Colac Otway Shire Tourism Parking and Traffic Strategy, 2019) and to improve pedestrian and cycle access throughout.
	Provision of enhanced bicycle parking and wayfinding.	The Streetscape Plans identify key locations for wayfinding signage and bicycle parking.
	Skenes Creek	
	Upgrade and repair of the Coastal Path from Apollo Bay to Wild Dog Road and on to Skenes Creek.	This trail is being delivered by the Council and funded jointly by the State and Federal Governments under the City Deal. This connection has been incorporated into the Township Connections Plan for Skenes Creek, as well as the Recreational Trails network. Refer Section 3.2 and 3.4.
	Reduction of the speed limit on the Great Ocean Road.	This will need to be considered by DoT separately.
	Marengo	
	Shared path upgrade to Marengo.	A continuous pedestrian path will be provided along the foreshore, around the Marengo Holiday Park and headlands. This will form the path of the Great Ocean Walk.
	Reduction of the speed limit on the Great Ocean Road.	This will need to be considered by DoT separately.

Document	Key Findings / Recommendations	How has this been considered in the District Plan?
Service Report A study focusing on existing services and related infrastructure attributed to sewage and drainage prepared by LG Eng for the CIP.	Localised flooding within the Apollo Bay township is problematic and due in part to undersized drains that do not have the capacity to convey design storm flows being generated.	Upgrades at Thompson Street have already been undertaken by Council to mitigate drainage problems in this location. Other improvements will be considered as part of Councils capitals works program.
Coastal Study A study of coastal processes undertaken by Water Technology to inform the CIP. *PLEASE NOTE: The CIP has considered the best available data to ensure the planning process has been responsive to climate change pressures. However, given the lifespan of the plan, prior to the implementation of individual actions the Authority will investigate through the Marine and Coastal Consent process their continued appropriateness.*	**Apollo Bay**	
	The Great Ocean Road and sections of the adjacent footpath are at risk of coastal erosion and sea level change.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning.
	Inundation due to storm tides at Apollo Bay is expected to be minimal, as dunes provide enough protection in their current form.	The coastal dunes will be retained, expanded and revegetated to ensure they continue to provide protection to the foreshore.
	Skenes Creek	
	The car park area is exposed to erosion risk and inundation risk from a combination of storm tide and wave runup.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning.
	The dune in front of the caravan park is stable at present, showing establishment of new vegetation.	
	The access paths and steps to the beach from the large car park area are subject to erosion and variability due to the Skenes Creek channel.	Improvements to beach access will require a study into options with further consideration of the long-term coastal processes of the area. This is to be undertaken as part of a separate project.
	Marengo	
	The shoreline is protected by a revetment that is presently in good condition.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning.

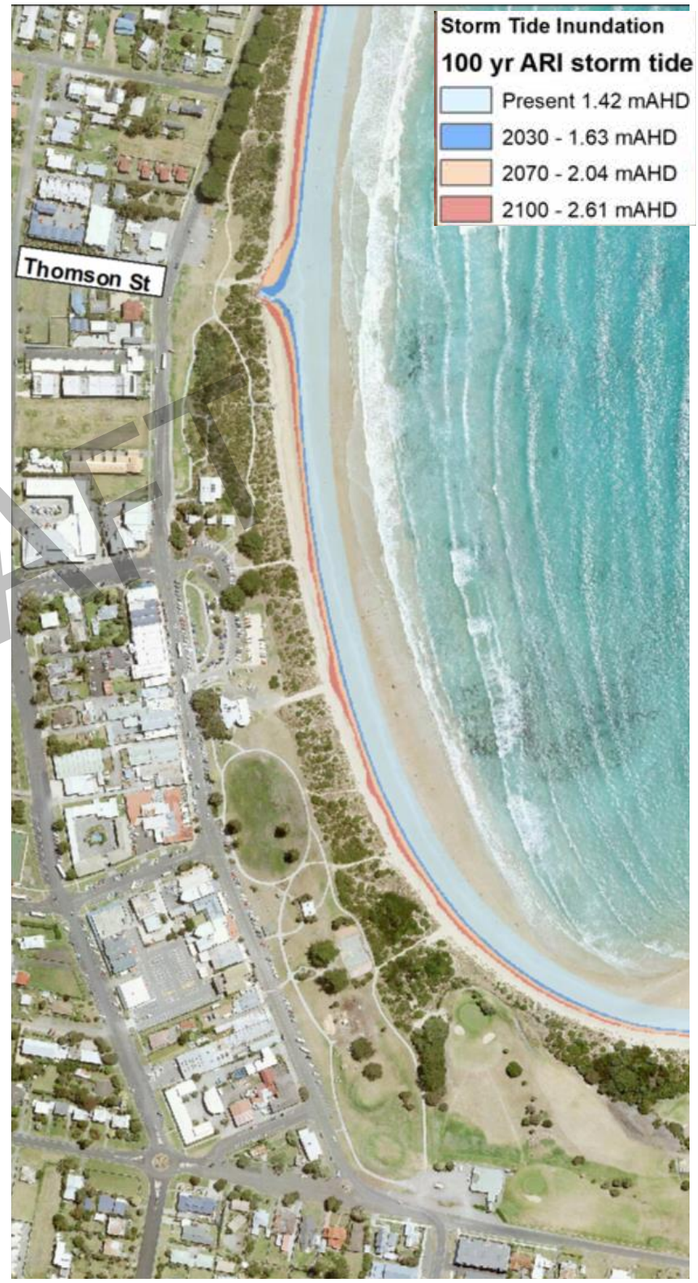


Figure 5. Apollo Bay Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

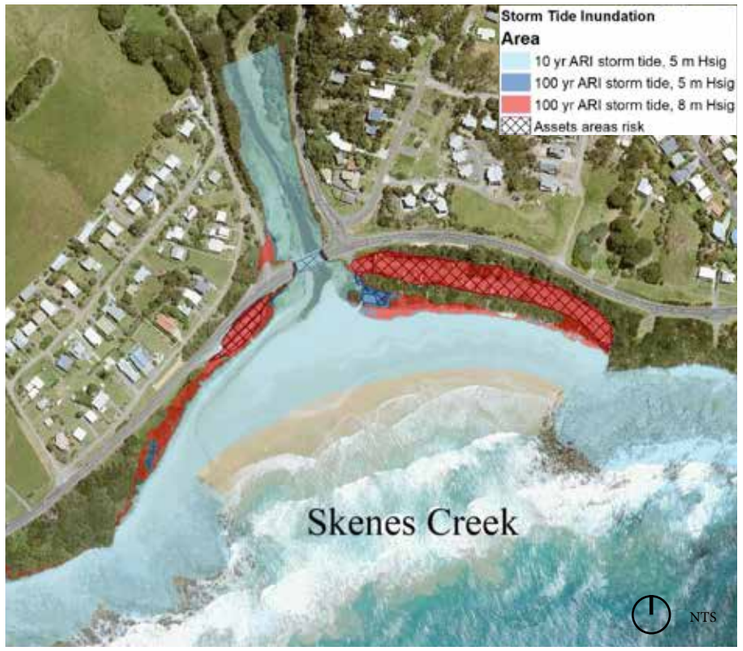


Figure 6. Skenes Creek Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

Figure 7. Marengo Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

Document	Key Findings / Recommendations	How has this been considered in the District Plan?
Draft Colac Otway Shire Public Toilet Strategy COSC recently prepared a public toilet strategy to guide decision making regarding the provision, management and maintenance of Council owned public toilet facilities in Colac Otway Shire. The Strategy included a map showing that most of the public toilets in Apollo Bay are located on the foreshore with facilities also in Pascoe Street and at the Recreation Reserve.	Apollo Bay has a good distribution of public toilet facilities in terms of key destinations (i.e. the foreshore, commercial precinct and Harbour).	Public toilets will generally be maintained in their current location, with additional toilets proposed as part of the redevelopment of the Surf Life Saving Club. There will be a need to undertake a demand analysis to determine the appropriate size of facilities in various locations. This will be undertaken through separate projects.
	Retain public toilet facilities in close proximity to the proposed coach drop off point recommended by the CIP.	Public toilet facilities at the Visitor Information Centre will be retained to support the proposed coach drop off point along the Great Ocean Road. A demand analysis will be required (as part of a separate project) to determine the appropriate size of these facilities.
	Construction of permanent toilets in Pascoe Street to service the commercial centre.	Enhanced connections are proposed to support access to permanent toilets along Pascoe Street (in the general vicinity of the current temporary toilets). This includes footpath access and mid-block lane-way connections between Pascoe Street, the shops and foreshore reserve along the Great Ocean Road, as well as the provision of wayfinding signage.
	The need for demand analysis to determine the appropriate size of facilities in various locations.	This will be undertaken through a separate project.
Great Ocean Walk - Marengo Holiday Park, Feasibility Trail Concept Plan (draft), May 2012 Parks Victoria, in collaboration with the former Otway Coast Committee, prepared a trail concept plan to determine the feasibility of providing a continuous path alignment for the Great Ocean Walk along the Marengo Foreshore and the headlands, including through Marengo Holiday Park.	The trail feasibility concept plan outlines a functional trail alignment that aims to ensure trail users are effectively separated from the Holiday Park, while providing a safe nature-based trail experience that is achievable and cost effective to construct.	While there are no plans to progress this concept plan further, the alignment of the path is supported by the Authority and has been incorporated into the Township Connections Plan for Marengo (subject to a feasibility study and approvals).

2.6 Recent Projects and Studies

2.6.1 Apollo Bay Early Years Hub

COSC has been pro-actively responding to the need for improved early years infrastructure in Apollo Bay through the recent construction of an Early Years Hub which comprises:

- 3 and 4-year-old kindergarten; and
- Maternal and Child Health consulting rooms.

This new facility is located on the Apollo Bay P-12 College site.

2.5.1 Apollo Bay to Skenes Creek Coastal Discovery Trail

For a number of years the local community of Skenes Creek and Apollo Bay, as well as COSC have been seeking Federal and State Government support to extend a shared trail along the foreshore between the towns. The aim is to complete the coastal experience with a world-class, mostly elevated trail.

A study examining the feasibility of this project, in particular the connection between Wild Dog Creek and Skenes Creek was delivered by a community led steering committee funded by the Council, State Government and Chamber of Commerce.

The trail is now being delivered by the Council and funded jointly by the State and Federal Governments under the City Deal.

2.5.2 Pascoe Street Toilet

The commercial area in Apollo Bay is currently serviced by temporary facilities in Pascoe Street. These toilets were installed to primarily service visitors based on public health concerns presenting through the use of the area as a drop off point for tourist coaches. The COSC Public Toilet Strategy recommends that COSC consider constructing permanent public toilets in this general location and that management responsibilities be determined though an assessment based on community benefit.

2.6.2 Parklet Trial in Apollo Bay

With COVID-19 social distancing requirements limiting hospitality venue capacity, Council encouraged local hospitality businesses across Colac Otway Shire to expand their outdoor dining into private and public land.

Apollo Bay's relatively narrow footpaths however limited the potential trade activity zones available. This combined with the reduction in visitor numbers in Apollo Bay led to a decision by Council to investigate the use of Parklets in Apollo Bay. Expanding the township's outdoor dining footprint was seen as a priority.

Between November and December 2020, Council officers conducted five rounds of one-on-one business consultation with local traders in Apollo Bay (primarily along the Great Ocean Road) to determine if the installation of outdoor dining infrastructure in Apollo Bay would be supported.

After consultation with businesses, Council successfully sought a permit from DoT for the installation of two parklets in Collingwood Street (Great Ocean Road). A permit for the parklets has been granted until May 2023.

Image 2. Apollo Bay to Skenes Creek to Coastal Discovery Trail will connect to existing paths within Apollo Bay.

Image 1. Apollo Bay to Skenes Creek to Coastal Discovery Trail will connect to existing paths within Apollo Bay.

3 DISTRICT PLAN

This section identifies the preferred primary linkages between towns and between activity nodes and destinations (recreational trails, walking and cycling connections). It first identifies opportunities to improve trails between the towns and then within each of the three towns.

NOTE: All images are indicative only.

3.1 Destinations Plan

The Destination Plan considers the broader relationship between visitor experience, the landscape setting and access and circulation.

3.1.1 Visitor Experience

Tourism is an important economic generator within the three towns and the surrounding region. The unique location of the three towns along the Great Ocean Road, as part of Shipwreck Coast, and their proximity to natural environmental features, attracts visitors to or through the towns all year round.

Strategically, Apollo Bay is located at the halfway point, along the Great Ocean Road, between Geelong and Twelve Apostles. As such, Apollo Bay is a popular stopping point for visitors for lunch and to use the restrooms. Investment in the Harbour, foreshore and along the Great Ocean Road, are likely to increase the area's popularity and result in further visitation.

Key destinations for visitors within the three town are generally focused along the Great Ocean Road and the Apollo Bay foreshore between Thomson and Nelson Street. As such, all visitors are generally concentrated in one area and experience a limited taste of what the area has to offer.

The District Plan proposes to broaden the visitor experience and offering. It proposes to recognise and reinforce a network of key destinations for visitors throughout the three towns to offer diverse choices and journeys and to draw people along the coast. Dispersing attractions across a wider range of settings will provide a richer visitor experience. The District Plan identifies a number of key destinations across the three towns including:

- Skenes Creek Beachfront Park;
- Skenes Creek Foreshore;
- Apollo Bay Foreshore;
- Apollo Bay Town Centre;
- Apollo Bay Harbour;
- Point Bunbury;
- Apollo Bay Camping Ground;
- Marengo Foreshore;
- Marengo Reefs Marine Sanctuary; and
- Marengo Holiday Park.

These key destinations provide a range of services and amenities for visitors including, but not limited to; public toilets, seating, parking, wayfinding and interpretation. They will also be linked via a network of trails and connections which encourage people to explore different destinations across the three towns.

3.1.2 Open Space

The CIA prepared to inform the CIP identified that there are a limited number of Council owned passive open spaces within Apollo Bay, Skenes Creek and Marengo. The largest passive open space across all three towns are the foreshore reserves which are managed by the Authority.

While there are a range of improvements that could be made to the existing (and future) passive open space areas across all three towns to improve provision, quality and connection of these spaces, the CIA also identified a number of challenges. These included:

- The ability for new passive open space or improvement of existing spaces is limited.
- Developer contributions are minimal in the context of this rural setting and Council often relies on government grants to improve spaces.
- Costs associated with upgrades to open space, pathways, links must be considered, and funding arrangements explored.
- Geographic constraints of Apollo Bay, Skenes Creek and Marengo, such as topography, create some barriers to achieving accessibility of all spaces and pathways.

The CIA recommended the preparation of an open space network plan which provides short, medium and long term linkages throughout the three towns, in order to address some of these challenges. The CIP proposes links between open space areas to maximise the benefits of existing open spaces.

3.1.3 Access and Connections

While destinations are important, so too is the journey. The way in which people move between spaces and destinations and the quality and legibility of these connections can provide a range of positive outdoor experiences for both visitors and residents alike.

The District Plan proposes to establish clear physical, visual and landscape links between key destinations. These include water based, foreshore and inland recreational trails that create a broader network of movement between and within the three towns. They provide a way of seeing the best qualities of the three towns but also provide access to key services and facilities.

Where possible the design of these connections should be continuous, meet access design standards (particularly walking and cycling tracks which should be designed where possible for 'all ages and abilities') and facilitate intuitive way-finding that requires only minimal way-finding signage. Refer Section 3.2 - 3.5.

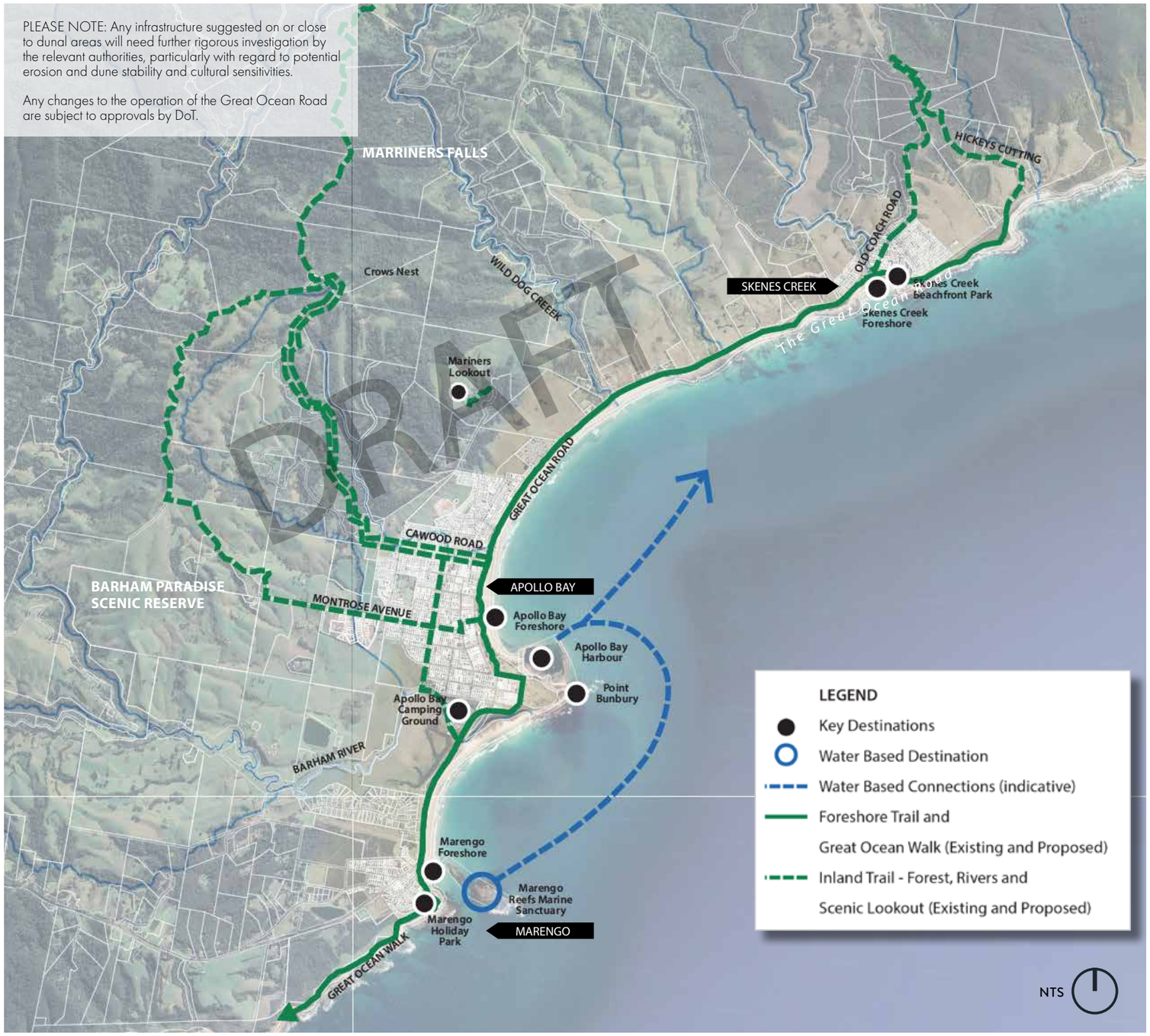


Figure 8. Destination Plan - The Three Towns

3.1.4 Landscape Setting

The three towns and their visual identity and character draw significantly on the surrounding landscape, in particular the visual and physical relationship between the coast, the towns and the foothills.

While the foothills provide a scenic backdrop for the three towns, each town has a slightly different relationship to the coast. Marengo and Skenes Creek are visually connected to the water and as such are afforded with spectacular sea views.

Views to the water from the Apollo Bay township and the foreshore reserve are limited by the dunes and vegetation located along the coast. Discrete views can be obtained from Thomson Street, Hardy Street and Moore Street or from elevated areas such as Point Bunbury and Marriners Lookout. Additionally the Barham River floodplain provides a landscape and visual break between Apollo Bay and Marengo and is defined by agricultural and pastoral landscapes.

The District Plan proposes to reinforce each town's distinctive characteristics and their relationship with the landscape. The diverse range of destinations and journeys proposed in the Strategic Framework Plan work as part of a system that encourages people to walk and experience the surrounding and varied landscapes that both visually and physically define the three towns.

At a more detailed level, planting will be used as a visual frame to define the towns, reinforce their coastal character and connect environmental systems.

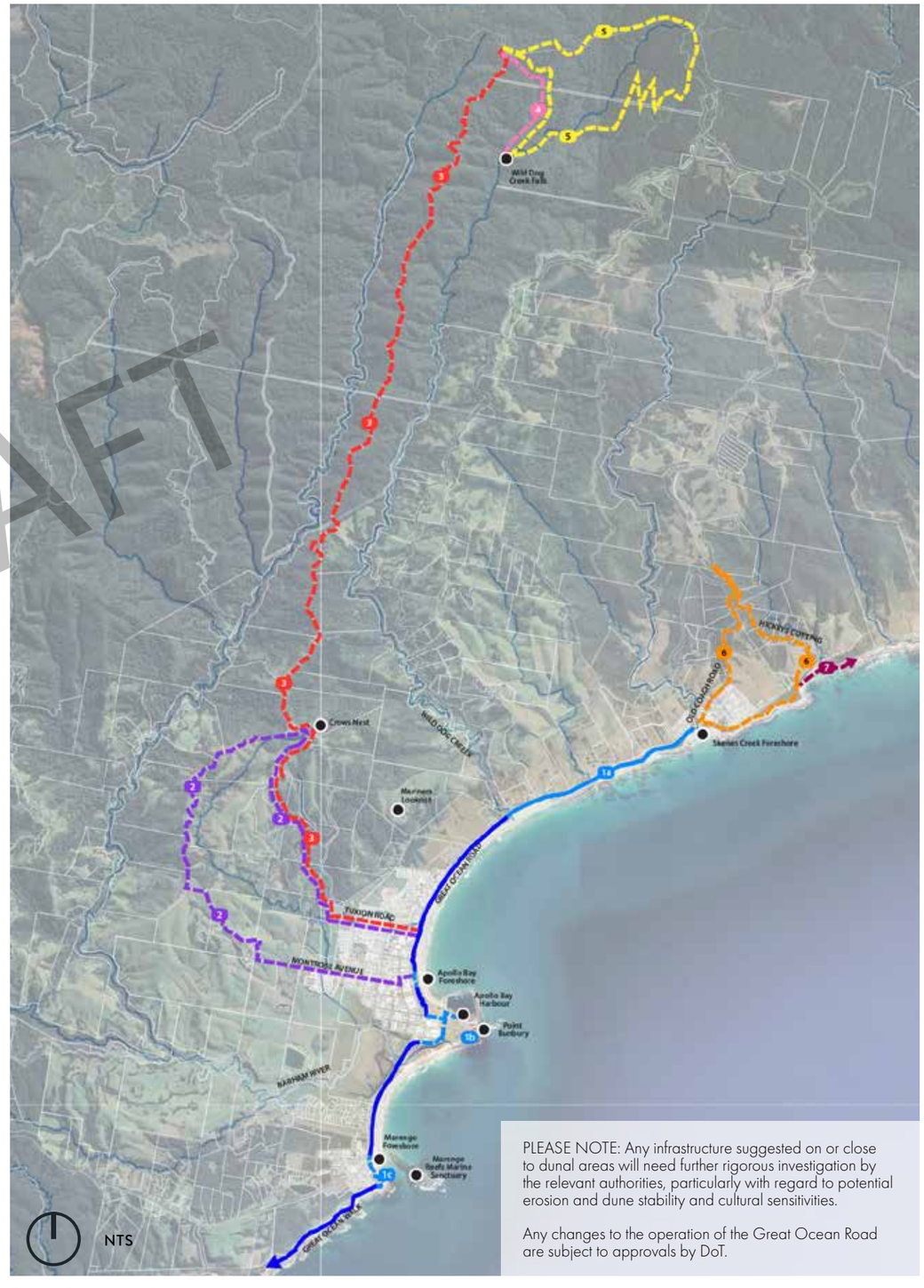
3.2 Recreational Trails

Recreational trails provide a way for people to explore and appreciate the surrounding landscape, they connect communities, attract visitors and allow for active outdoor activities such as walking and cycling, which in turn, helps to improve the health and well being of people.

The District Plan encourages the delivery of a number of recreational trails which have been identified across several previous studies and through community input. These recreational trails will provide for a diversity of experiences, for both residents and visitors, as well as strengthen the current visitor offer in Apollo Bay, Skenes Creek and Marengo.

All trails would be subject to feasibility studies, risk assessments, funding and established management agreements before they can be formalised.

These recreational trails are outlined opposite.



LEGEND

- Key Destinations
- Existing Foreshore Trail
- 1a Foreshore Trail 1a - Skenes Creek to Wild Dog Creek Coast Discovery Trail (Funded, pending construction)
- 1b Foreshore Trail 1b - Harbour Connection
- 1c Foreshore Trail 1c - Marengo to the Great Ocean Walk
- 2 Trail 2 - Les Noseda Highview Walk
- 3 Trail 3 - Wild Dog Trail
- 4 Trail 4 - Wild Dog Falls Trail
- 5 Trail 5 - Wild Dog Loop Trail
- 6 Trail 6 - Old Coach Road Loop Trail
- 7 Trail 7 - Skenes Creek to Petticoat Creek Trail - Possible future connection (outside study area)

Figure 9. Recreational Trails

3.2.1 The Recreational Trails

The proposed Recreational Trails outlined in Figure 9 include:

Trail 1 - Foreshore Trail

The Foreshore Trail will provide for a continuous foreshore experience connecting Skenes Creek with the Great Ocean Walk at Marengo along a 10km long trail. This includes:

- **Section 1a** - Skenes Creek to Wild Dog Creek Coast Discovery Trail. The study informing the proposal was delivered by a community led steering committee funded by the Council, State Government and Chamber of Commerce. It is now being delivered by the Council and funded jointly by the State and Federal Governments under the City Deal.
- **Section 1b** - A shared path, along the foreshore and Nelson Street, connecting the Harbour into the Apollo Bay Town Centre.
- **Section 1c** - Marengo to the Great Ocean Walk will provide for a scenic experience with views across the Marine Reefs Sanctuary. Small boardwalk sections maybe required at existing steep gully pinch points (Refer Section 3.5.1).

Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

Trail 2 - Les Noseda Highview Walk

Trail 2 is an 11.8km loop trail with access provided along utilising an unused Government Road along a ridge line providing for spectacular views across Apollo Bay and the Barham River Valley.

Trail 3 - Wild Dog Trail

Trail 3 is an 16.5km trail already used by bushwalkers providing a range of landscape experiences and views of forested ridges and river valleys behind Apollo Bay.

Trail 4 - Wild Dog Falls Trail

A 3.5 km trail traversing through wet forest and along Wild Dog River and terminating at the Wild Dog Falls.

Trail 5 - Wild Dog Loop Trail

A 10.1 km loop trail starting at Skenes Creek-Forest Road through wet forest including the Wild Dog Falls.

Image 4. Apollo Bay Coastal Trail

Trail 6 - Old Coach Road Loop Trail

A 6.0km loop trail provides for a range of forest and coastal viewing experiences and spectacular views across to Apollo Bay and the Harbour.

These trails would create significant recreational opportunities for both visitors and residents alike.

Additionally, the State Government is undertaking a study to assess the value, benefits and options for a coastal trails between Fairhaven and Skenes Creek. This study is in its preliminary stages and is likely to require further environmental and technical investigations. This could eventually provide a network of coastal walks from Torquay to Apollo Bay and is encouraged by the District Plan.

Image 3. Foreshore Trail

3.2.2 Key Challenges for Trail Delivery

There are a number of challenges that may impact the delivery of trails outlined. These include, but are not limited to:

- Topography and slope;
- Land ownership;
- Environmental considerations i.e. existing vegetation, flooding, coastal erosion etc;
- Safety of proposed routes;
- Management and maintenance of paths; and
- Funding.

Further detailed investigations will be required to determine suitable trail locations and alignments. All trails would be subject to feasibility studies, risk assessments, funding and established management agreements before they can be formalised.

3.3 Apollo Bay

This section provides overviews of the key strategies for movement within Apollo Bay, including an overall Apollo Bay Movement Plan and Township Connection plans for pedestrians, cyclists and coaches.

3.3.1 Apollo Bay Movement Plan

The Apollo Bay Movement Plan outlines the high level approach for movement, including facilitating Pascoe Street as the primary traffic route for vehicles through Apollo Bay in the future. It identifies key destinations and connections, for both residents and visitors. It provides a broad framework for movement across the town and underpins the detailed pedestrian, cycle and coach connections outlined in Section 3.3.2.

Key elements identified on the Apollo Bay Movement Plan include:

- Sense of arrival into the town along the Great Ocean Road is defined by the crossing of Wild Dog Creek and the crossing of Barham River. These significant landscape features, as well as the emergence of residential homes and town centre uses visually signify entry into town.
- Sense of arrival into the town centre from the north (at Thomson Street) is defined by the emergence of commercial and retail uses, as well as formal tree planting. Arrival from the south (at Nelson Street) is defined by views to the Foreshore Reserve and the ANZAC Memorial.
- Key cross-town connections include Nelson Street, Costin Street, McLachlan Street and Cawood Street. These provide key perimeter links throughout the town and to the Community and Education Hub.
- Town centre connections are provided along Thomson, Nelson and Pascoe Street and the Great Ocean Road. These are the primary streets for moving in and around the town centre.
- Whelan and Pengilley Street provide the primary connection between the town centre and the Community and Education Hub located between McLachlan and Costin Street.

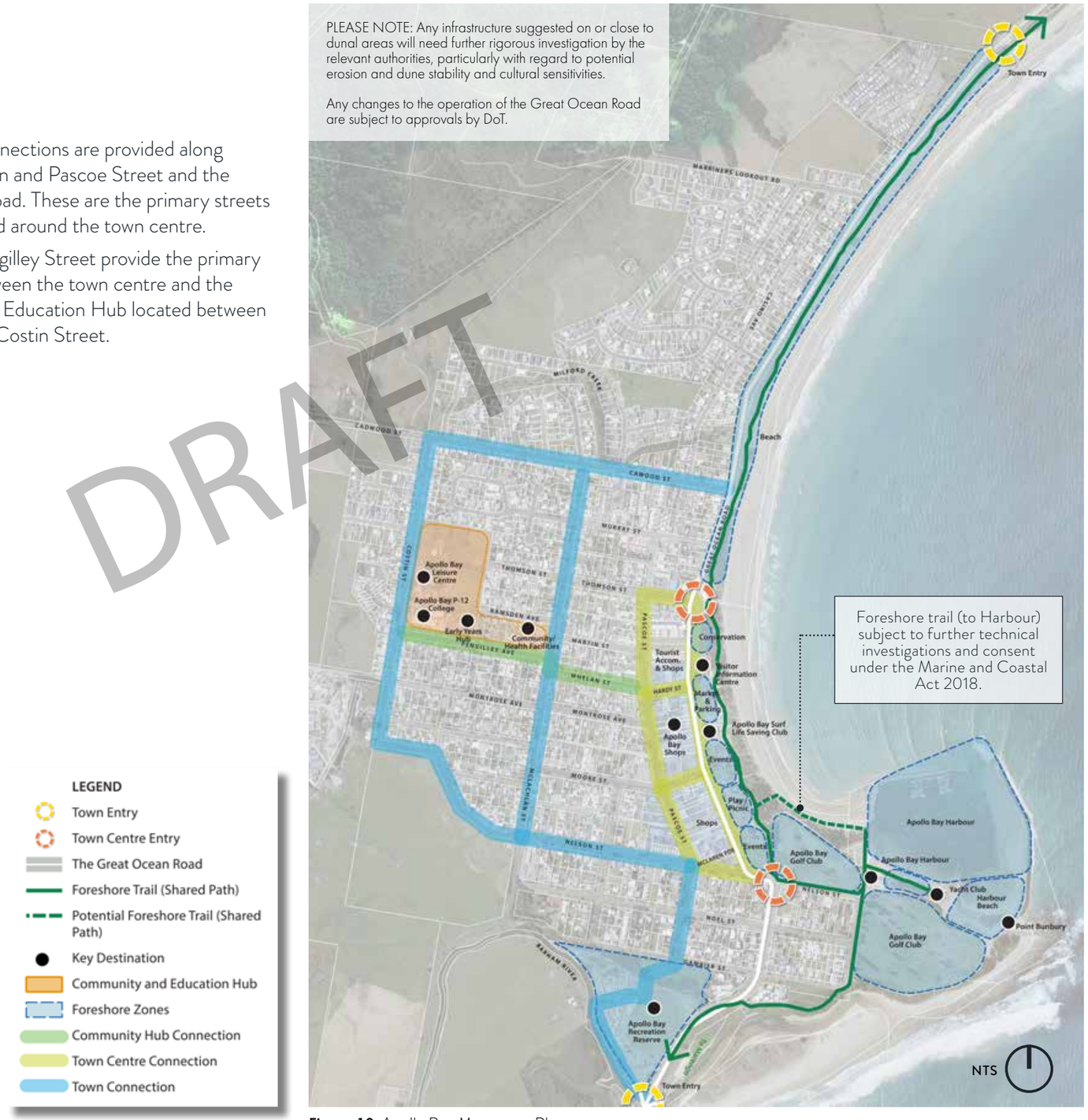


Figure 10. Apollo Bay Movement Plan

3.3.2 Township Connections

The proposed Township Connections aim to improve the pedestrian environment in the commercial centre of Apollo Bay, increase footpath widths and opportunities for businesses to utilise some of this space to increase pedestrian dwell time (e.g. through outdoor dining) and create better integration between the commercial centre and the foreshore.

While pedestrian paths are provided near retail uses and along the foreshore reserve, paths away from these areas are discontinuous and narrow.

Proposed Pedestrian Connections

Key outcomes for pedestrian access outlined in Figure 11 include:

- A continuous foreshore trail (shared path) that comfortably facilitates access by pedestrians, cyclists, large groups, all abilities, skating, scooting, motorized mobility aids etc during peak periods, is proposed along the edge of the foreshore reserve with access to adjacent car parking.
- A connected shared path network within the foreshore reserve, providing for a range of recreational users and forming the route for the Great Ocean Walk in this location.
- Raised pedestrian crossings provided at key intersections and at key mid-block links, prioritising pedestrian access within the town centre and making it easier to move between the foreshore and shops.
- A clear pedestrian link to the Community and Education Hub with pedestrian priority at key intersections, canopy street tree planting and signage.
- A new pedestrian connection to the Apollo Bay Recreation Reserve (subject to detailed design to ensure Disability Discrimination Act (DDA) compliance can be provided to the south of Gambier Street).
- Enhanced mid-block pedestrian laneways between the Great Ocean Road and Pascoe Street.
- Potential for a new mid-block pedestrian laneway between Thomson Street and Hardy Street (subject to further investigations).
- A range of new footpaths to enhance local connections.
- A hierarchy of streetcaps with themed landscaping to enhance wayfinding across the town centre.
- Connections to the existing and proposed regional trail network.

The outcomes have informed the Streetscape Plans outlined in Section 4.3 and 4.4.

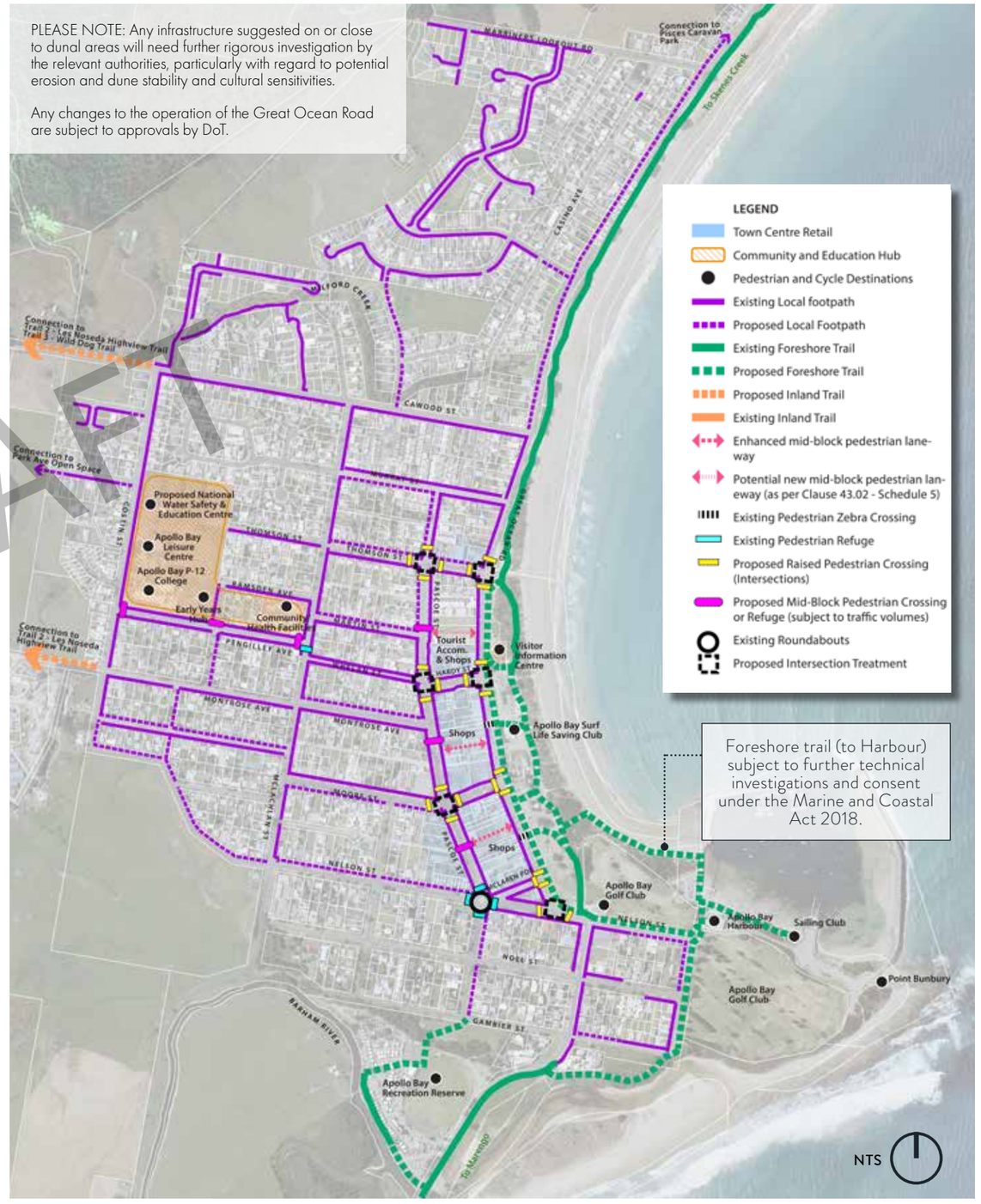


Figure 11. Proposed Pedestrian Connections

Proposed Cycling Connections

The Proposed Cycling Connections aim to create an integrated and connected network of cycling connections throughout Apollo Bay.

Key outcomes for cycling access outlined on the plan opposite include:

- A network of off road shared paths within the foreshore reserve and to Apollo Bay Harbour that provide for pedestrian access and slow speed (family) cycling.
- Sharrows to facilitate shared on road cyclist and vehicle access within the town centre and support a low stress, slow speed cycling environment (assumes speeds will be reduced to 30 - 40km/h within the town centre). Widened footpaths will be provided for shared pedestrian and cycle use during non peak times. Sharrow treatments are proposed along:
  - The Great Ocean Road (between Hardy Street and Nelson Street);
  - Pascoe Street;
  - Hardy Street; and
  - Moore Street (between the Great Ocean Road Pascoe Street).
- New and extended on road cycle paths along key streets within the broader township, including to the Community and Education Hub. On road cycle paths are proposed along:
  - Thomson Street;
  - Nelson Street;
  - Costin Street; and
  - McLachlan Street.

Opportunities to encourage cycling includes the provision of cycle infrastructure. This includes bike hoops and end of trip facilities (i.e. bike storage, showers, change rooms and storage lockers) at key entry points into the town centre or in close proximity to car parking areas, shopping centres or toilets. This should be complemented with suitable wayfinding signage to identify key cycle routes within the town centre and to key destinations and amenities.

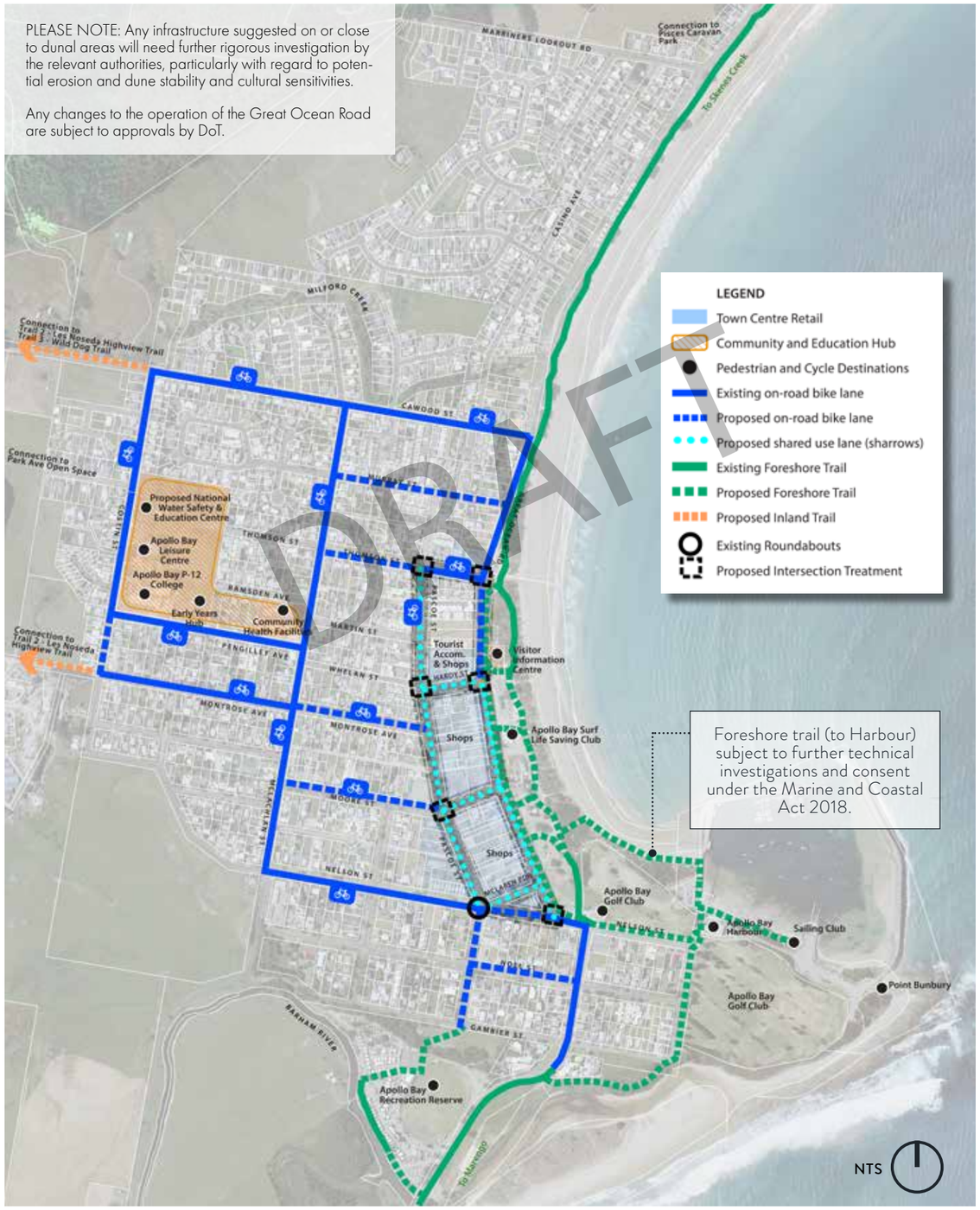


Figure 12. Proposed Cycle Connections

Indicative locations for bicycle infrastructure and wayfinding are identified in Section 4 - Apollo Bay Streetscape Plans, while guidance for the placement of cycle infrastructure is outlined in Section 5 - Streetscape Design Guidelines.

What are Sharrows?

"Sharrows" or Share Lane Markings are pavement markings used to indicate a shared environment for bicycles and motor vehicles. The 'sharrows' highlight cycling routes and recommend the lateral positioning of bike rider, while alerting all road users to the presence of bicycles on the road. The 'sharrows' are not a dedicated cycling facility, but a pavement marking which supports a complete bike network.

Australian Standard AS 1742.9:2000, Manual of uniform traffic control devices Part 9: Bicycle facilities, VicRoads, October 2015

Proposed Coach Connections

The proposed coach connections plan aims to ensure coach access through Apollo Bay is logical and minimises the impacts of coach parking within the foreshore reserve including pedestrian safety, congestion and visual intrusion.

The preferred coach routes outlined on Figure 13 include:

Coaches entering Apollo Bay from north (travelling from Melbourne)

The intention will be for coaches to drop passengers off at a new designated point in front of the Visitor Information Centre. Wayfinding signage will direct passengers to the Visitor Information Centre, toilets, shopping and foreshore. Time-limited coach parking bays will prevent long term parking in this location.

Empty coaches will be directed to long term parking along Pascoe and Thomson Street (and away from foreshore) while passengers explore. Toilets will be sign posted for drivers.

Coaches then loop back to pick up passengers at an agreed time.

Coaches will then continue travelling south via the Great Ocean Road or Pascoe Street.

Coaches entering Apollo Bay from north (travelling to Melbourne)

While many coaches travel via an inland route when returning to Melbourne, for those that do return to Melbourne via Apollo Bay, the intention will be that they enter from Pascoe Street and use the same route, drop off and long term parking bays.

One-way and two-way options

The coach route will function the same in both the one-way and two-way movement options for the Great Ocean Road.

To support the redirecting of coaches in Apollo Bay the following will be provided:

- A designated passenger drop off / pick up point adjacent the Visitor Information Centre in the foreshore. This will be supported with an appropriate sized shelter with seating, that would allow tour groups to gather and wait for the coach to return and pick up passengers.
- Additional longer term coach parking provided along Pascoe Street and potentially Thomson Street (subject to further discussion).
- Additional roundabouts along the Great Ocean Road and Pascoe Street to assist with circulation.
- Wayfinding signage to direct passengers and bus drivers.

A demand analysis will be required to review the capacity of public toilets at the Visitor Information Centre to ensure these are sufficient to support visitor needs.

Long vehicles (i.e. caravans, campervans, vehicles with trailers) will be accommodated in two dedicated parking bays along the Great Ocean Road, adjacent the Visitor Information Centre, as well as longer spaces provided along Trafalgar Street. Coach parking spaces along Pascoe Street and Thomson Street may also allow for longer vehicle parking outside of peak times i.e. (11am – 2pm). Signage will be provided to direct longer vehicles to these locations.

Parking for mini buses will continue to be facilitated in angled parking spaces along the Great Ocean Road and Pascoe Street (between Nelson and Moore Street).

The District Plan does not propose any changes to public transport bus stops. V/Line Coach and local buses will continue to use the existing bus stop located in front of the Visitor Information Centre.

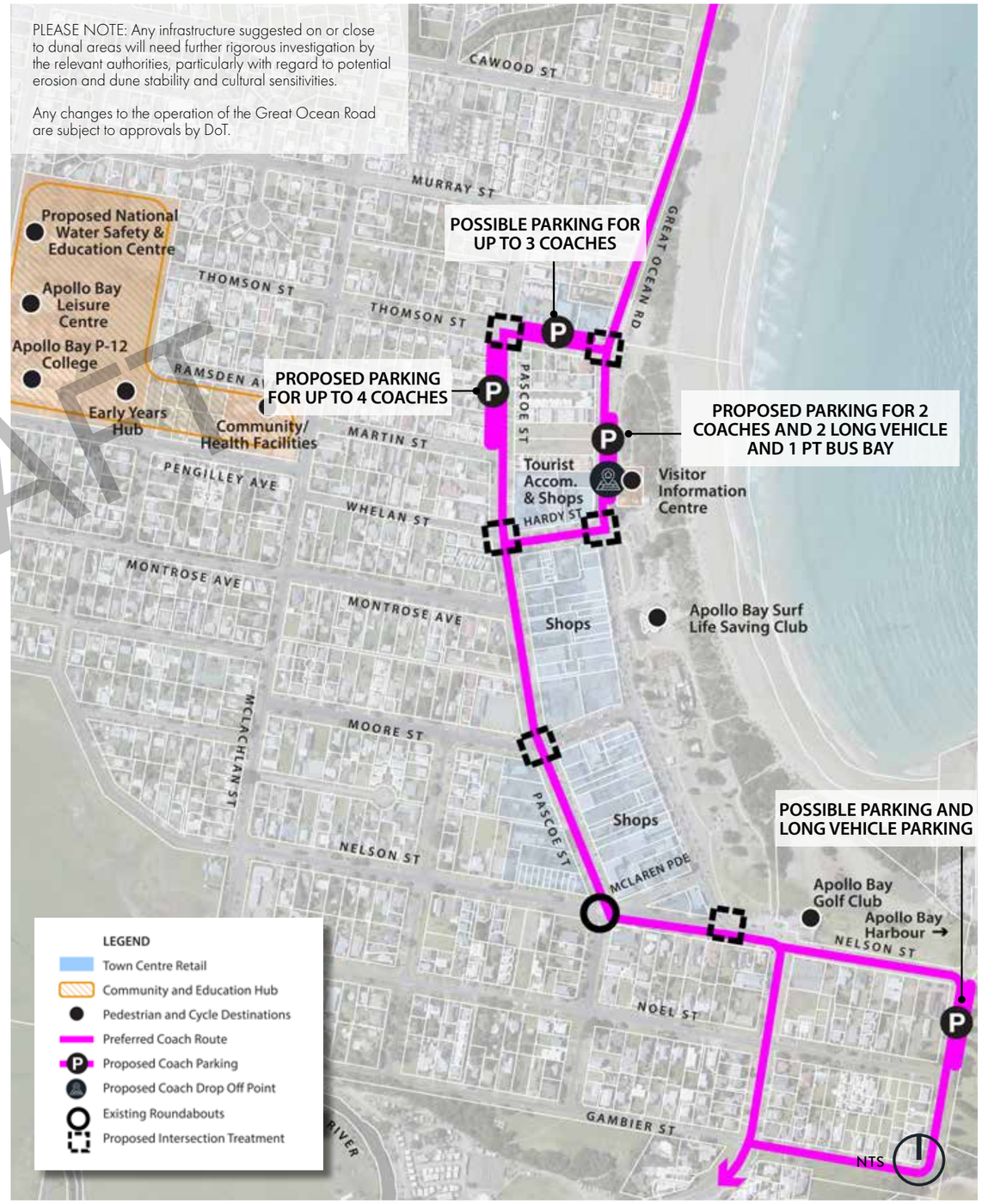


Figure 13. Proposed Coach and OD Connections

3.4 Skenes Creek

This section provides an overview of Township Connection improvements for Skenes Creek.

3.4.1 Township Connections

Key outcomes outlined on the Town Connections Plan for Skenes Creek include:

- Additional proposed pedestrian refuges along the Great Ocean Road to make it easier to access the foreshore and bus stops.
- A new pedestrian path across the Great Ocean Road bridge, providing a direct connection between the main car park and bus stops and the public toilets and foreshore access.
- A new continuous pedestrian path along the edge of the foreshore, adjacent to the main car park.
- A new footpath on the north side of Great Ocean Road, between Muller Road and Hickeys Cutting (north east of Skenes Creek), providing a safe, local connection to residences.
- A proposed continuous foreshore path as part of the Skenes Creek to Wild Dog Creek Coast Discovery Trail which was developed by a community led steering Committee. This is already a committed and funded project and is outside the scope of the CIP.
- Pedestrian connection to Ozone Street, with the potential for a future trail to Old Coach Road (Trail 6) and up to Hickeys Cutting.
- A potential pedestrian path between Karlson Street and Motts Lane (subject to further investigation).

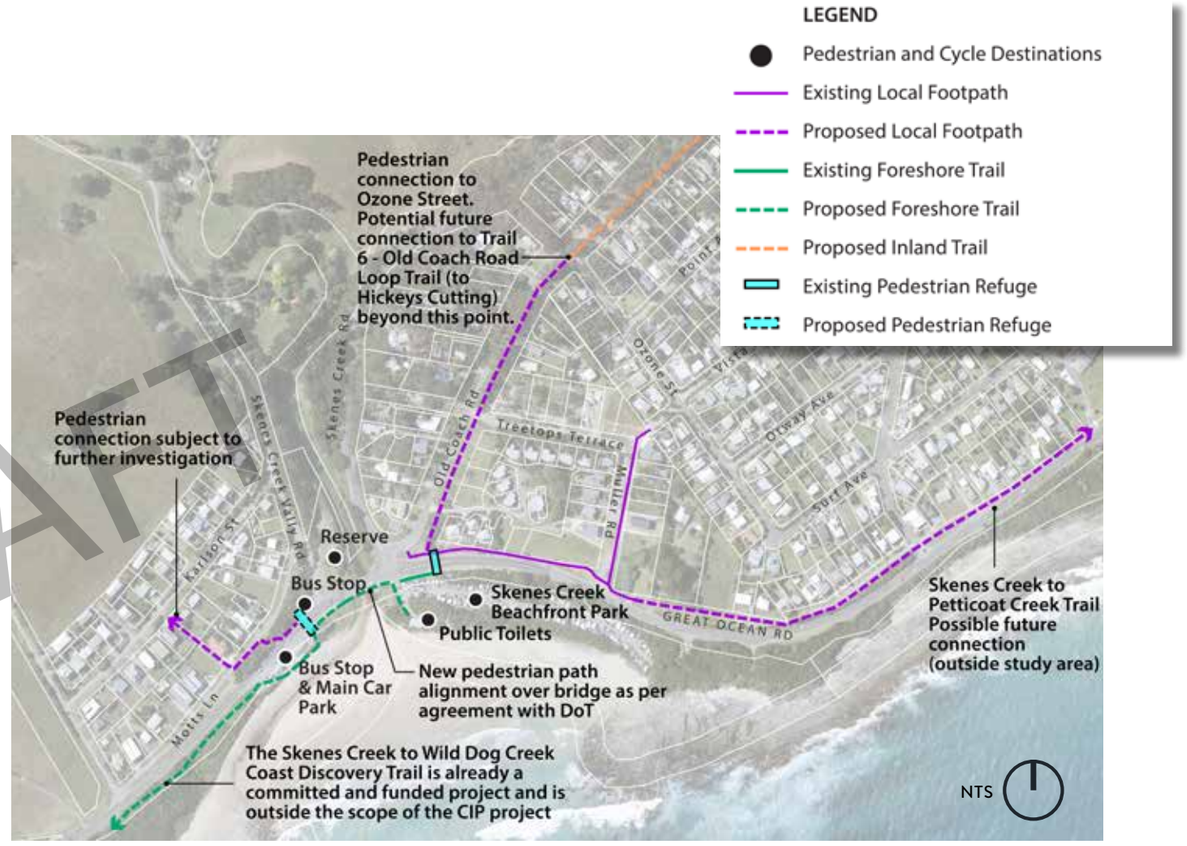


Figure 14. Township Connections - Skenes Creek

Image 5. Pedestrian refuges make it easier and safer to cross the street by reducing both vehicular traffic speeds and pedestrian crossing distances.

PLEASE NOTE: Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

3.5 Marengo

This section provides an overview of Township Connection improvements for Marengo.

3.5.1 Township Connections

Key pedestrian and cycle movements within Marengo are generally provided for along the Great Ocean Walk Foreshore Trail. Currently the route of the Great Ocean Walk is unclear, particularly as it meanders through the Marengo Holiday Park.

The District Plan aims to improve connections along the Great Ocean Walk, through Marengo and to Apollo Bay by providing a continuous foreshore trail along the Marengo Foreshore Reserve and around the headlands. The alignment of this trail reflects the alignment outlined in the Great Ocean Walk - Marengo Holiday Park Trail Feasibility Concept Plan (Refer Section 2.5).

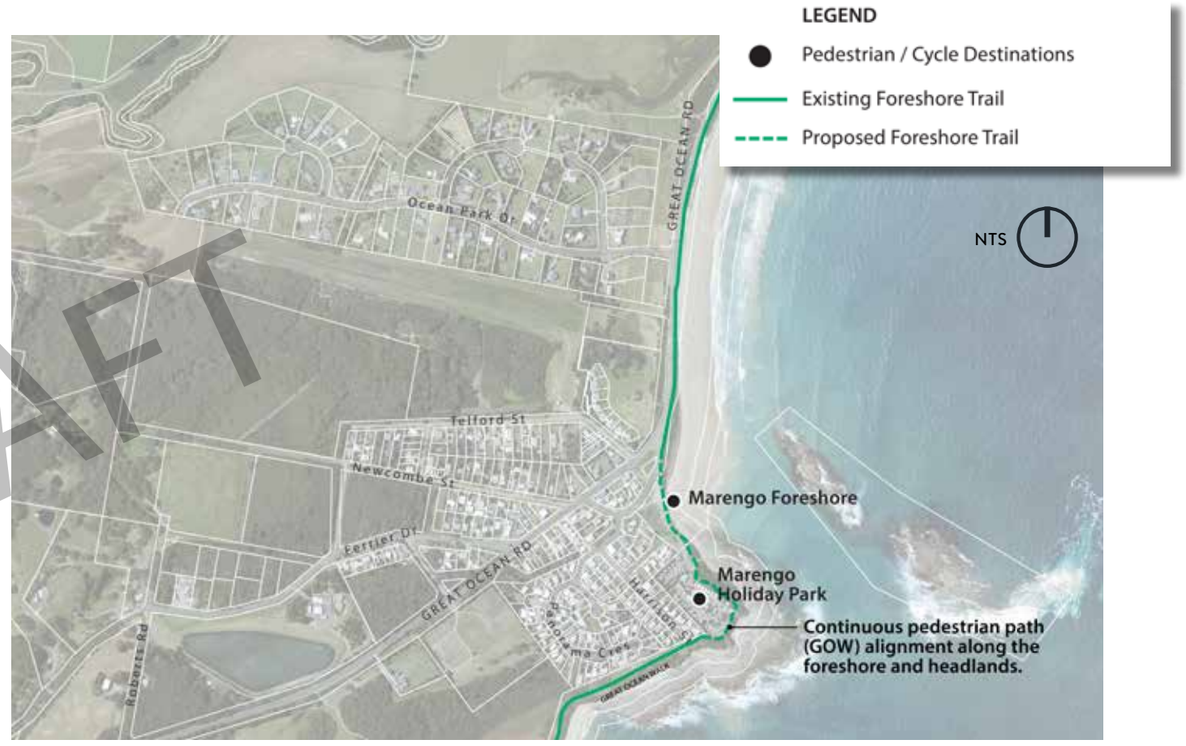


Figure 15. Township Connections - Marengo

PLEASE NOTE: Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

Image 6. The Great Ocean Walk - Marengo Holiday Park Trail Feasibility Concept Plan provides for an at grade path typically.

Image 7. Short sections of boardwalks may be required to traverse gullies and steep sections along the Marengo headlands.

4 APOLLO BAY STREETSCAPE PLANS

4.1 Overview

The Apollo Bay Streetscape Plans focus on improvements to the following streets with the commercial centre:

- Great Ocean Road (Great Ocean Road);
- Pascoe Street;
- Thomson Street;
- Hardy Street;
- Moore Street;
- McLaren Parade; and
- Nelson Street.

This section provides an overview of proposed improvements for these streetscapes.

NOTE: All images are indicative only.

4.2 Design Objectives

The following streetscape plans are based on a series of key design objectives. These include, but are not limited to:

Improving space for pedestrian use and outdoor dining along shopfronts.

The Streetscape Plans create safer, wider and a more clearly defined pedestrian environment. It sits alongside a wider designated multi-purpose space for trading, dining, above ground services (bins) and public seating.

These spaces must be adaptable to different modes of use and to commercial changes over time. Planting and materials will be used to define these spaces and will become part of the visual identity of the town centre.

Improving pedestrian connections between the shops and foreshore.

Improved pedestrian connections will be facilitated by the creation of additional pedestrian crossings provided across the Great Ocean Road at key intersections and mid-block locations. These will provide safer and more frequent opportunities for pedestrians to cross the street.

Roadway space will be reallocated to allow for the expansion of pedestrian areas and will reduce the distances for people to cross. Nelson and Pascoe Street will be the preferred through route for traffic around town, reducing traffic along the Great Ocean Road within the commercial centre.

Improving the amenity and presentation of the town centre and ensuring a consistent design and branding approach.

Planting and materials will be used as a unifying and character establishing element across the town centre and the foreshore reserve.

Planting will be a key feature providing seasonal variation and enhanced biodiversity within the streetscapes, providing shade, shelter, and comfort for pedestrians, creating a more human scale for the streets, and reinforcing the unique qualities and coastal characteristics of Apollo Bay.

Materials used in the streetscape will have both a functional and aesthetic role and work for all street users. A simple, attractive and contemporary palette of materials is proposed that is robust, easy to maintain and reflects the qualities of the coastal location of Apollo Bay. The design will suit a contemporary retail and civic environment but be based on a 'timeless' design framework that does not quickly date.

Improving wayfinding and legibility throughout the town centre.

Wayfinding and legibility will be improved throughout the town centre via several treatments. These include improved and consistent wayfinding and signage at key nodes, improved pedestrian, cyclist and vehicle connections, as well as the use of public art, materials and planting and other landscape treatments to create recognisable and unique spaces that help people intuitively move throughout the town centre and to key destinations.

Improving the safety of all users.

The streets will be redesigned to meet contemporary design, functionality, access, and safety standards. This includes improving pedestrian and cycling priority and connections, ensuring safety standards are met for all road users, and providing all abilities access within the town centre.

Pedestrian safety will be enhanced by the development of additional mid-block pedestrian crossings, additional and enhanced mid-block pedestrian laneways, kerb outstands and enhanced intersection treatments.

Clear and connected cycling routes will be established allowing for a range of abilities and users. This includes the creation of a slow speed environment within the town centre streetscapes and safety strips along roadways to improve safety from parked cars. Additional end of trip facilities (i.e. bike storage, showers, change rooms and storage lockers) will be provided at key destinations to further encourage cycling within Apollo Bay. The provision of facilities will depend on space availability and user needs (subject to further investigation by others).

4.3 Great Ocean Road Movement Options

The Movement and Place Plan (M&P) prepared for COSC to inform the CIP, identified several streetscape options to enhance pedestrian safety and movement along the Great Ocean Road.

The M&P identified one-way (north to south) as the preferred option. The one-way (north to south) option maintains north to south traffic movements along the Great Ocean Road and directs south-to-north traffic movements (i.e. lower traffic volumes) to Pascoe Street as the primary route. This option provided improvements for walking and cycling within the town centre, while maintaining traffic, coach and freight functionality and spreading the traffic across the network.

Retaining a two-way option with current roads widths was considered an inadequate response in the M&P, with pedestrian safety and movement unsatisfactorily compromised. However, in response to previous consultation feedback and mixed views on the one-way vs two-way options, it was considered that a two-way option should be further tested, alongside the one-way option. Therefore, the option to retain two-way traffic movement along the Great Ocean Road, while implementing traffic measures, including signage, lower speeds and pedestrian crossings, to direct traffic to Pascoe Street has been explored as part of the movement options in the CIP.

There is still a need to undertake a Traffic Impact Assessment on the one-way and two-way options in the future, particularly the one-way option. Understanding the shift in traffic patterns is critical in understanding any localised safety or capacity risks.

The one-way and two-way options are outlined further on the following pages.

Figure 17. Option 1 -One-Way Option

Figure 16. Option 2 -Two-Way Option

4.4 Overall Streetscape Plan

The following outlines an approach to improving key streets in the commercial heart of Apollo Bay for both the one-way and two-way Great Ocean Road movement options.

4.4.1 Overall Improvements

Overall improvements are identified for both the one-way and two-way Great Ocean Road movement options to address the key design objectives outlined in Section 4.2. These include:

- Additional space for pedestrians to safely walk along the Great Ocean Road.
- 45 degree parking is maintained along the foreshore side of the Great Ocean Road.
- Parallel parking is maintained but realigned along the retail side of the Great Ocean Road. These will include new disabled parking, loading spaces and limited short term and convenience parking spaces.
- Footpath resurfacing along all commercial precinct frontages and key linkages to delineate spaces and connections and provide consistency and improve wayfinding (using materials outlined on the streetscape plans and within the design guidelines).
- Intersections have been upgraded throughout to support the redirecting of traffic and bus and coach parking along Pascoe Street. This includes new roundabouts at the Great Ocean Road and Thomson Streets, Great Ocean Road and Hardy Streets, Pascoe and Thomson Streets, Pascoe and Hardy Streets and Pascoe and Moore Streets.
- A designated passenger coach drop off in front of the Visitor Information Centre, as well as long vehicle parking (5 spaces in total).
- Additional bus parking accommodated along Pascoe Street and potentially Thomson Street. Signage will provided that discourages passenger drop off in these locations.
- Raised pedestrian crossings provided at key intersections and mid-block locations to enable safe access from the shops, the foreshore, community facilities and residential areas.
- A clear pedestrian link to the Community and Education Hub with pedestrian priority at intersections, canopy street tree planting and signage.
- On road cycle lanes have been maintained along Thomson, McLaren and Nelson Street, connecting to the surrounding on road cycle route around town.
- Sharrows will be provided along the Great Ocean Road, Pascoe, Hardy and Moore Streets to facilitate shared on road cyclist and vehicle access within the town centre and slow speed environment (assumes speeds will be reduced to 30 - 40kmandh within the town centre).
- A hierarchy of streetcapes with themed landscaping to enhance wayfinding across the town centre.
- Kerb outstands and additional street tree and garden bed planting within all streets, improving the amenity and the appearance of the streetscape, reducing the impacts of urban heat island effect and softening the hardscape environment. Along retail streets, kerb outstands will also allows for expanded outdoor dining and trading areas.
- A range of new footpaths to enhance local connections, including a minimum of 2.5m wide footpaths on key streets.
- Seating areas located at key intersections and crossing points.
- Provision of a safety strip (painted) between traffic and parking lanes to improve the safety associated with vehicles entering or exiting parking spaces.
- Pergolas as a reoccurring feature across pedestrian areas along the Great Ocean Road. They will function as:
  - A built element that identifies pedestrian settings and provides a pedestrian scale to the street.
  - An art feature that changes across pedestrian locations.
  - An evergreen or deciduous planting features which provides shelter, and summer and autumn colour to the pedestrian environment.
- Wayfinding to assist people moving throughout the town and between the shops and foreshore.
- Bicycle parking provided near public toilets, car parking and key commercial uses.
- A continuous shared path that allows for high volume two-way walking and cycle movement along the edge of the foreshore reserve and adjacent car parking and enhances access to and movement along the foreshore (600mm vehicle overhang allowance). Signs will direct cyclists to use this shared path for movement through the town centre and will discourage cycling along shopfronts during peak times.
- Lighting upgrades (low energy fittings with minimal light spill).

Detailed design of the preferred option (to be determine following community and stakeholder consultation) will be required in order to ensure the functional layout conforms with relevant AustRoad and DoT standards, to locate loading and disabled parking, as well as ensure proposed street tree planting and car parking can be accommodated with powerlines and services along the street.

4.4.2 Option 1 - Great Ocean Road - One-Way Improvements

Based on a one-way (north to south) road system, the one-way design creates substantially wider footpath space along shopfronts, providing a clearer framework for the use of pedestrian areas and easing footpath congestion at peak times.

Traffic will be encouraged to divert along Thomson or Hardy Street to Pascoe Street, when travelling north to south and one-way access is provided for the full extent of the Great Ocean Road in this direction. When travelling south to north, all traffic will be diverted via Nelson Street towards Pascoe Street.

Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

Specific improvements identified for the one-way option include:

- Remove one lane of traffic to provide permanent one-way vehicle access (north to south) along the Great Ocean Road between Hardy Street and Nelson Street.
- Expansion of the footpath along the western shopfront side of the Great Ocean Road to create a generous space for pedestrians, outdoor dining and streetscape amenity improvements.
- Clearly defined pedestrian and outdoor dining zones provided along the Great Ocean Road that allows for:
  - 3m clear walking space along shopfronts for pedestrians, catering for high volumes of foot traffic and allowing for all ages and abilities use.
  - 1m for services (poles, bins) and seating.
  - Up to 6.5m for outdoor dining, trading and multi-use area. This is reduced to 4.2m where parallel parking is provided.

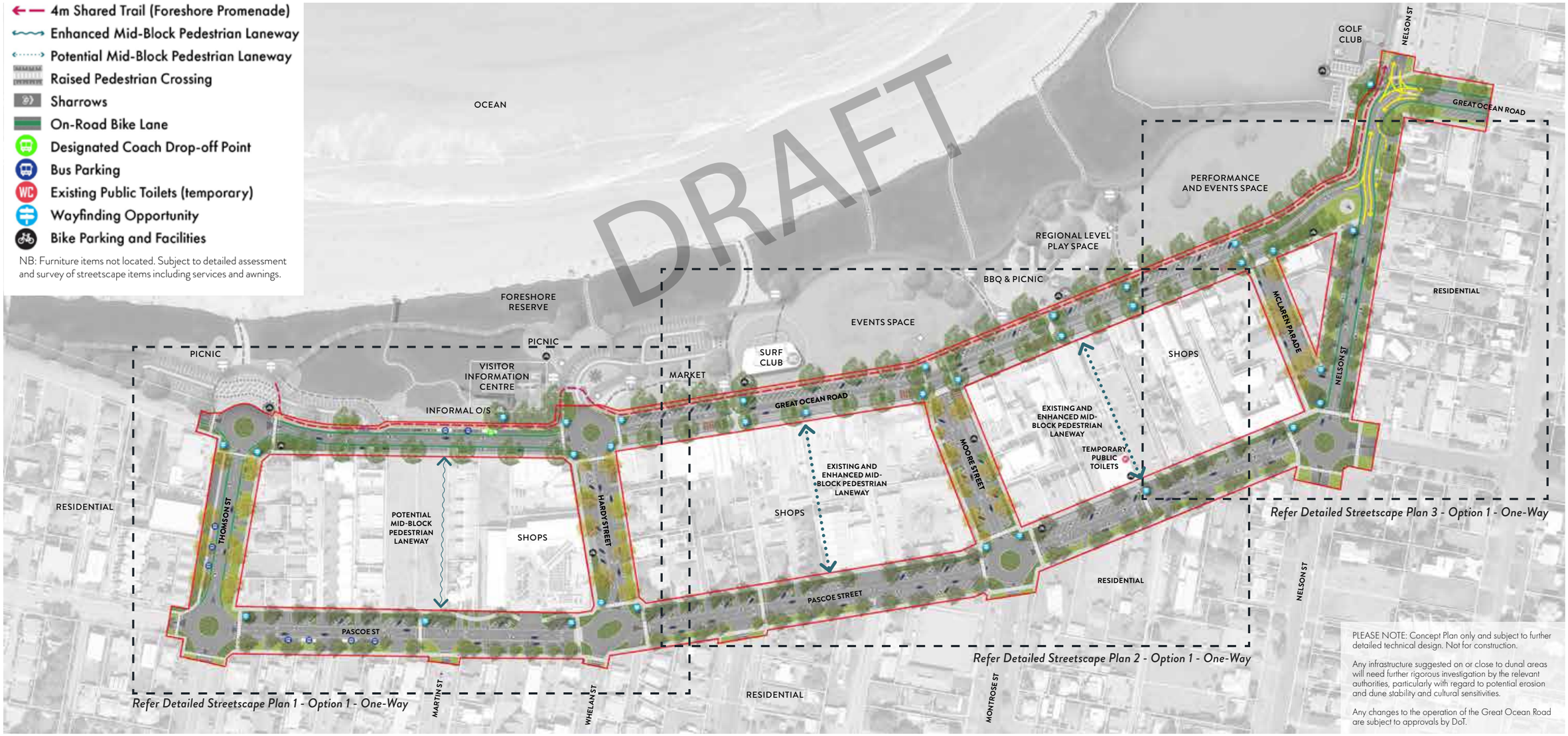
Refer to cross section outlined in Section 4.5 and Outdoor Dining and Trading in Section 4.10.

These improvements are outlined on Figures 18 - 21.

LEGEND

- Nature Strip - Lawn
- Nature Strip - Garden Bed
- Proposed GOR Tree planting
- Proposed Pascoe Street Tree Planting
- Other Proposed Street Tree Planting
- Pergola
- Vehicle Access
- 4m Shared Trail (Foreshore Promenade)
- Enhanced Mid-Block Pedestrian Laneway
- Potential Mid-Block Pedestrian Laneway
- Raised Pedestrian Crossing
- Sharrows
- On-Road Bike Lane
- Designated Coach Drop-off Point
- Bus Parking
- Existing Public Toilets (temporary)
- Wayfinding Opportunity
- Bike Parking and Facilities

NB: Furniture items not located. Subject to detailed assessment and survey of streetscape items including services and awnings.



PLEASE NOTE: Concept Plan only and subject to further detailed technical design. Not for construction.

Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

1:4000 0 40 80 200

Figure 18. Overall Streetscape Plan - Option 1 - One-Way

PLEASE NOTE: Concept Plan only and subject to further detailed technical design. Not for construction.

Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

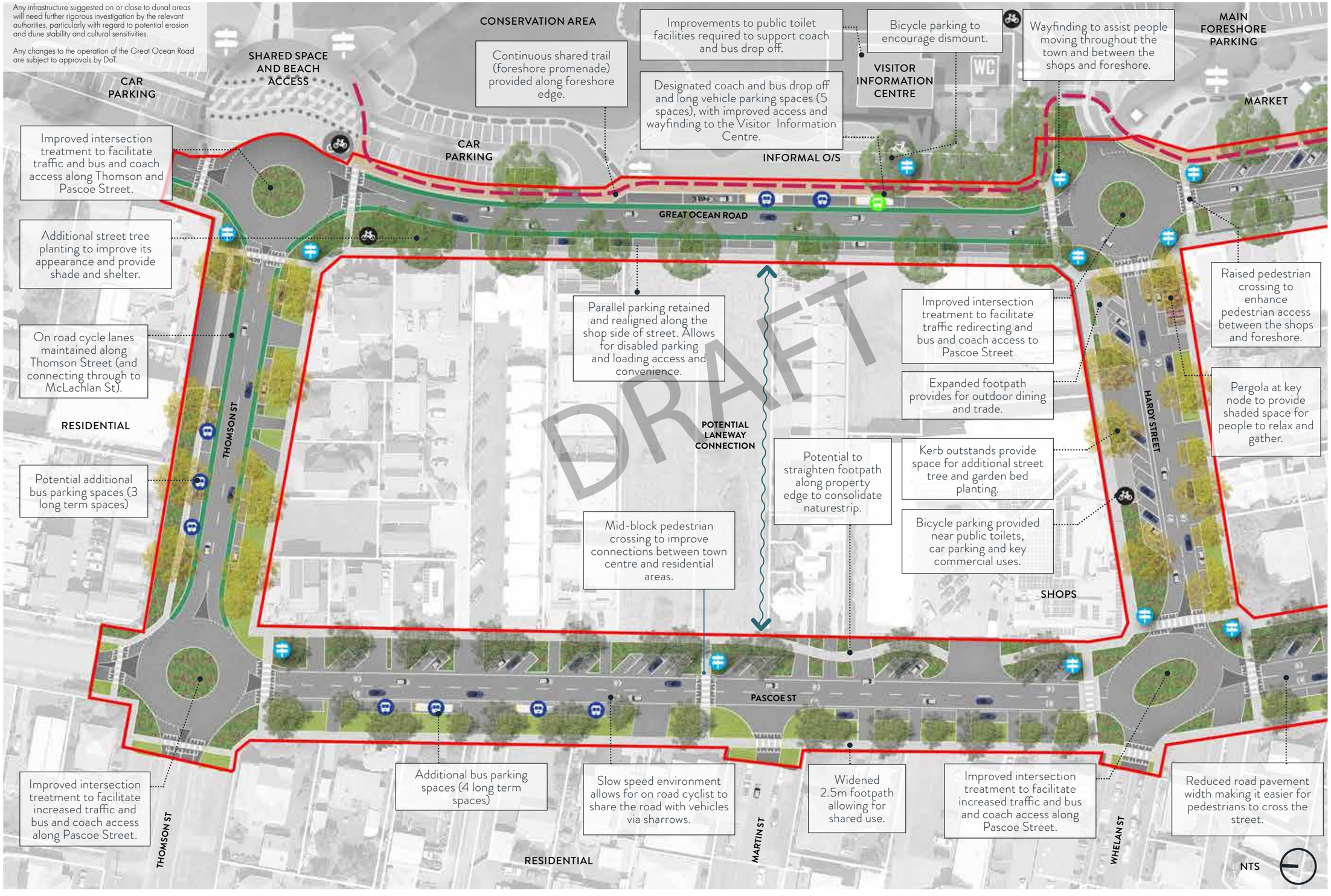


Figure 19. Detailed Streetscape Plan 1 - Option 1 - One-Way

PLEASE NOTE: Concept Plan only and subject to further detailed technical design. Not for construction.

Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

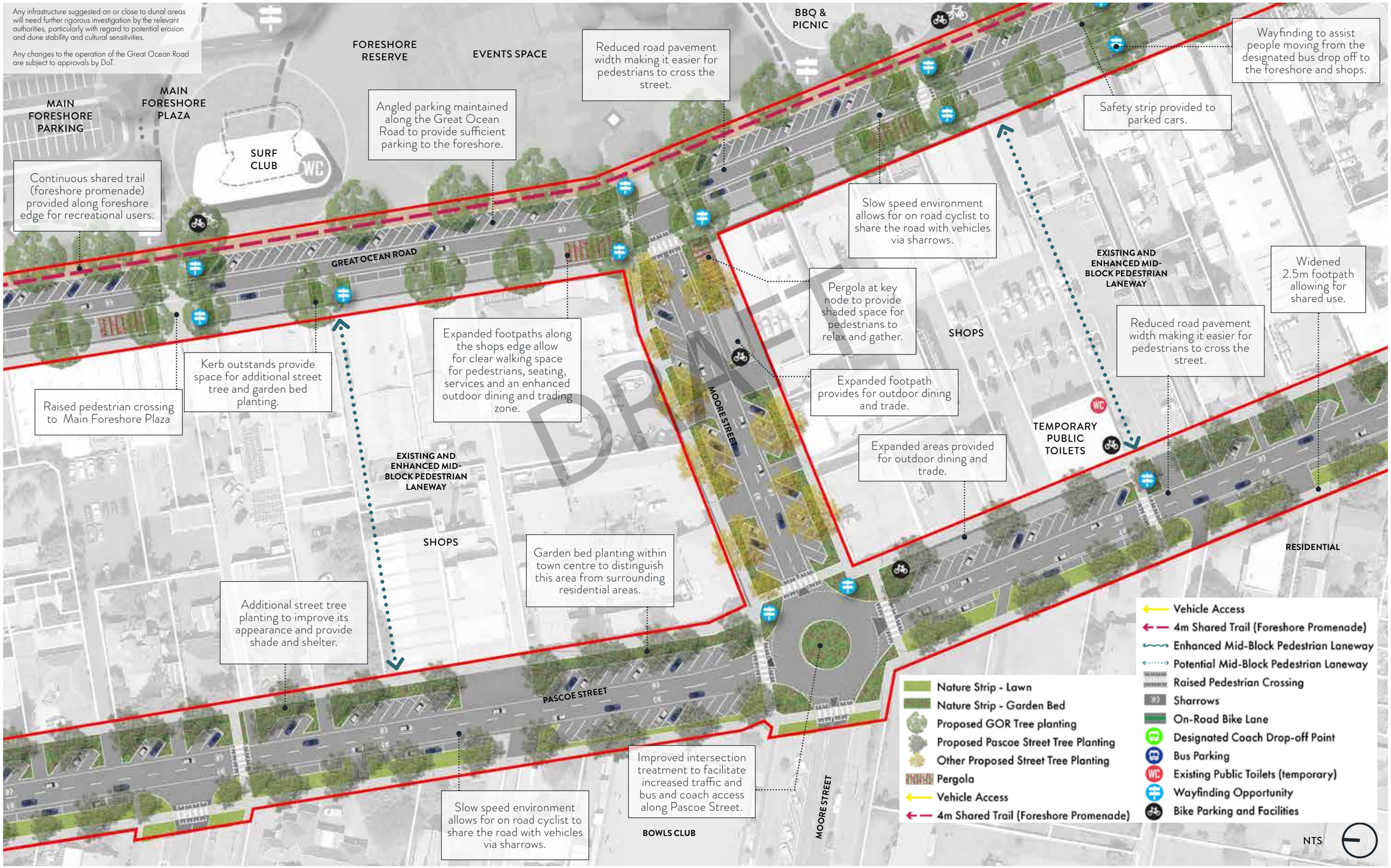


Figure 20. Detailed Streetscape Plan 2 - Option 1 - One-Way

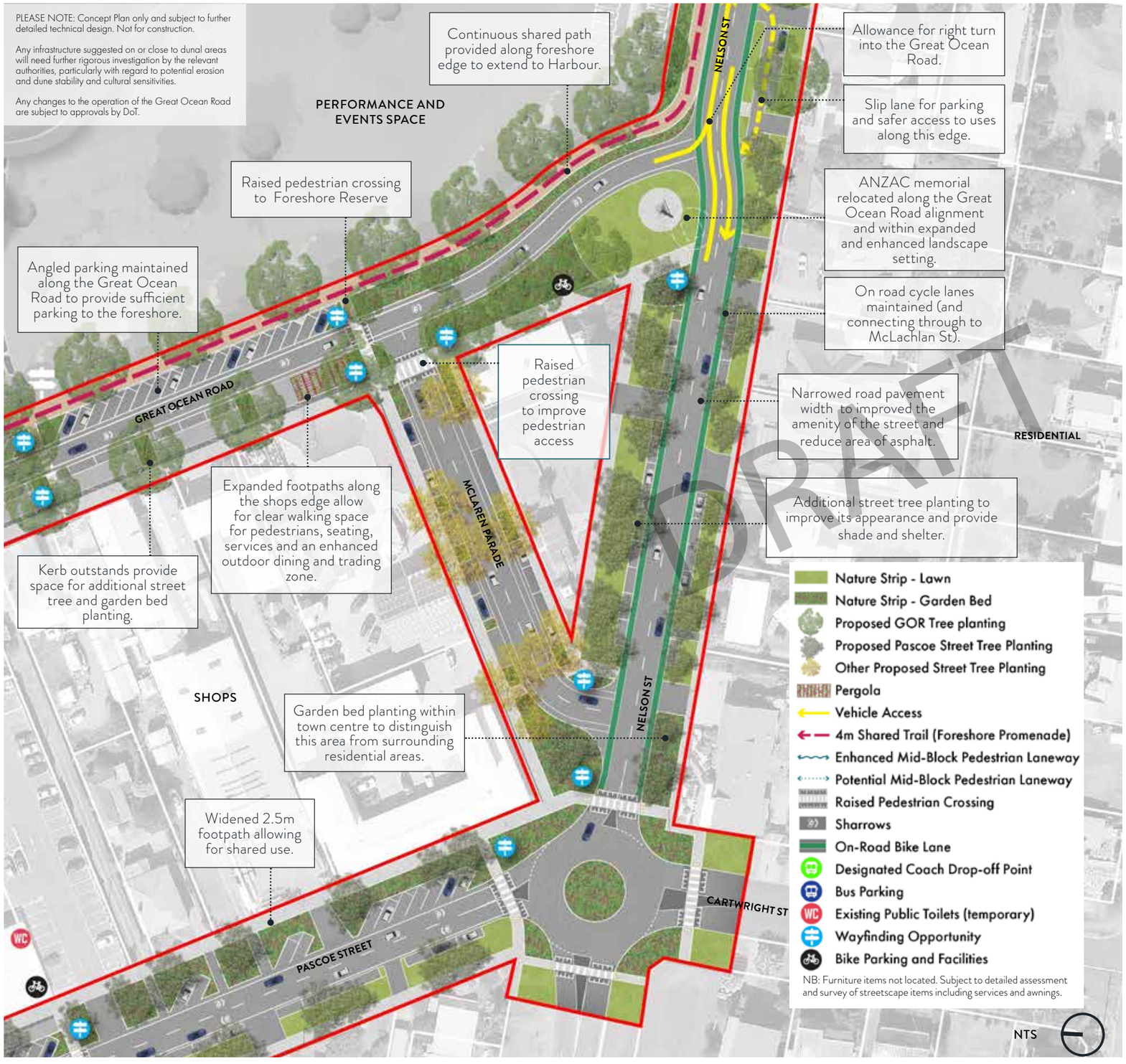


Figure 21. Detailed Streetscape Plan 3 - Option 1 - One-Way

4.4.3 Movement Option 2 -Great Ocean Road - Two-Way

The two-way design maintains two-way access along the Great Ocean Road and provides for moderate expansion of the footpath space along shopfronts, through the provision of kerb out stands and the reallocation of roadway space. This will help to ease footpath congestion at peak time and provide additional space for retail and commercial uses.

Specific improvements identified for the two-way option include:

- Two-way access is maintained along the Great Ocean Road between Hardy Street and Nelson Street, however carriageway widths have been reduced to provide additional space for pedestrians and safety and to make it easier to walk along the street and cross the road into the foreshore reserve.
- Minimal expansion of the footpath (0.4m) along the western shopfront side of the Great Ocean Road to provide additional space for pedestrians, outdoor dining and streetscape amenity improvements.
- Clearly defined pedestrian and outdoor dining zones provided along the Great Ocean Road that allows for:
    - 3m clear walking space along shopfronts for pedestrians, catering for high volumes of foot traffic and allowing for all ages and abilities use.
    - 1m for services (poles, bins) and seating.
    - Up to 4.7m for outdoor dining, trading and multi-use area. This is reduced to 2.4m where parallel parking is provided.

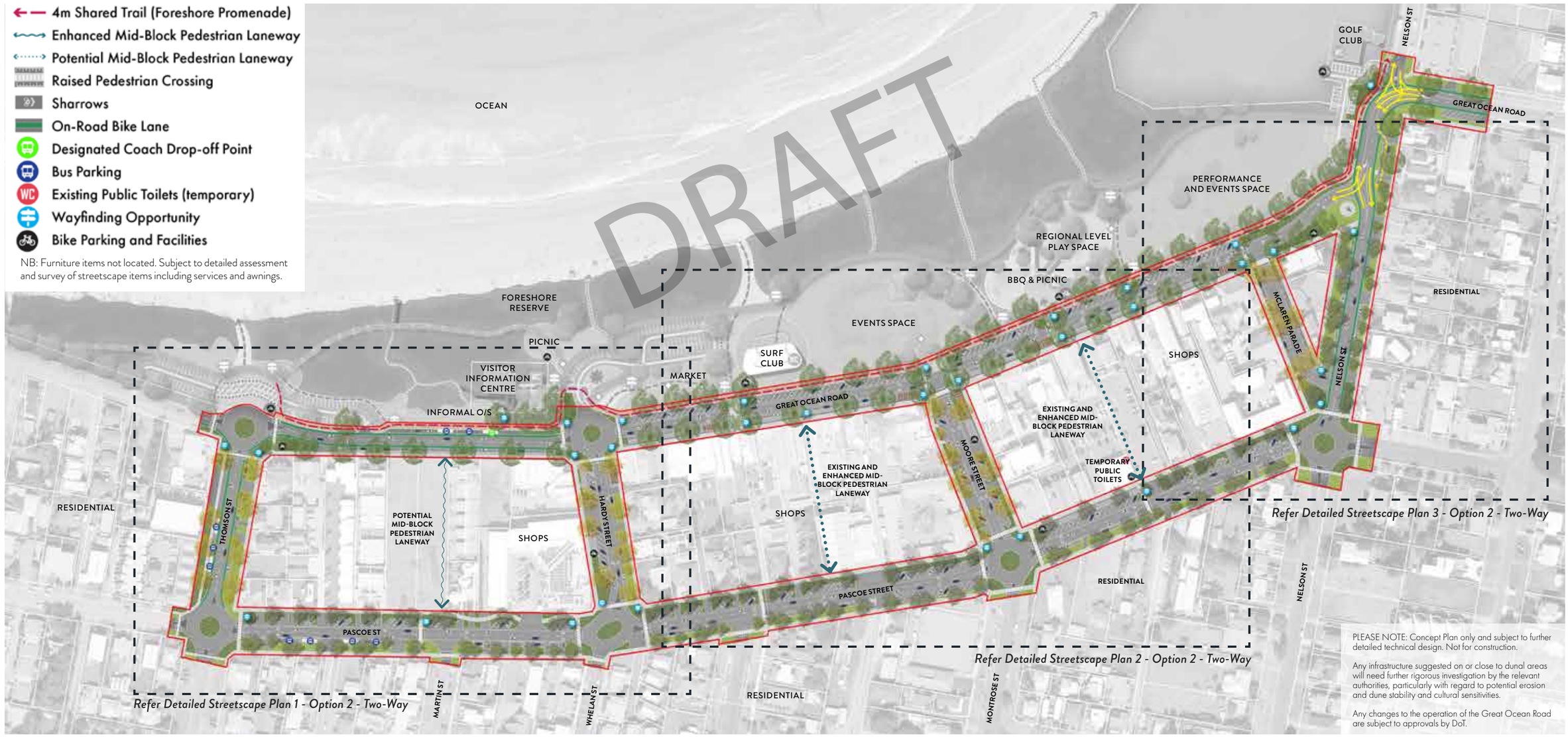
Refer to cross section outlined in Section 4.5 and Outdoor Dining and Trading in Section 4.10.

These improvements are outlined on Figures 22 - 25.

LEGEND

- Nature Strip - Lawn
- Nature Strip - Garden Bed
- Proposed GOR Tree planting
- Proposed Pascoe Street Tree Planting
- Other Proposed Street Tree Planting
- Pergola
- Vehicle Access
- 4m Shared Trail (Foreshore Promenade)
- Enhanced Mid-Block Pedestrian Laneway
- Potential Mid-Block Pedestrian Laneway
- Raised Pedestrian Crossing
- Sharrows
- On-Road Bike Lane
- Designated Coach Drop-off Point
- Bus Parking
- Existing Public Toilets (temporary)
- Wayfinding Opportunity
- Bike Parking and Facilities

NB: Furniture items not located. Subject to detailed assessment and survey of streetscape items including services and awnings.



PLEASE NOTE: Concept Plan only and subject to further detailed technical design. Not for construction.

Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

Figure 22. Overall Streetscape Plan - Option 2 - Two-Way

1:4000 0 40 80 200

PLEASE NOTE: Concept Plan only and subject to further detailed technical design. Not for construction.

Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

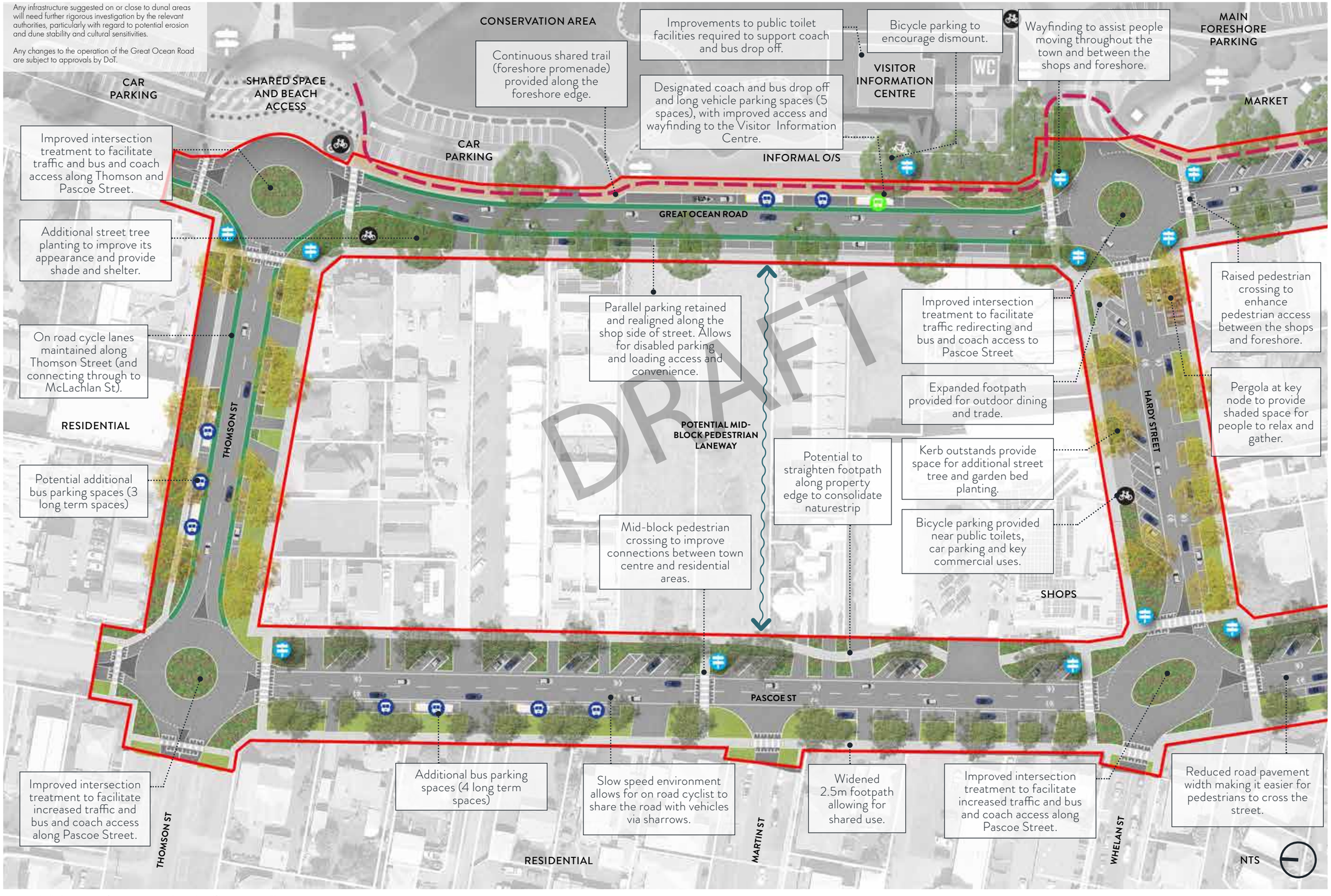


Figure 23. Detailed Streetscape Plan 1 - Option 2 - Two-Way

PLEASE NOTE: Concept Plan only and subject to further detailed technical design. Not for construction.

Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

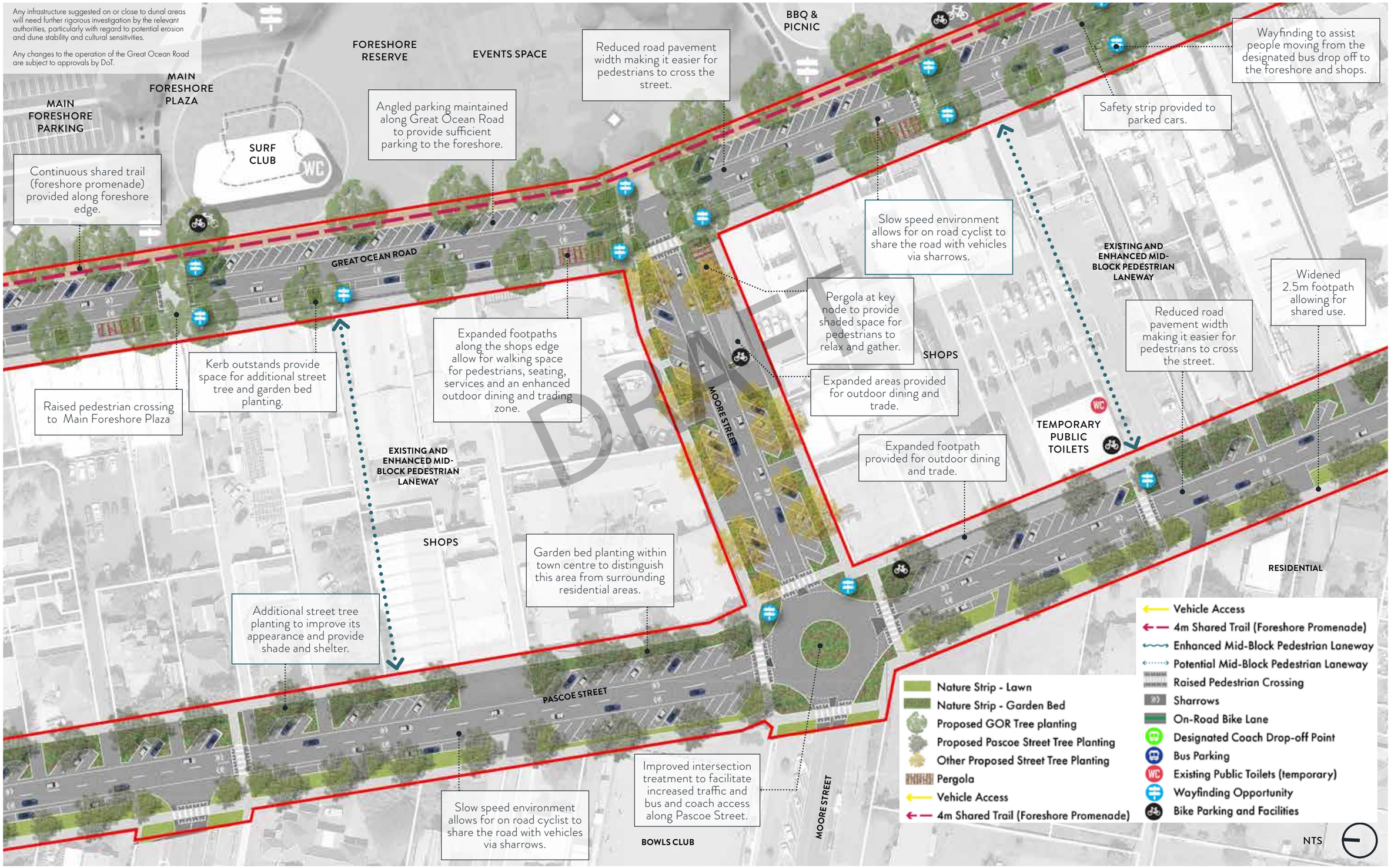


Figure 24. Detailed Streetscape Plan 2 - Option 2 - Two-Way

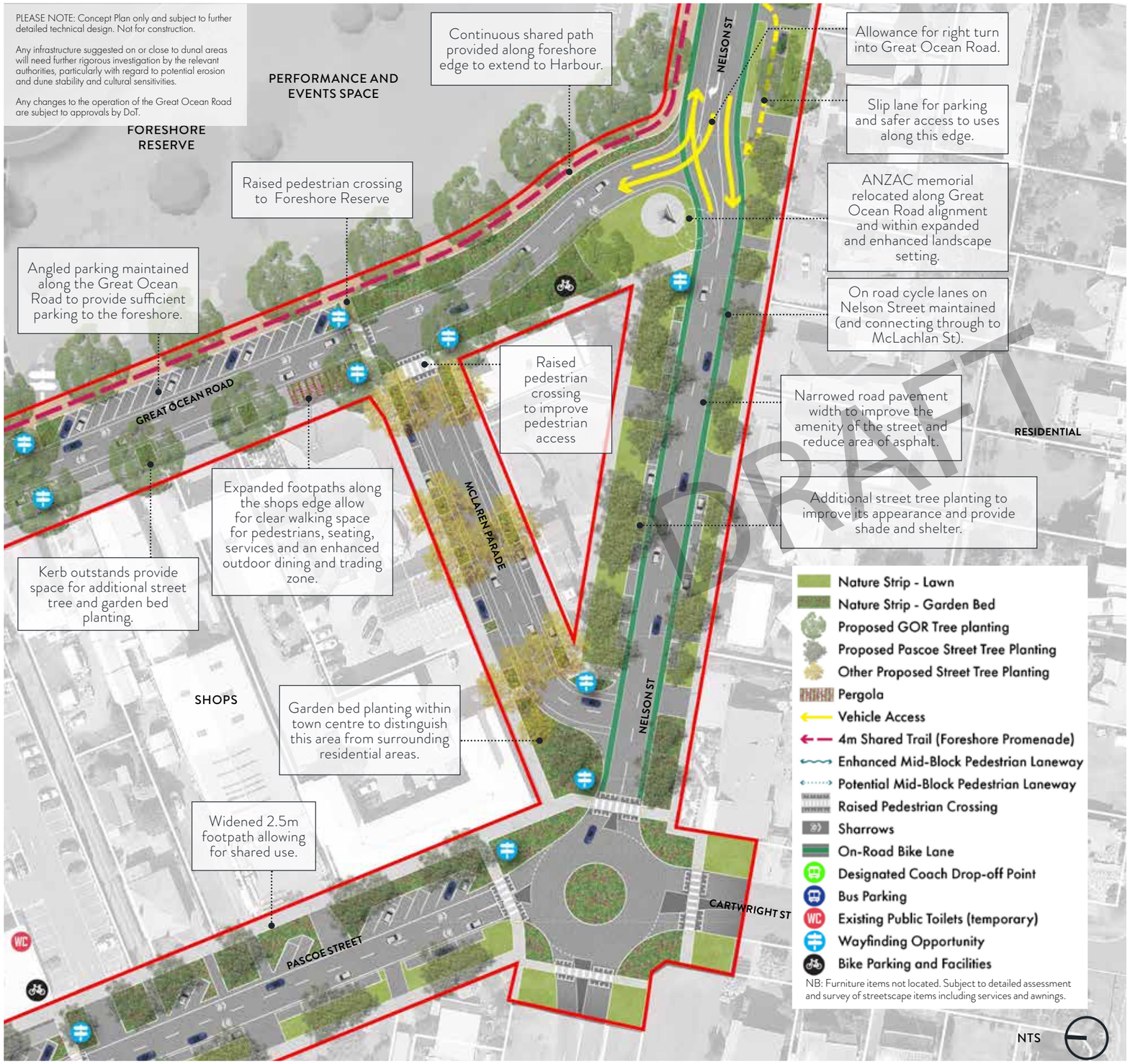


Figure 25. Detailed Streetscape Plan 3 - Option 2 - Two-Way

4.5 Cross Sections

The following cross sections illustrate the detailed changes proposed as part of the one-way and two-way streetscape plans and the functional arrangement of uses within the street.

4.5.1 Great Ocean Road (Great Ocean Road)

The Great Ocean Road is a key arterial road. It provides key access through Apollo Bay and is the front door to the township.

The Great Ocean Road streetscape should not only be distinctive and reflect its world famous status, but be a comfortable and attractive environment for pedestrian, allowing easy and safe access to shopfronts and the foreshore reserve.

Two cross sections are proposed for the Great Ocean Road, related to the Streetscape Plans. This includes a one-way and a two-way cross section.

Both cross sections aim to improve pedestrian amenity and movement along shopfronts and improve connections between the shops and foreshore. This will be facilitated by reducing the expanse of pavement, widening footpaths along both sides, providing safety strips and improving street tree planting.

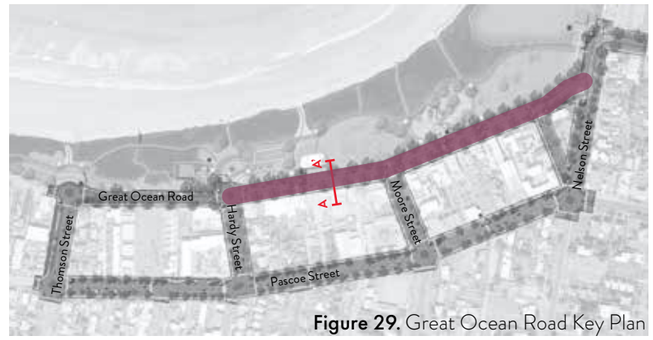


Figure 29. Great Ocean Road Key Plan

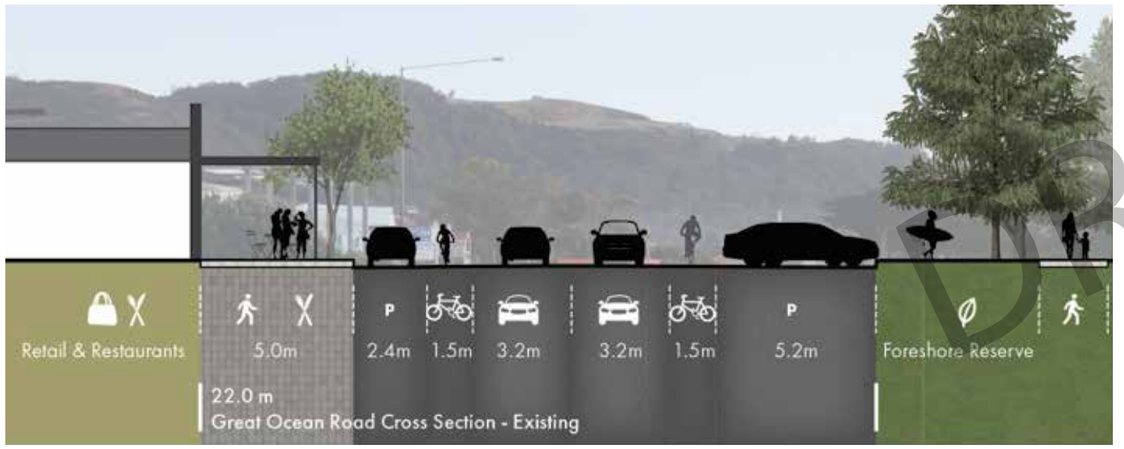


Figure 26. Great Ocean Road A-A'- Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

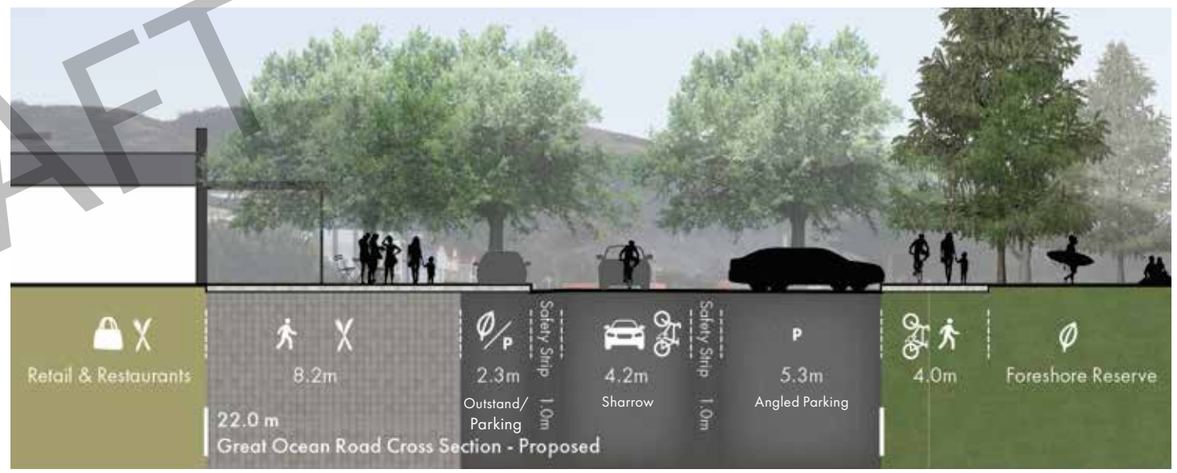


Figure 27. Proposed A-A'- Great Ocean Road - One-Way

PLEASE NOTE: Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

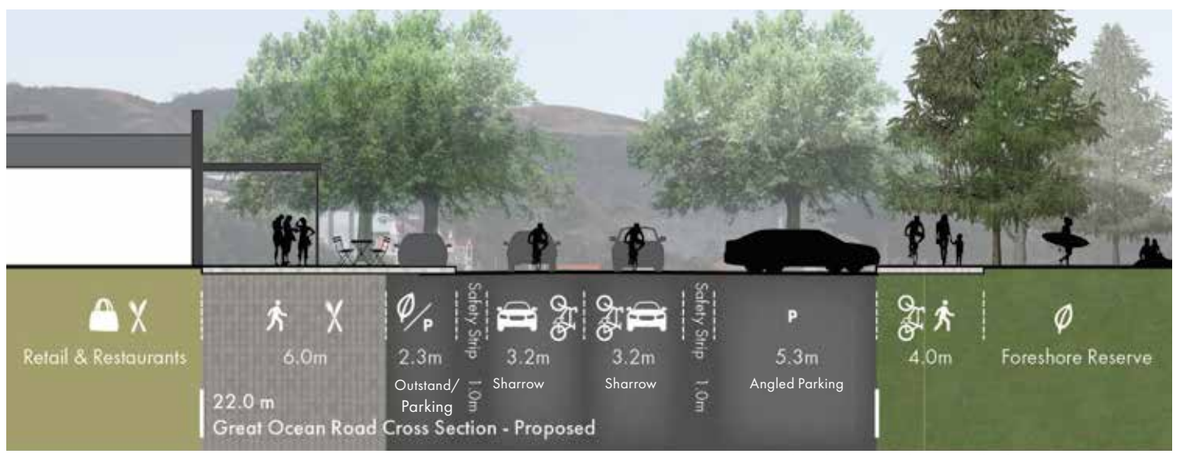


Figure 28. Proposed A-A'- Great Ocean Road - Two-Way

PLEASE NOTE: Wheel stops to be installed to protect cyclists and pedestrians on Foreshore Promenade.

4.5.2 Pascoe Street

Pascoe Street currently provides a secondary north-south route through the commercial centre. A wide street, it is dominated by vehicle lanes and car parking, with limited street tree planting that does not match the grand scale of the streetscape.

The proposed cross sections for Pascoe Street aim to improve the amenity and safety of the street by widening footpaths along both sides, providing safety strips and improving street tree planting.

The cross sections also enable the redirecting of traffic from the Great Ocean Road, along Hardy Street, Pascoe Street and Nelson Street and safety improvements for all users.

Three treatments are provided for Pascoe Street, responding to its different existing conditions. These treatments are the same for both the one-way and two-way movement options.

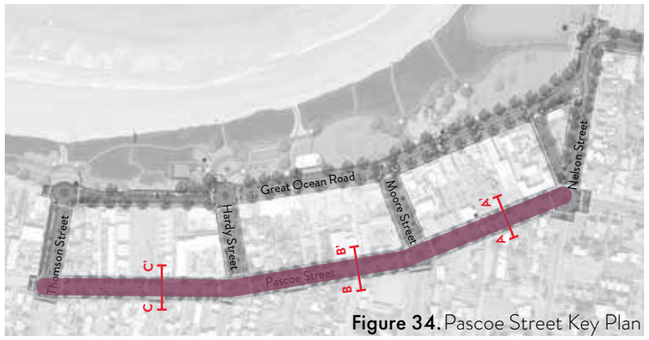


Figure 34. Pascoe Street Key Plan

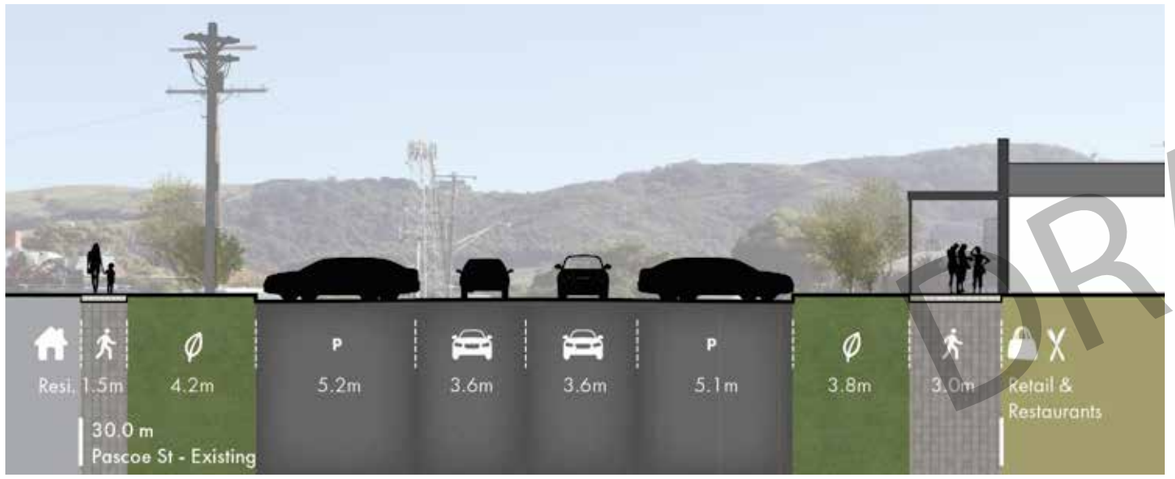


Figure 30. Pascoe Street A-A' (Between Moore St And Nelson St) - Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

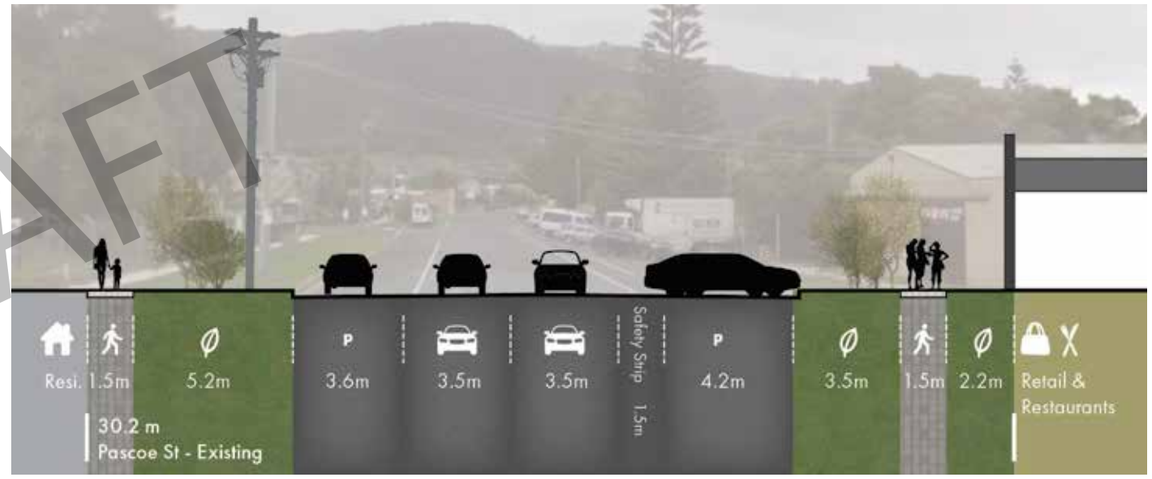


Figure 32. Pascoe Street B-B' (Between Hardy St And Moore St) - Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

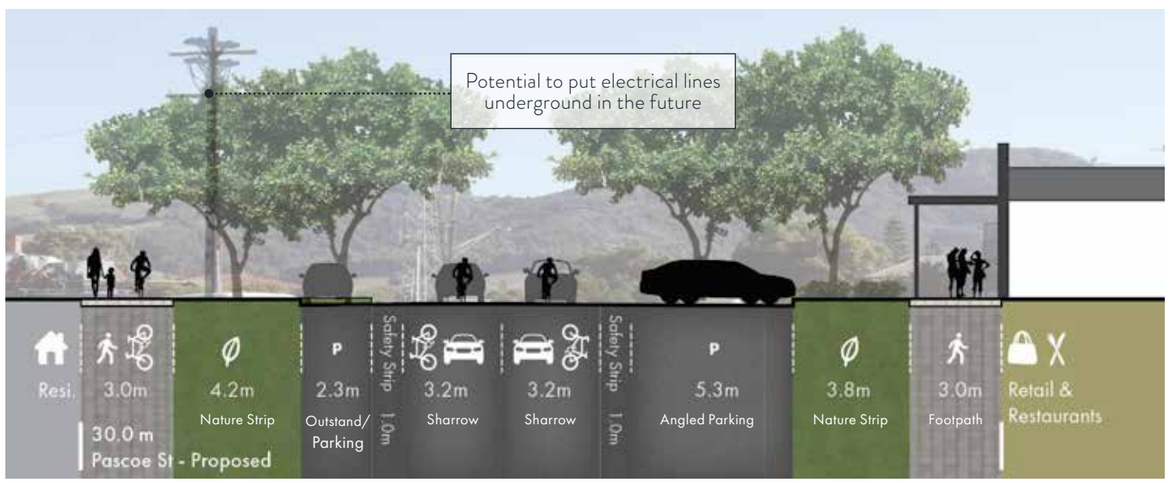


Figure 31. Pascoe Street A-A' (Between Moore St And Nelson St) - Proposed

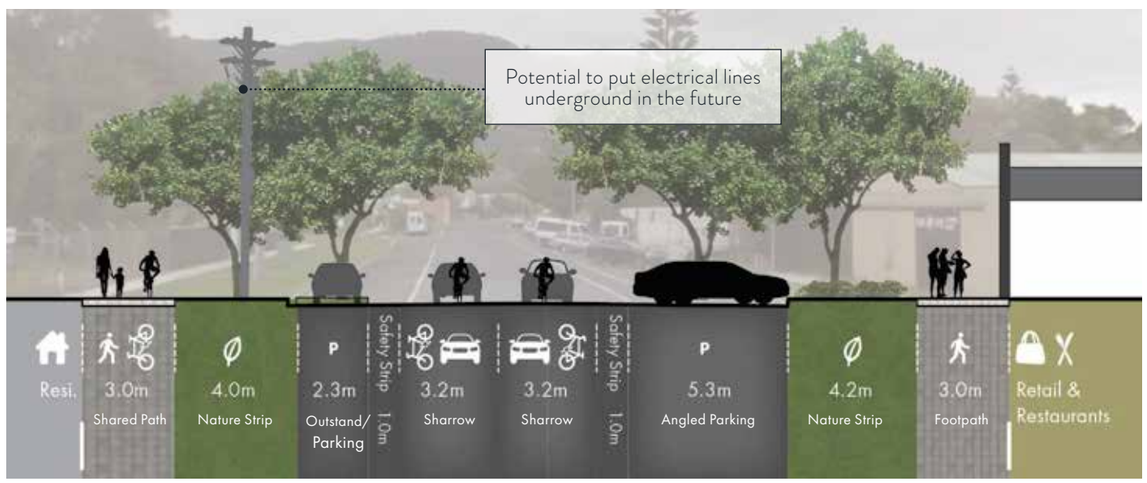


Figure 33. Pascoe Street B-B' (Between Hardy St And Moore St) - Proposed

4.5.3 Thomson Street

Thomson Street is a local street that extends east to west between the Great Ocean Road and Pascoe Street and forms the northern boundary of the town centre streetscapes. It will form part of the preferred bus and coach route and primary traffic route through town.

The cycling lanes will be maintained in the proposed cross section for Thomson Street and expanded footpaths will be provided along both sides, as well as street tree planting.

Figure 39. Thomson Street Key Plan

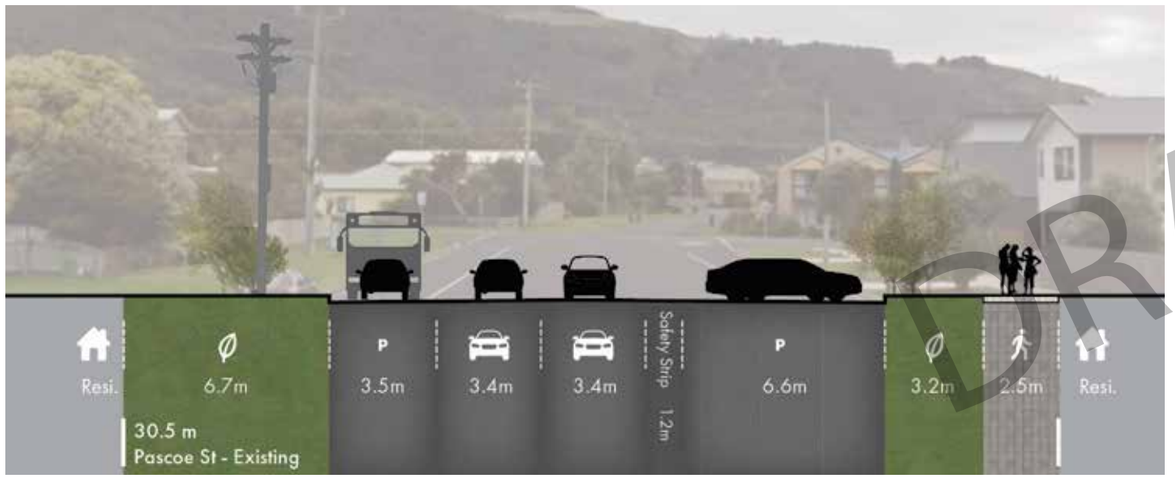


Figure 35. Pascoe Street C-C' (Between Thompson St And Hardy St) - Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

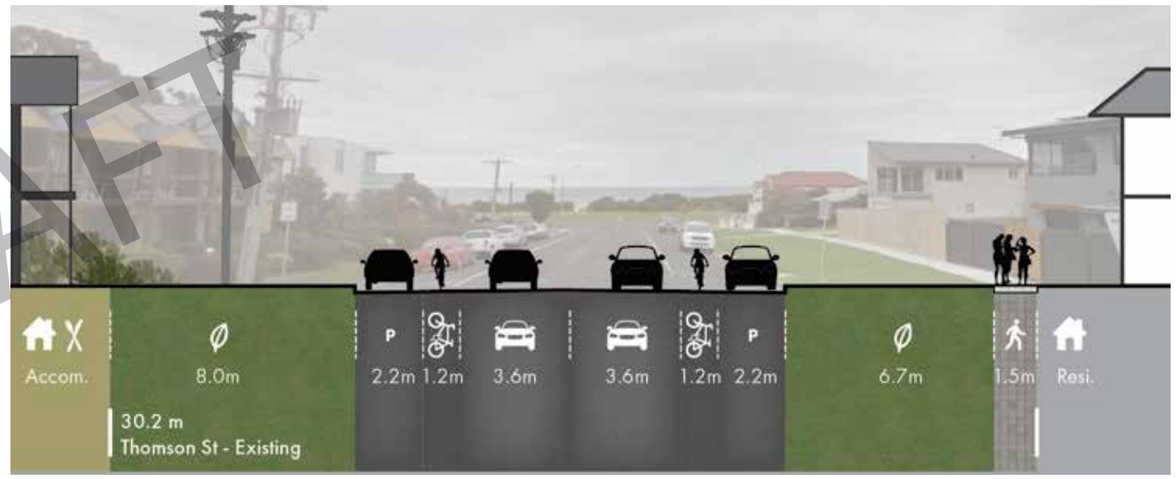


Figure 37. Thomson Street A-A' - Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

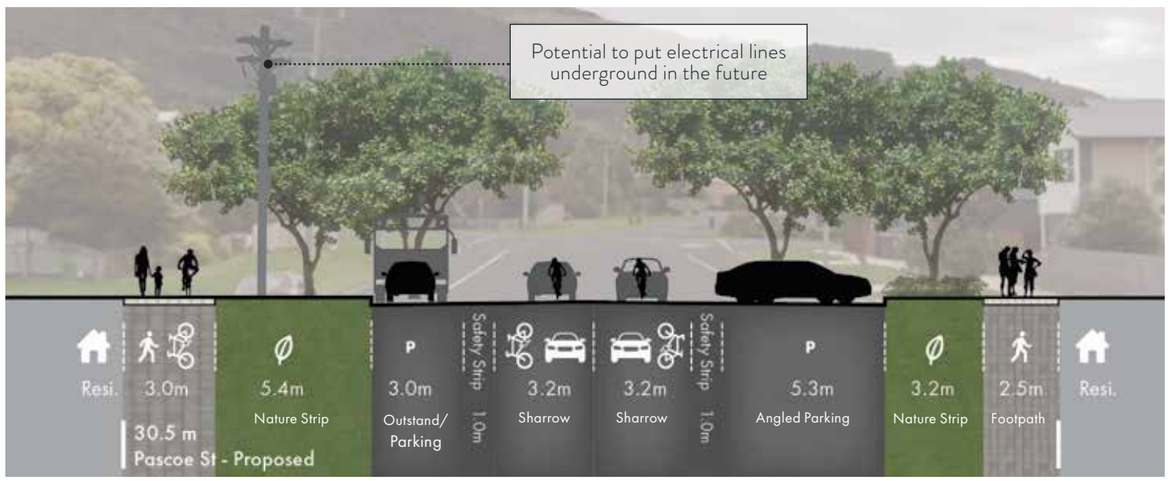


Figure 36. Pascoe Street C-C' (Between Thompson St And Hardy St) - Proposed

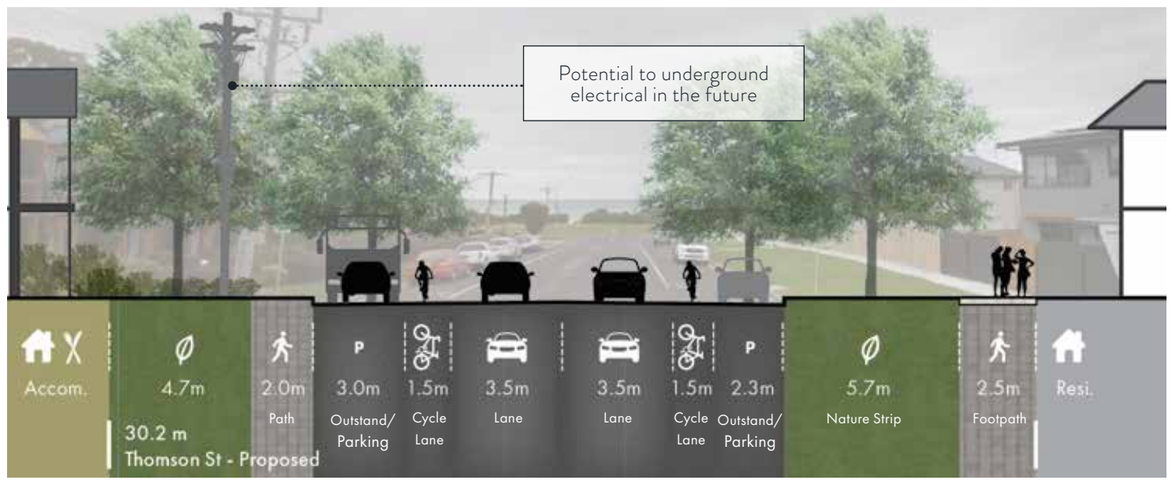


Figure 38. Thomson Street A-A' - Proposed

4.5.4 Hardy Street

Hardy Street is a local street that extends east to west between the Great Ocean Road and Pascoe Street. It will form part of the preferred bus and coach route and will allow for improved cycling and pedestrian movements within the town centre.

The proposed cross section for Hardy Street will reduce the expanse of pavement, widen footpaths along both sides, provide safety strips and improve street tree planting.

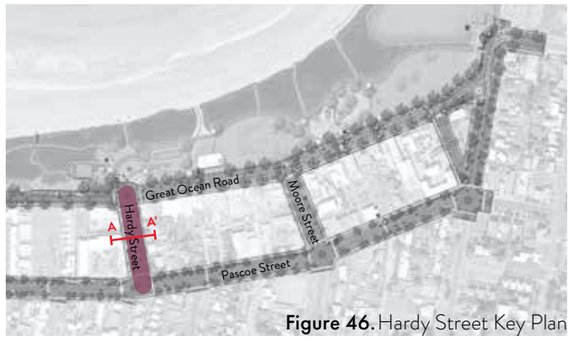


Figure 46. Hardy Street Key Plan

Figure 41. Hardy Street A-A'- Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

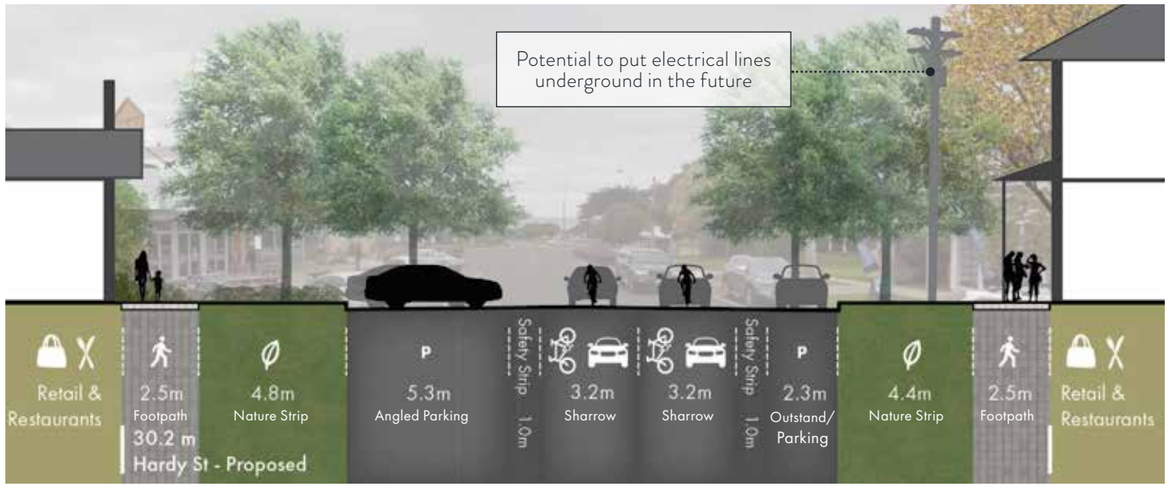


Figure 42. Hardy Street A-A' - Proposed

4.5.5 Moore Street

Moore Street is a local street that extends east to west between the Great Ocean Road and Pascoe Street.

The proposed cross section for Moore Street will widen footpaths along both sides, provide safety strips and improve street tree planting.

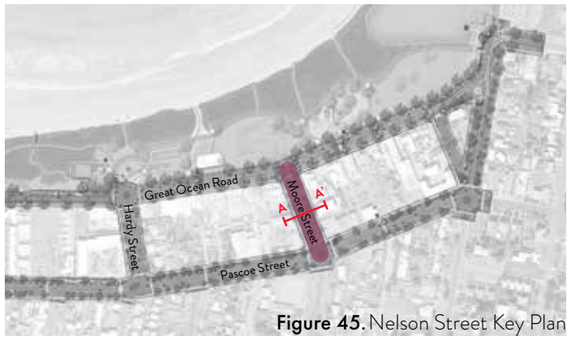


Figure 45. Nelson Street Key Plan

Figure 43. Moore Street A-A' - Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

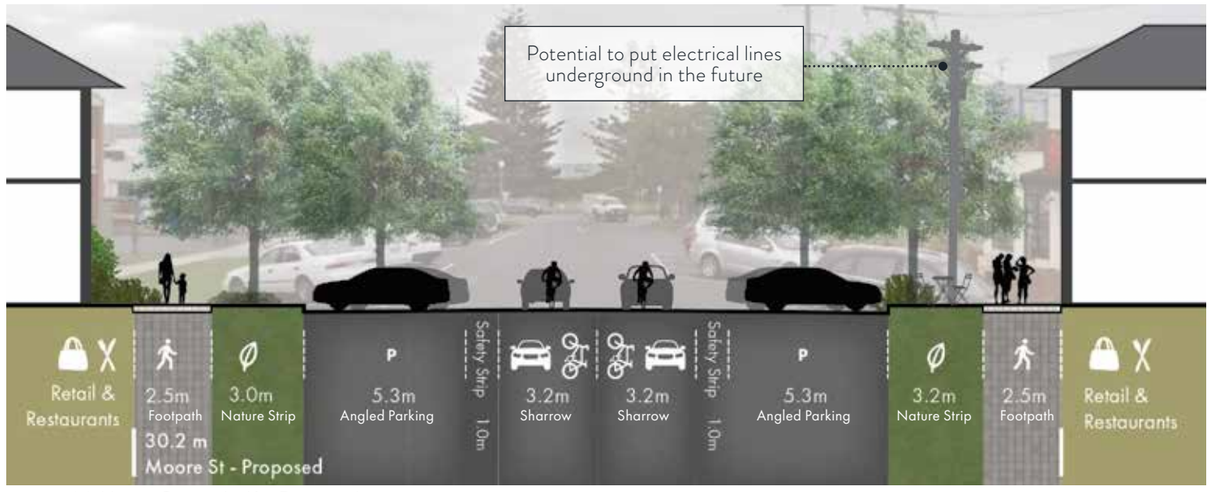


Figure 44. Moore Street A-A' - Proposed

4.5.7 McLaren Parade

McLaren Parade is a local street that extends east to west between the Great Ocean Road and Pascoe Street.

The proposed cross section for McLaren Street will widen footpaths along both sides, provide safety strips and improve street tree planting.

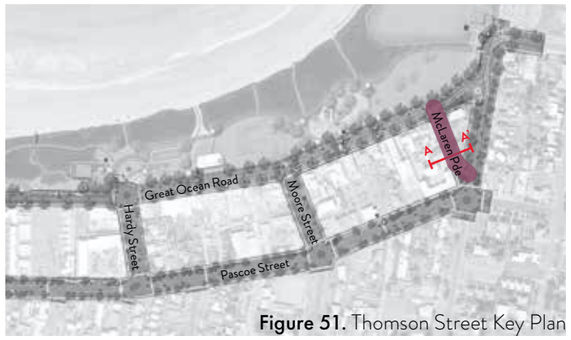


Figure 51. Thomson Street Key Plan

Figure 48. McLaren Parade A-A' - Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

Figure 49. McLaren Parade A-A'- Proposed

4.5.6 Nelson Street

This section of Nelson Street extends between the Great Ocean Road and Pascoe Street. It will form part of the connection to re-route traffic along Pascoe Street.

The proposed cross section for Nelson Street will widen footpaths along the retail side, allow for on road cycle lanes and improve street tree planting.

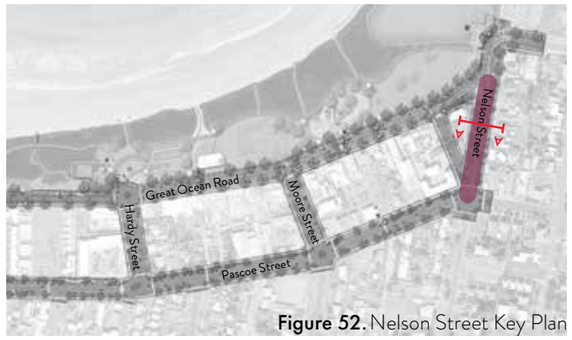


Figure 52. Nelson Street Key Plan

Figure 47. Nelson Street A-A' - Pascoe Street to Great Ocean Road - Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

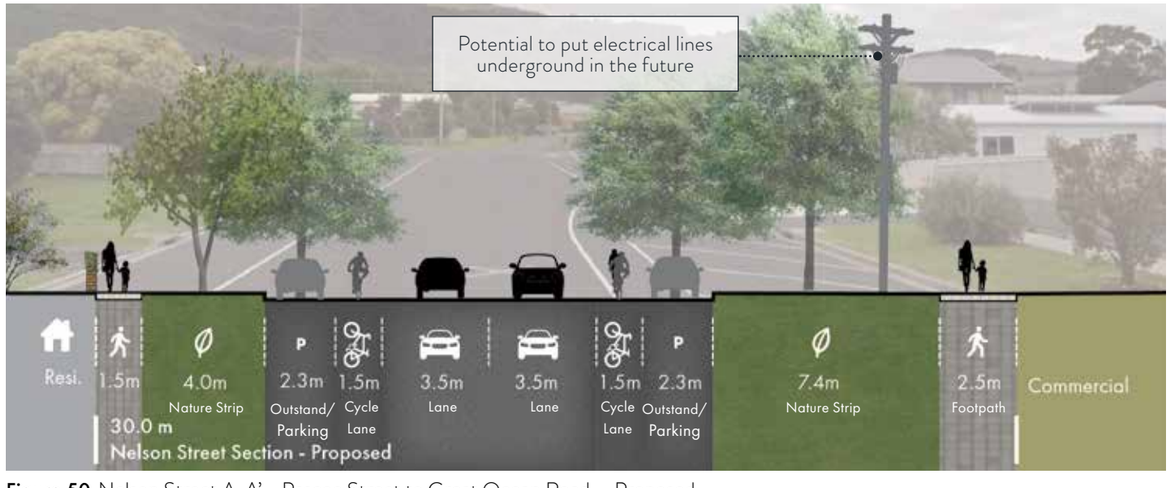


Figure 50. Nelson Street A-A' - Pascoe Street to Great Ocean Road - Proposed

4.5.8 Great Ocean Road (Nelson Street-east to Nelson Street-west)

A small section of the Great Ocean Road is located between Nelson Street - east and Nelson Street-west, as the road meanders around the foreshore reserve.

This section will ultimately form the extension of Nelson Street in the proposed streetscape plans, however its treatment will vary between the two-way and one-way Great Ocean Road movement options.

The proposed cross section for this section of the Great Ocean Road will reduce the expanse of pavement, provide for a foreshore promenade along the edge of the foreshore reserve, provide for the continuation of cycle lanes from Nelson Street, enable safer access to uses along the residential side of the street and improve street tree planting.

Figure 56. Nelson Street Key Plan

Figure 53. Great Ocean Road (Nelson Street to Nelson Street) A-A'- Existing Cross Section

PLEASE NOTE: Dimensions indicative only and based off Nearmap Aerial.

Figure 54. Great Ocean Road (Nelson Street to Nelson Street) A-A' Two-Way - Proposed

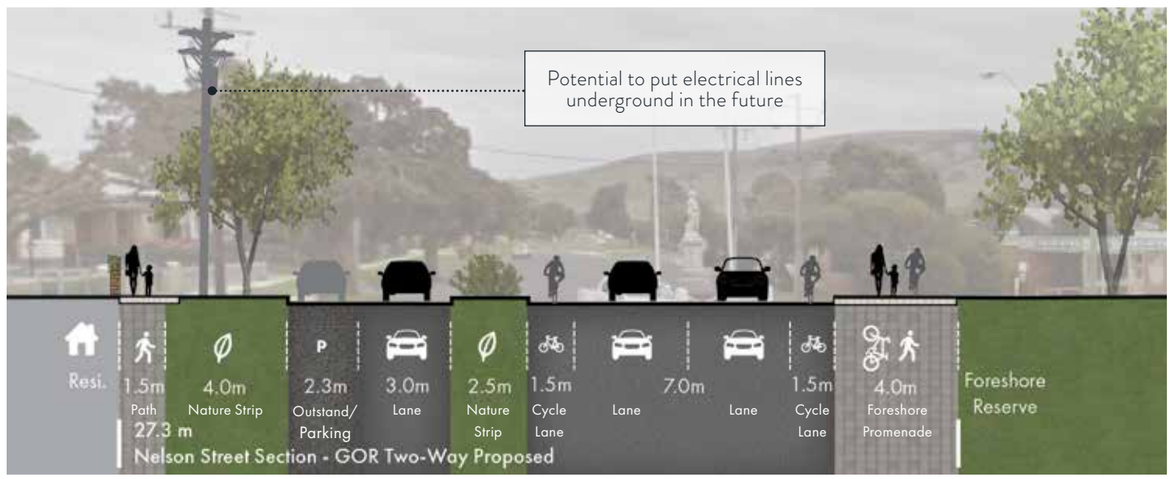


Figure 55. Great Ocean Road (Nelson Street to Nelson Street) A-A' One-Way - Proposed

Note: Any changes to the operation of the Great Ocean Road are subject to approvals by DoT.

4.6 Parking

Improvements to streetscapes in the Apollo Bay town centre aim to improve the pedestrian environment, particularly along the Great Ocean Road and across to the foreshore by providing additional and improved space for pedestrians, improving safety for all road users and enhancing the appearance and amenity of streets.

To provide a more comfortable streetscape environment for pedestrians, widened footpaths and street tree planting are proposed, while additional greenery will also enhance the shopping and visitor experience. Access between the shops and the foreshore will be enhanced by providing additional and improved pedestrian crossings, as well as re-directing traffic to Pascoe Street.

These improvements are anticipated to result in a loss of some parking (approximately 50 space) across the commercial centre in both the one-way and two-way options.

As observed in the COS Tourism Traffic and Parking Strategy, parking capacity however does exist within off-street and on-street car parks along Pascoe Street. The proposed changes to movement patterns within Apollo Bay will encourage greater utilisation of these parking spaces. This will be supported by improved wayfinding signage to help people navigate to underutilised car parking areas.

In addition, there is the opportunity to investigate other parking strategies including:

- Investigating the provision of a shuttle bus between Skenes Creek, Apollo Bay and Marengo during peak periods.
- Investigating improved distribution of existing short-term parking throughout the town centre and a review of loading zone use and distribution.
- Considering short-term parking (10-15 minute max.) in high turnover areas such as along the Great Ocean Road and Pascoe Street (retail sides).

These strategies could be trialled or staged to be able to fully assess the impacts.

4.7 Intersection Treatments

4.7.1 Nelson Street Intersection

The Colac Otway Shire Tourism Parking and Traffic Strategy, 2019 identified that the traffic function at the Nelson Street and the Great Ocean Road intersection needs to be improved. This is intended to enhance the safety of vehicles and pedestrians in this area, and also facilitate the redirecting of primary traffic movement along Pascoe Street.

Key considerations include:

- Nelson and Pascoe Streets will be the preferred route for traffic around town. Changes to this intersection will need to prioritise movement along Nelson and Pascoe Streets.
- The ANZAC memorial located at the intersection of Nelson Street has cultural and heritage significance and a historic connection to the Great Ocean Road in its current alignment. Space for gathering or viewing is limited around the memorial.
- Within the foreshore reserve is an amphitheatre space (grass mounds). Impacts on the foreshore reserve and mounds should be minimised where-ever possible.
- Parking at the Golf Club is often utilised by visitors to the Anglican Church on the south side of Nelson Street, Safe pedestrian access should be provided between these locations, as appropriate.
- DoT has recently undertaken intersection upgrades to improve immediate safety and access concerns. This does not however allow for future changes to traffic conditions (i.e. redirecting of primary traffic movement along Pascoe Street).

The following outlines opportunities to improve the Nelson Street Intersection for both the two-way and one-way Great Ocean Road movement options.

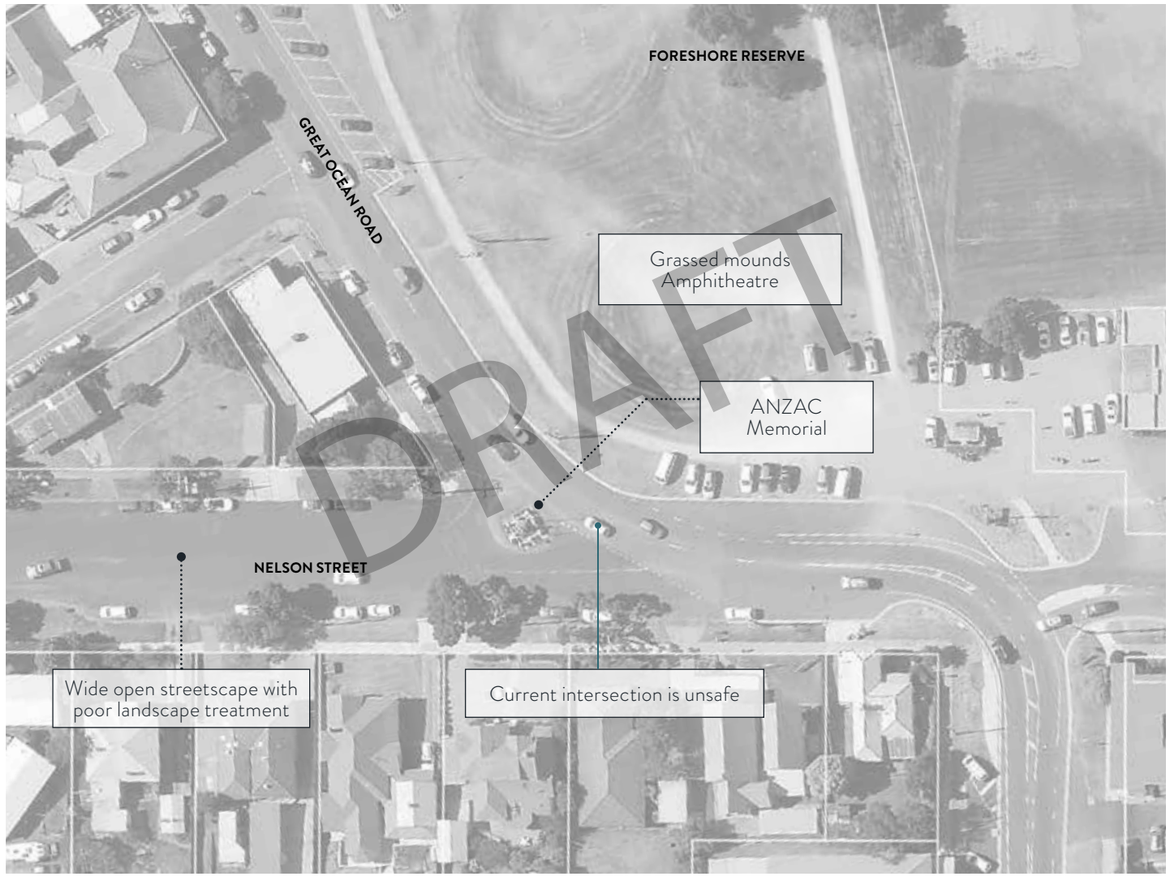


Figure 57. Nelson Street and Great Ocean Road Intersection - Existing Conditions

Image 8. Historic photo of the Nelson Street and Great Ocean Road intersection, with the memorial in its current alignment.

Great Ocean Road

The Great Ocean Road is realigned to give priority to the Nelson Street bypass and provide better sightlines for movement at the Great Ocean Road intersection. The realignment of the Great Ocean Road will create additional space around the ANZAC memorial and allow for a more substantial landscape presence at the entry into town. These changes can generally be accommodated within the current road reserve boundary, however reshaping of the topography in the foreshore reserve may be required (subject to detailed design).

ANZAC Memorial

The ANZAC memorial is nominally repositioned to sit at the current centreline (proposed for realignment) of the Great Ocean Road southbound carriageway.

The setting will be expanded to improve its visual presence and to provide additional space for people to safely view and appreciate the memorial at all times. The ANZAC memorial reserve is intended to function as a visitor destination and a landscape feature that marks the southern end and entry into the town centre.

Nelson Street

The southern road kerb alignment is nominally maintained but with minor changes to parking and landscape.

Parallel parking is provided along the northside in both the one-way and two-way options, with additional verge reclaimed through the rationalisation of the road space. Safer access is provided to lots on the southside via a one-way access street.

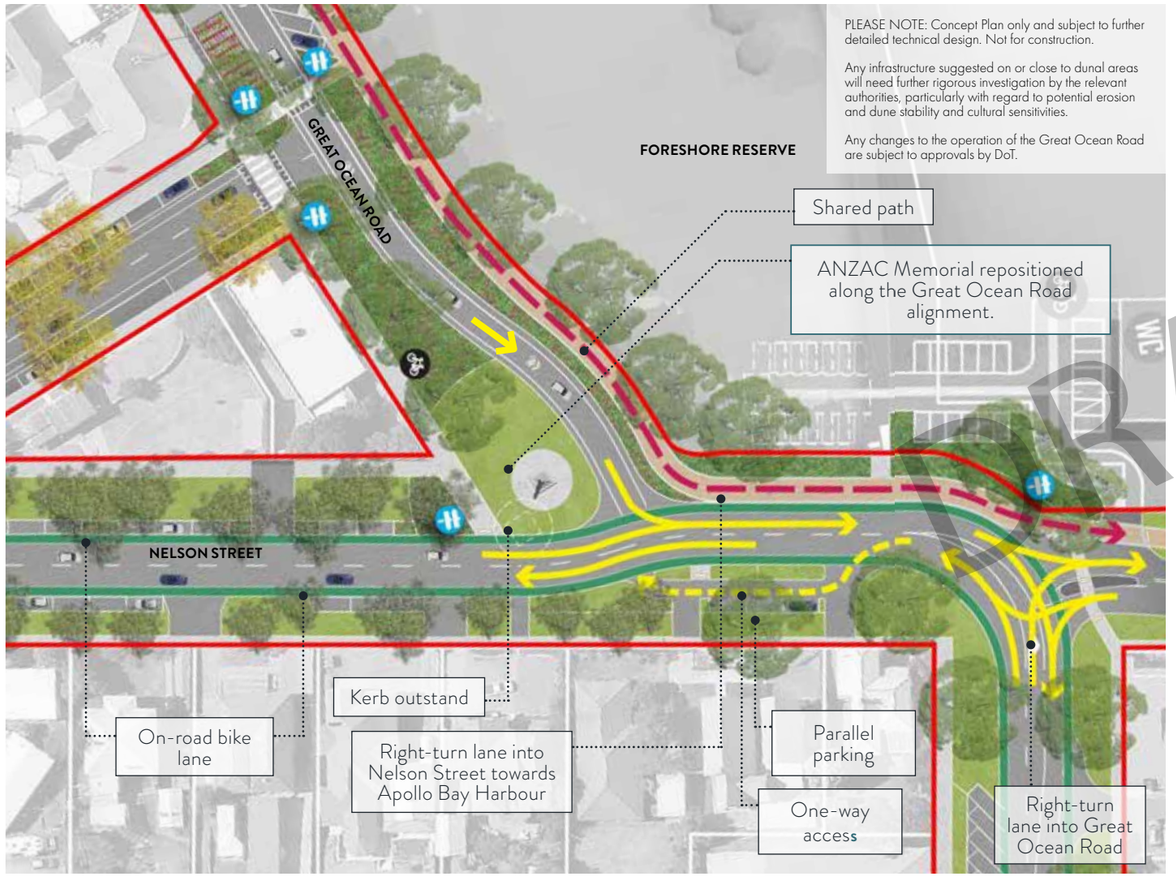


Figure 58. Nelson Street and Great Ocean Road Intersection - One-Way option

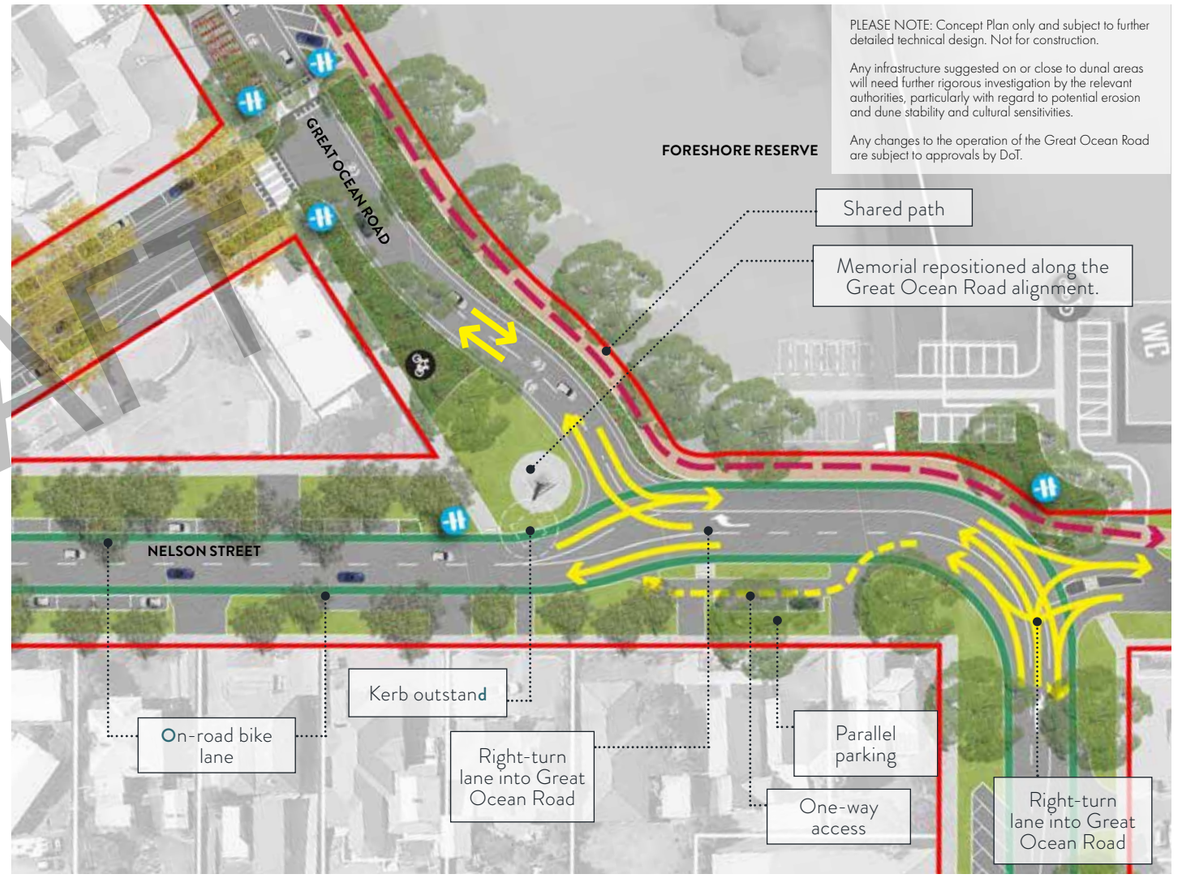


Figure 59. Nelson Street and Great Ocean Road Intersection - Two-Way Option

1:2000 0 20 40 100

- Nature Strip - Lawn
- Nature Strip - Garden Bed
- Proposed GOR Tree planting
- Proposed Pascoe Street Tree Planting
- Other Proposed Street Tree Planting
- Pergola
- Vehicle Access
- 4m Shared Trail (Foreshore Promenade)
- Enhanced Mid-Block Pedestrian Laneway
- Potential Mid-Block Pedestrian Laneway
- Raised Pedestrian Crossing
- Sharrows
- On-Road Bike Lane
- Designated Coach Drop-off Point
- Bus Parking
- Existing Public Toilets (temporary)
- Wayfinding Opportunity
- Bike Parking and Facilities

NB: Furniture items not located. Subject to detailed assessment and survey of streetscape items including services and awnings.

4.7.2 Other Intersections

The streetscape plans identify other intersections to be upgraded including:

- Great Ocean Road and Thomson Street;
- Great Ocean Road and Hardy Street;
- Pascoe Street and Thomson Street;
- Pascoe Street and Hardy Street; and
- Pascoe Street and Moore Street.

New roundabouts are proposed in these locations to facilitate traffic redirecting and coach access along Pascoe Street, manoeuvring for larger vehicles and to accommodate anticipated increases in traffic.

Raised pedestrian crossings will also be provided at each of these intersections to allow for safer pedestrian crossings.

Detailed design will be required to ensure the functional layout conforms with relevant AustRoads and DoT standards. However, it is anticipated that these changes can be accommodated within the current road reserve boundary.

Image 9. Example of a raised pedestrian crossing at a roundabout

4.8 Mid-Block Pedestrian Crossings

Raised pedestrian crossings (wombat crossings) will be provided mid-block along the Great Ocean Road and Pascoe Street to improve all abilities pedestrian access between residential areas, the shops and the foreshore. These pedestrian crossings will be complemented with signage and linemarking to clearly identify pedestrian priority. Mid-block pedestrian crossings are identified on the Proposed Pedestrian Connections Plan (Figure 11) and Streetscape Plans (Figures 18-25).

While mid-block pedestrian crossings along Pascoe Street are recommended, pedestrian refuges might alternatively be provided. Pedestrian refuges can be used where there is a demand for pedestrians to cross the road, but where the numbers of pedestrians are not high enough to warrant a signalised pedestrian crossing or a raised pedestrian crossings. This is however subject to future traffic analysis to be undertaken separately.

All pedestrian crossings should be designed to conform with relevant AustRoads and DoT standards.

Image 10. Example of mid-block raised pedestrian crossings

4.9 Mid-Block Pedestrian Laneway Connections

The Design and Development Overlay design control that applies to the Apollo Bay Town Centre (Clause 43.02 Schedule 5 or DDO5) seeks to guide improvements to pedestrian safety and movement within and around the town centre. This includes improving the appearance and function of existing mid-block laneway connections at 69 – 71 and 115-117 Great Ocean Road, which link rear car parking along Pascoe Street to the main shops, as well as facilitating the provision of a new mid-block laneway connection between Hardy and Moore Street.

The potential to enhance mid-block pedestrian connections is identified in the CIP. Key initiatives reflected within the Streetscape Plans (refer to Figures 18-25) and the Proposed Pedestrian Connections plan (refer Figure 11) include:

- Highlighting the entrance points into the laneways through installation of overhead gateway signage, pergolas or paving markers along the Great Ocean Road.
- Introducing artwork and subtle areas of colour on the ground plane or walls within laneways. There is the opportunity to theme the laneways to provide unique and distinct characteristics to each. As an example these themes could include people, culture and history and environment – the very things that make Apollo Bay unique.
- Improving lighting along the laneways.
- Removing clutter and obstacles (e.g. overhanging branches, bins) along the laneways where possible.
- Introducing wayfinding signage to direct pedestrians.
- Widening laneways as redevelopment occurs, in order to achieve Disability Discrimination Act compliance (subject to negotiations with landowners).






Image 11. Precedent examples for enhanced laneways

4.10 Outdoor Dining and Trading

Outdoor dining and trading contribute to the vibrancy and pedestrian activity along the Great Ocean Road and other key streets within the town centre. They offer passive surveillance of the street and provide opportunities for people to participate in street life. However, it is important that these uses share the street with other users, including pedestrians of all ages and abilities; and other streetscape facilities such as street furniture, lights, bins). It is essential that adequate space is provided for people to move along the street without being impeded by commercial activities.

To balance the use of space along the street, the Streetscape Plans identify specified zones for pedestrian circulation, services and seating and outdoor dining, trading and multi-use. These zones are outlined opposite and on the following page for both the two-way and one-way Great Ocean Road movement options.

Great Ocean Road - One-Way

The proposed zones for the Great Ocean Road - One-Way option include:

- 3m pedestrian zone allowing clear walking space along shopfronts for pedestrians.
- 1m for services (poles, bins) and seating zone.
- 4.2m – 6.5m for outdoor dining and multi-use zone. This width varies subject to the provision of parallel parking. Where parallel parking is provided adjacent, the width for outdoor dining is 4.2m. This increases to 6.5m where extended outdoor dining areas replace parallel parking i.e. at intersections and key pedestrian nodes.
- 0.8m strip zone allowing for separation to the road space, as well as door opening and alighting vehicles.

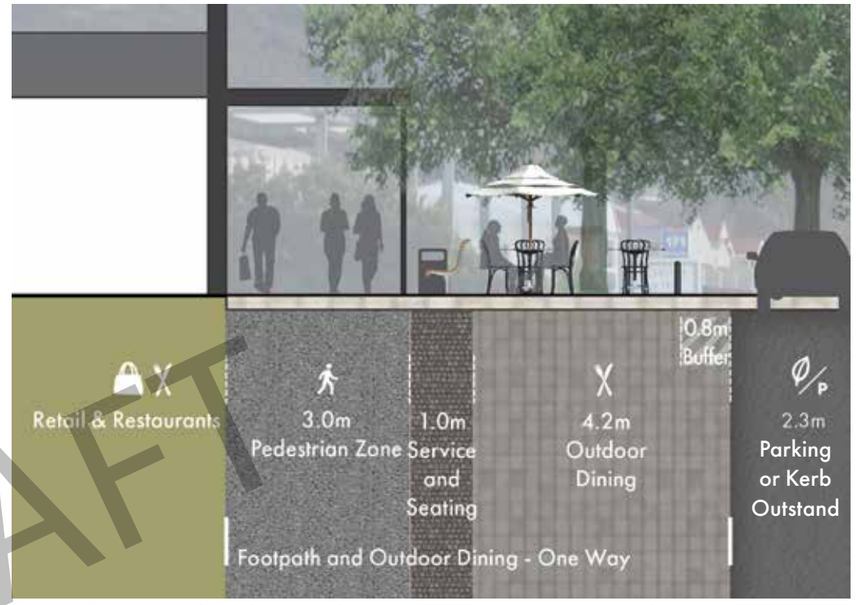


Figure 60. Proposed Cross Section - Outdoor Dining and Trading Zones - One-Way

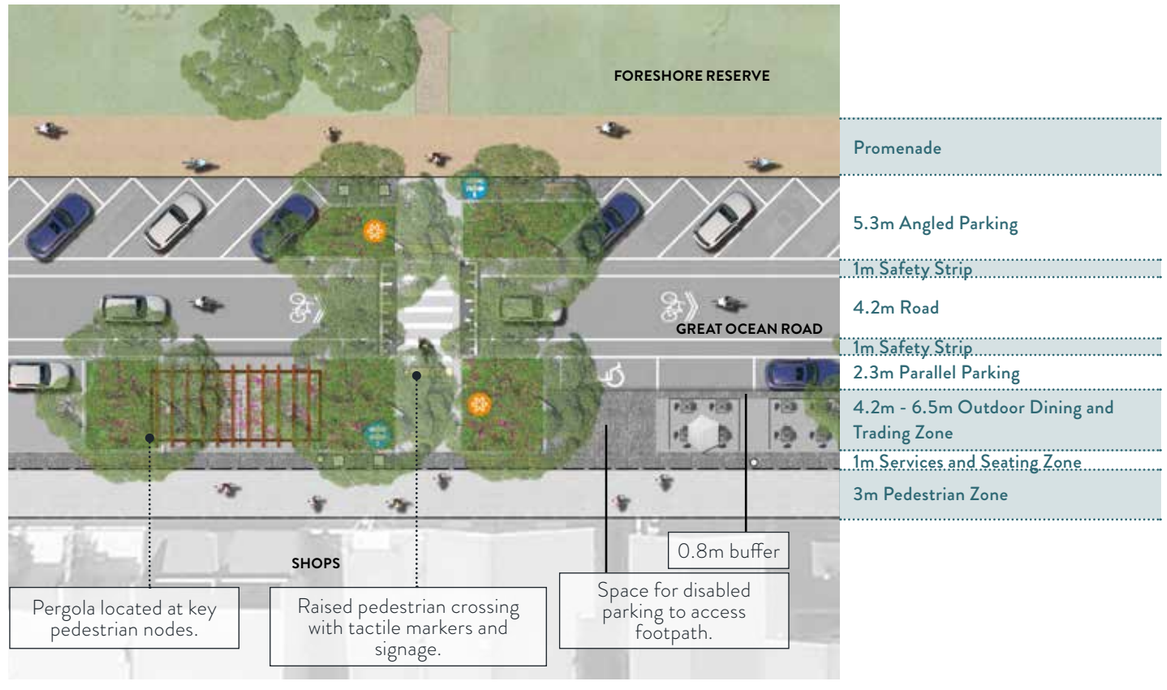


Figure 61. Proposed Plan - Outdoor Dining and Trading Zones - One-Way

Great Ocean Road - Two-Way

The proposed zones for the Great Ocean Road - Two-Way option include:

- 3m pedestrian zone allowing clear walking space along shopfronts for pedestrians.
- 1m services (poles, bins) and seating zone.
- 2.4m - 4.7m for outdoor dining and multi-use zone. This width varies subject to the provision of parallel parking. Where parallel parking is provided adjacent, the width for outdoor dining is 2.4m. This increases to 4.7m where extended outdoor dining areas replace parallel parking i.e. at intersections and key pedestrian nodes.
- 0.8m strip zone allowing for separation to the road space, as well as door opening and alighting vehicles.

Image 12. Example of pedestrian zone adjacent shopfronts.

Figure 62. Proposed Cross Section - Outdoor Dining and Trading Zones - Two-Way

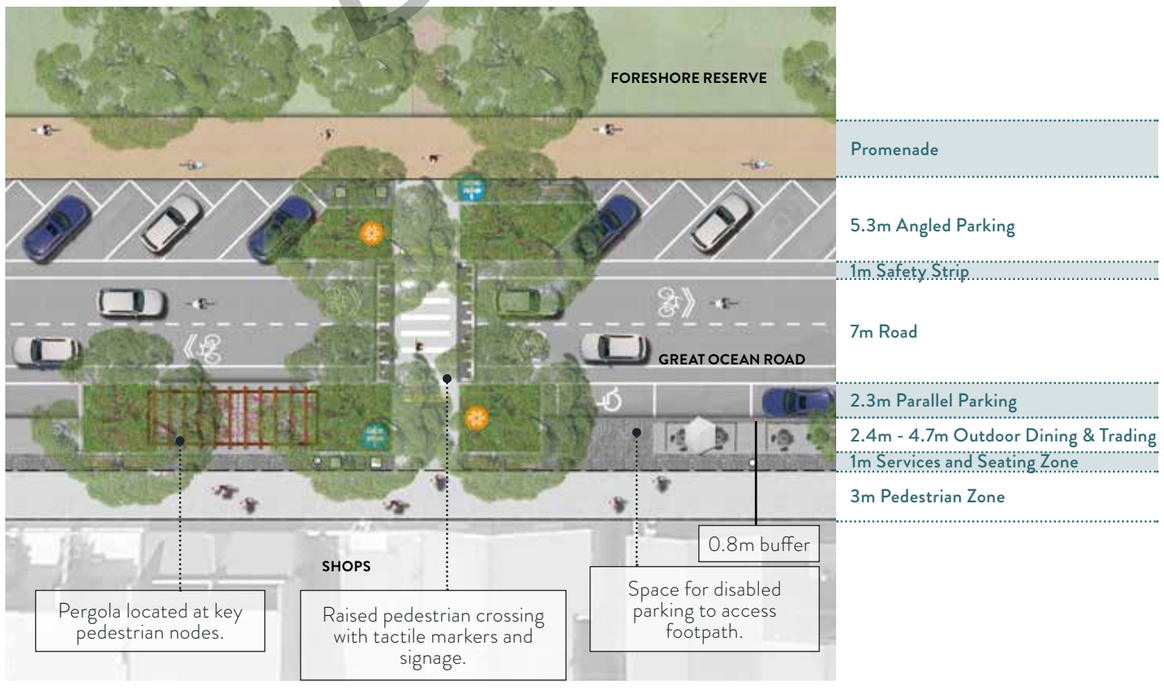


Figure 63. Proposed Plan - Outdoor Dining and Trading Zones - Two-Way

Other streets

Similar zones for outdoor dining and trading could be applied along other streets within the town centre.

Key considerations for these streets include:

- A minimum of 2.5m should be allowed for pedestrian circulation. This allows space for people to pass each other in the street.
- The minimum width of an outdoor dining and trading area should be 600mm.
- Businesses should have a clear view of the outdoor dining and trading area from the inside to ensure effective monitoring.

4.11 Wayfinding

Wayfinding aims to help guide people through a space and enhance their understanding and experience of their environment. It can include directional signage, interpretive signage, public art and public realm treatments such as paving and furniture.

The Streetscape Plans identify a number of wayfinding opportunities at key nodes and decision points along key pedestrian paths within the commercial heart. These are identified on Figure 18-25.

While the design of all signage should be considered as part of a broader signage and wayfinding strategy for Apollo Bay, consistent wayfinding signage should be provided to delineate entries and exits, key networks, key destinations and attractions, parking and loading areas within the streetscape. Signage within the streetscapes should be consistent in style and form and reflect the coastal character of Apollo Bay. Further guidance regarding wayfinding is located in Section 5 - Streetscape Design Guidelines.

4.12 Public Art

While specific locations for public art have not been identified, the Streetscape Plan encourages the incorporation of public art within the landscape and public realm. Public art could include sculpture, lighting, paving and planting treatments. Public art should reflect the local qualities of Apollo Bay, its community, environment and history and be carefully considered and located. Further guidance regarding public art is located in Section 5 - Streetscape Design Guidelines.

Image 13. Public art can assist with wayfinding throughout the town centre.

4.13 Planting

The Streetscape Plans propose a new approach to planting within the town centre. The new planting approach aims to:

- Provide consistency, legibility and assist in wayfinding.
- Increase street tree and ground cover planting throughout the town centre.
- Provide species that will perform well under harsh growing conditions.
- Provide species that reflect the coastal and local qualities of Apollo Bay.
- Provide species that contribute to the biodiversity and environment of Apollo Bay.
- Provide species that change during the seasons and include flowering displays to provide interest and change.
- Provide canopy tree species that provide sufficient shade for pedestrian, while having a distinct form and qualities that contribute positively to the character and appearance of streetscapes.
- Provide special planting features at key locations to enhance wayfinding and legibility within the town centre.
- Ensure greening within the streetscape, all year round.

The Streetscape Plans (refer Figure 18-25) outline the following planting treatments for key streetscapes:

4.13.1 Great Ocean Road

Along the Great Ocean Road, the proposed species is Ficus rubiginosa (Port Jackson fig), planted at regular spacings as a single feature tree and unifying element along the commercial centre streetscape. This evergreen species feature dark shiny leaves with a rusty brown back and has a large spreading form, suitable for providing shade along footpaths. Small flowers provide seasonal variation.

Banksia integrifolia and Banksia marginata are proposed to be planted in groups in kerb outstands. These will be used to highlight pedestrian crossing locations and key pedestrian spaces within the street. They feature spectacular and distinct flowers, are well suited to the harsh environment and provide a strong visual connection to the coastal qualities of Apollo Bay.

4.13.2 Pascoe Street

Along Pascoe Street, the proposed species is Angophora costata (Smoothbarked Apple), planted as an avenue and in multiple groups along the street. This provides a distinct character to the streetscape. This evergreen tree is a hardy, medium sized tree and with a generally dense canopy. It features a range of trunk forms that when grouped provides a unique feature. In summer, spectacular cream flowers provide further visual interest.

Several feature tree species will be used in specified locations such as major road crossings and laneways. These trees will primarily act as visual markers. Proposed species will include: Eucalyptus viminalis ssp. pryoriana , Acacia melanoxylon, Banksia integrifolia and Banksia marginata. Refer to Section 5.9 for further details.

4.13.3 Other Streets

Several tree species will be used along Thomson Street, Hardy Street, Moore Street and McLaren Street. Proposed species include: Eucalyptus viminalis ssp. pryoriana , Acacia melanoxylon, Banksia integrifolia, Banksia marginata and Leptospermum laevigatum. These can be planted as a single feature tree or in multiple groups along the street, providing variety and interest and a relaxed and informal character to the streetscape.

4.13.4 Ground Cover Planting

Within the town centre, groundcover planting will be used to provide a unifying green element, provide separation between cars and pedestrians, reduce hardscape surfaces, and enhance biodiversity. Groundcover plants will be a feature of the town centre streetscape and reinforce the qualities of the local coastal environment.

The Streetscape Plans propose to provide groundcover planting along the retail side of all streets within the town centre. It is also located at key intersections. This clearly distinguishes the retail areas from the surrounding residential areas and contributes to creating a green oasis within the commercial heart of Apollo Bay.

Image 14. Garden bed planting can unify the street and separate cars and pedestrians.

4.13.5 Pergolas

Pergolas will be provided as a reoccurring feature across pedestrian areas with Apollo Bay. They should be combined with planting elements, including climbers to soften the form. They will function as:

- A built element that identifies pedestrian settings, provides shade and amenity and a pedestrian scale to the street.
- An feature that changes across pedestrian locations.
- An evergreen or deciduous planting features which provides shelter, and summer and autumn colour to the pedestrian environment.

Refer to Section 5.11 for further information regarding planting and Section 4.11 regarding pergolas.

Image 15. Pergolas to provide shade and amenity to a pedestrian setting.

5 STREETSCAPE DESIGN GUIDELINES

5.1 Overview

The following design guidelines have been created to provide guidance and direction for the detailed design of streetscape upgrades along the Great Ocean Road and Pascoe Street, in the commercial centre of Apollo Bay, so that it is consistent with the intent and requirements of the CIP. The guidelines aim to provide a sustainable and contemporary design for the streetsapes and to ensure future upgrades:

- Respond to the themes of Apollo Bay, including its history, environment and people;
- Respond to the changing needs of the community including the aging population;
- Consider a site responsive approach to design;
- Consider climate change and the environmental conditions of the coastal setting; and
- Contribute to the relaxed coastal character of Apollo Bay.

NOTE: All images are indicative only.

5.2 Policy Guidance

All works must be consistent with local policy and meet relevant Australian Standards.

5.3 Paving Typologies

5.3.1 Pavement design considerations

Street pavements are a significant part of the public realm and their quality has a direct effect on the pedestrian experience of a place.

- Pavements should be the unifying element in the streetscape, setting a clear canvas for other streetscape elements which may provide contrast, movement and texture.
- Pavements should provide clear distinction between pedestrian priority footpaths and vehicle use areas.
- Pavements should be comfortable and allow ease of movement for all users including people with different degrees of abilities.
- Pavements should be a consistent pattern with occasional textural, size and colour variations to alert users of change of conditions or hazards.
- Pavements should reinforce streetscape hierarchy and pathways or connections.
- Pavement material should be high quality, durable, robust, easy to maintain and install, remove and relay.
- Paving materials should also take into account the embodied energy required in the production of the material.

Appropriate paving materials could include:

- Concrete, exposed aggregate feature paving and saw cut paving;
- Natural stones and rocks; and
- Asphalt paving.

The Foreshore Promenade is a key feature. High quality feature paving should be used to ensure it is attractive and readily identifiable in Apollo Bay.

Pedestrian thoroughfares will require tactile indicators. Each case will be different and reference must be made to Australian Standard AS 1428.4.1 - 2009 to ensure compliance.

Image 16. Indicative example of Natural Stone Paving and Sawn Cut Concrete

5.4 Street Furniture

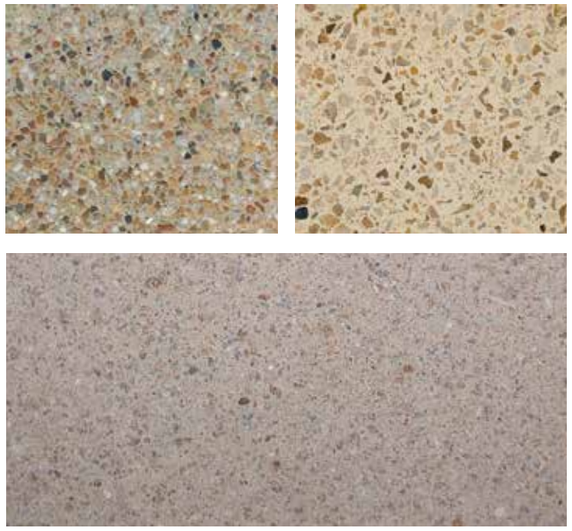


Image 19. Indicative example of Exposed Aggregate Concrete

Image 20. Indicative example of Insitu Concrete

5.4.1 Street furniture considerations

Streetscape furniture creates settings for resting, sitting, dining and social gatherings with friends and family. These settings are important for the elderly, less mobile and young families as they provide relief and comfort. Properly selected and placed furniture can encourage people to venture outside and enjoy and activate the public domain.

The furniture palette should be consistent across the town centre, with feature bespoke items dedicated to special streets and special places. The main objective is to create easily maintained, convenient and publicly accessible amenities that do not interrupt the pedestrian or traffic flow.

The placement of street furniture should be based on the street function and relate to the patterns and design of hard landscape elements. Street furniture should not give an appearance of being cluttered and where possible, amenities should be grouped and arranged in a linear sequence along a street or to direct movement.

Furniture should be selected to meet the different needs of different users and be constructed from safe materials to prevent injury, without sharp edges or entrapment gaps. It should also respond to the challenge of climate change through sustainable design and fabrication and be suitable for use in a marine and coastal environment.

Furniture should be securely mounted onto the sub-surface blinding slab to conceal fasteners.

The choice of material should be consistent with other street furniture styles within Apollo Bay and meet the objectives outlined in 5.1.

The following furniture palette should be considered for use in the Apollo Bay Town Centre.

5.4.2 Street furniture palette

Bench Seats

Recycled composite slatted bench seats are currently used in Apollo Bay. These have a timber appearance that brings warmth to the streetscape, is visually appealing, while complementing the existing coastal character.

Materials for bench seats should reflect the relaxed coastal character of Apollo Bay and complement existing furniture items and those proposed in the Harbour and Apollo Bay Foreshore. Appropriate materials could include:

- Concrete;
- Enviroslat Composite or Timber-look Aluminium;
- Natural stones and rocks; and
- Stainless steel (marine grade) or corten steel.

Ergonomic designs and arm rests should be provided to assist people who may have difficulty standing. Legs and arm rests, as well as other fittings should be marine grade stainless steel or galavanised and dark grey or black in colour. A consistent form should be adopted for all beach seats throughout the Apollo Bay Town Centre.

Placement and Position

- Position seats to take advantage of summer shade, winter sun and where there are multiple interesting views or activities.
- Ensure seating does not obstruct pedestrian movement and is located adjacent to a path.
- Ensure seats are located 400mm from back of kerb, where appropriate.
- Locations of existing seats should be re-considered at time of maintenance and be either moved or retained in place.
- Spacing between seats (inclusive of bench and seating with backs) to be approximately 100m.

Recommended Use

- Adjacent to the footpath and at key nodes, where there are multiple interesting views or activities.

Image 17. Existing bench seat used within the Apollo Bay Town Centre streetscape.

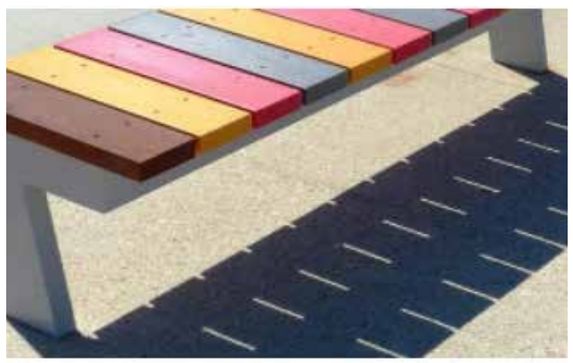


Image 18. Indicative example of bench seat styles and forms for use within the Apollo Bay Town Centre streetscape.

Seat with back

Recycled composite slatted seats are currently used within Apollo Bay. A similar palette and aesthetic will provide consistency between all street furniture.

Materials for should reflect the relaxed coastal character of Apollo Bay and complement existing furniture items and those proposed in the Harbour and Apollo Bay Foreshore. Appropriate materials are outlined under bench seats.

Ergonomic designs and arm rests should be provided to assist people who may have difficulty standing. Legs and arm rests, as well as other fittings should be marine grade stainless steel or galavanised and dark grey or monument in colour. A consistent form should be adopted for all seats throughout the commercial centre.

Placement and Position

- Locate facing shopfronts or points of interests. Backs should face inactive spaces such as walls or garden beds.
- Position seats to take advantage of summer shade, winter sun and where there are interesting views or activities in one direction.
- Ensure seating does not obstruct pedestrian movement and is located adjacent a footpath.
- Locations of existing seats should be re-considered at time of maintenance and be either moved or retained in place.
- Spacing between seats (inclusive of bench and seating with backs) should be approximately 100m.

Recommended Use

Adjacent footpaths and at key nodes, where there are interesting views or activities in one direction.

Image 21. Existing seat with back used within the Apollo Bay Town Centre streetscape.

Image 22. Indicative example of seating styles and forms for use within the Apollo Bay Town Centre streetscape.

Custom Seat

Custom seats can themselves be a piece of public art. They can add visual interest, character and identity to a streetscape and can assist with wayfinding. Custom seats maybe incorporated into planters and low retaining walls and should utilise materials consistent with other streetscape elements set out in this report.

Design Consideration

Custom seats should:

- Contribute to the cultural identity and create a distinctive sense of place;
- Respond to themes of Apollo Bay, including its history, environment and people;
- Utilise materials consistent with the materials palette set out in this report. Appropriate materials could include:
  - Concrete;
  - Enviroslat Composite or Timber-look Aluminium;
  - Timber, especially hard wearing and heavy timbers;
  - Natural stones and rocks; and
  - Stainless steel (marine grade) or corten steel;
- Lighting of seating should complement lighting in public areas.

Placement and Position

- As per bench seating and seating with backs.

Recommended Use

Sparingly, at intersections or key activity nodes.

Image 23. Indicative example of seating styles and forms for use within the Apollo Bay Town Centre streetscape.

Bike Hoops

Simple bicycle hoops and racks should be used within the streetscape and at key destinations to encourage cycling within Apollo Bay. A stainless steel spiral bike rack is currently used along Hardy Street and is suitable for significant destinations where toilets and other key facilitates are provided.

Bike hoops and racks should be simple and contemporary in form and marine grade stainless steel or galavanised for corrosive protection and durability. A consistent form should be adopted for all bike hoops throughout the Apollo Bay Town Centre streetscapes.

Bike hoops and racks should be compliant with AS 2890-2015.

Placement and Position

- Provide bike hoops adjacent to a footpath to ensure all weather access.
- Ensure bike hoops do not obstruct pedestrian movement (especially along a path).
- Do not obscure or detract from key views and features.
- Locate where there is sufficient lighting and passive surveillance.

Recommended Use

Provide at key entry points into the town centre or in close proximity to car parking areas, shopping centres or toilets. Refer to Streetscape Plans for indicative locations.

Image 25. Example of existing bike rack within the Apollo Bay Town Centre streetscape.

Image 26. Indicative example of bike hoop styles and forms for use within the Apollo Bay Town Centre streetscape.

Litter Bins and Recycling Centres

Litter bins are used throughout the town centre and are an essential facility for residents and visitors. Currently the placement of these are ad-hoc and clutter the streetscape, while the forms are inconsistent.

A 120 litre litter receptacle constructed from marine grade stainless steel or powder coated mild steel with punch perforated sheet panels with a locally customised council logo cutout on all sides, is preferred.

The steel lid and steel construction makes it easy to maintain and prevents water entering, litter fly away and birds perching on it.

Placement and Position

- Position bins lid and bin door opening to generally face towards shopfronts.
- Install recycling and general waste bins adjacent to each other.
- Provide litter bins in close proximity to car parking areas, seating, toilets or at intersections.
- Ensure litter bins do not obstruct pedestrian movement (especially along a path).
- Do not obscure or detract from key views and features.
- Spacing between bins to be approximately 100m.

Recommended Use

Litter bins should be used throughout the town centre, primarily along shopfronts, in close proximity to car parking areas, seating, toilets or at intersections. Bins should be collocated with services such as light poles etc. to minimise disruption and clutter in the streetscape.

Image 24. Indicative example of litter bin styles and forms for use within the Apollo Bay Town Centre streetscape.

Bollards

Currently timber bollards are used within town centre to demarcate spaces and provide a barrier between pedestrian and vehicle areas. While these reflect the coastal character of the town, they appear dated. These should be gradually replaced overtime.

Simple, contemporary bollards that utilise chunky forms and more robust materials i.e. marine grade stainless steel or corten; should be incorporated throughout the town centre streetscapes. New bollards should complement and appropriately transition from bollards being proposed in the Harbour precinct.

Where bollards are intended to direct and discourage pedestrian access, steel cable or chain fencing should be provided between bollards.

Timbers bollards should be sourced from sustainability managed plantations, salvaged or recycled sources.

Placement and Position

- Ensure bollards do not obstruct pedestrian movement, (especially along a path). This includes DDA access.
- Concealed in concrete footing to finish below final surface level, as per manufacturers details.

Recommended Use

Bollards should be used where they provide a safety barrier for pedestrians or vehicular traffic, prevent vehicle access, direct pedestrian access and as part of the general design for sign posts and other items to be fixed to.

Image 28. Existing bollards provided at key intersections within the Apollo Bay Town Centre streetscape.

Image 29. Indicative example of bollard styles and forms for use within the Apollo Bay Town Centre streetscape.

Drinking fountain and refill stations

The provision of drinking fountains and refill stations will support cycling and walking within the town centre. These should be limited to key destinations within the town centre streetscape, and ideally located within the foreshore reserve.

Simple marine grade stainless steel drinking fountains and refill stations should be provided in conjunction with bike racks, as appropriate. Drinking fountain with dog bowl are preferred.

Placement and Position

- Provide drinking fountains and refill stations adjacent to a footpath to ensure all weather access and DDA access.
- Ensure drinking fountains do not obstruct pedestrian movement (especially along a path).
- Do not obscure or detract from key views and features.
- Place to allow runoff into nearby garden bed or lawn areas.

Recommended Use

Locate with bike hoops and racks at key entry points into commercial centre or in close proximity to car parking areas, shopping centres or toilets.

Image 27. Indicative example of drinking fountain for use within the Apollo Bay Town Centre streetscape.

Pergolas

Pergolas are proposed as a reoccurring feature across pedestrian areas. They will provide a pedestrian scale to the street and amenity and shade to key pedestrian settings, assist in wayfinding and add colour and interest to the streetscape.

The structure itself should appear lightweight, contemporary and minimalist. It should provide some level of shading, allow for streetscape greening (via climbers etc.) and not visually dominate the streetscape or detract from key views.

Design Consideration

While the design of the pergolas are subject to further detailed design, they should:

- Reflect the local qualities of Apollo Bay and its history and be carefully considered and located.
- Relate to buildings and the coastal character of Apollo Bay;
- Respond to climate change through sustainable design and fabrication;
- Utilise the following materials:
  - Timber, especially heavy timbers;
  - Natural stones and rocks (to be used sparingly as a feature only); and
  - Stainless steel (marine grade) or corten steel.
- Lighting of the pergola should complement lighting in public areas.

Placement and Position

- Ensure pergolas do not obstruct pedestrian movement (especially along a path).
- Do not obscure or detract from key views and features.

Recommended Use

As identified in the streetscape plans and key pedestrian seating nodes.

Image 30. Indicative example of pergola for use within the Apollo Bay Town Centre streetscape.

Planter Boxes and Low Walls

Planter boxes and low walls maybe used along the Great Ocean Road streetscape to define garden bed planting and or provide additional seating within the streetscape. These should only be used at key intersections or key activity nodes and should utilise materials consistent with other streetscape elements set out in this report.

High walls (greater than 0.6m) are not supported within the town centre as these are considered to impede views and limit passive surveillance opportunities.

Design Consideration

Planter boxes and low walls should:

- Contribute to the cultural identity and create a distinctive sense of place;
- Respond to themes of Apollo Bay, including its history, its environment and its people;
- Utilise the following materials:
  - Concrete;
  - Timber, especially heavy timbers;
  - Natural stones and rocks; and
  - Stainless steel (marine grade) or corten steel.
- Lighting of the planter box and low wall should complement lighting in public areas.

Placement and Position

- Adjacent garden beds only.

Recommended Use

Sparingly, at intersections or key activity nodes.

Image 31. Indicative example of planter box and low wall styles and forms for use within the Apollo Bay Town Centre streetscape.

5.4.3 Typical Furniture Placement

The following provides typical examples for the placement of furniture along the Great Ocean Road streetscape.

Furniture should generally be grouped and located within service and seating zones as identified on the Streetscape Plans and within Section 4.7 Outdoor Dining and Trading.

While specific locations for furniture will need to be considered as part of detailed design (due to the need to confirm servicing locations, awning poles and other elements within the streetscape), the following demonstrates an indicative arrangement for furniture in the services and seating zone including the arrangement of two bench seats, as well as two bike hoops and two rubbish bins.

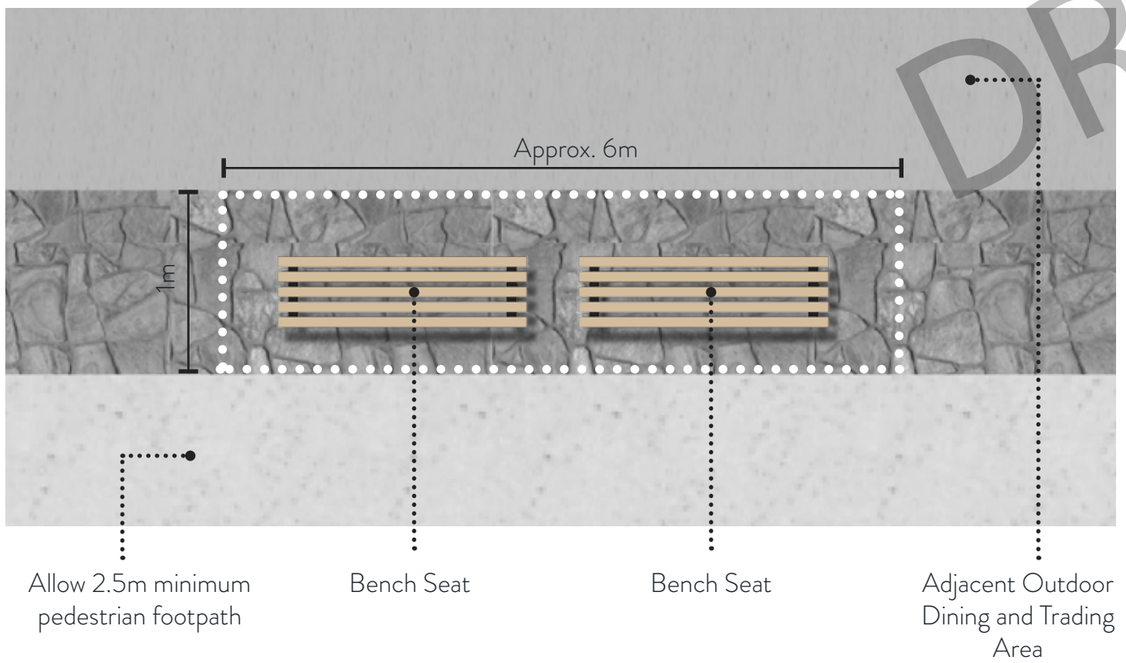


Figure 64. Furniture Arrangement Type 1 - Bench Seats within the service area of the road cross section.

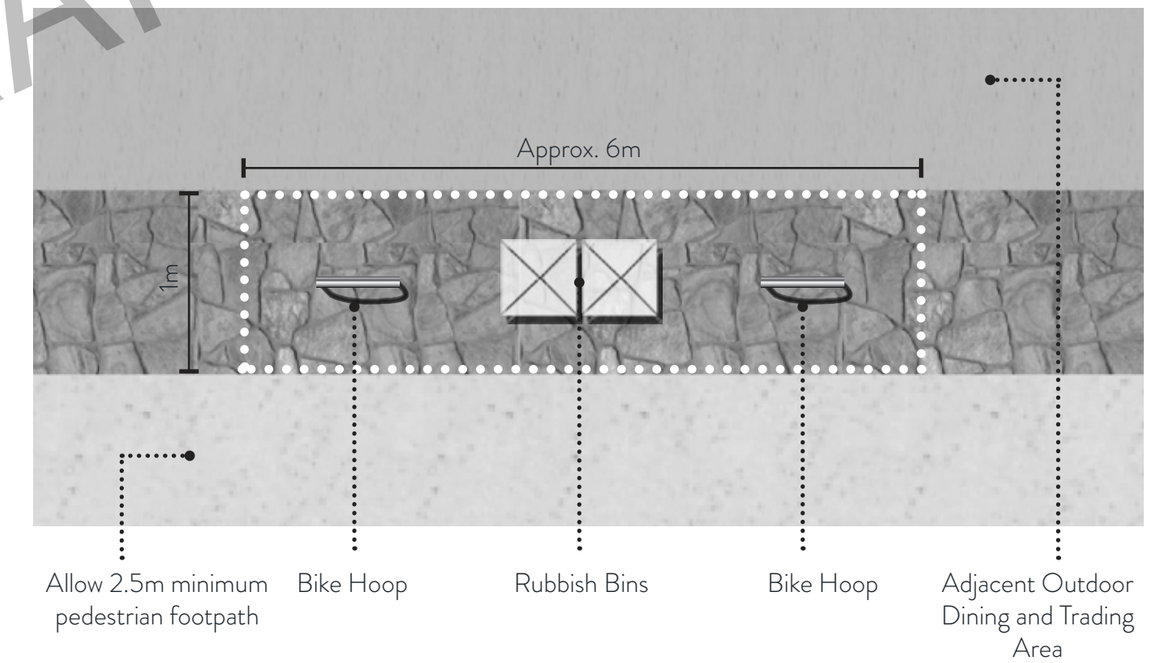


Figure 65. Furniture Arrangement Type 1 - Bike Hoops and Bins within the service area of the road cross section.

5.5 Lighting

Street and Footpath Lights

Lighting enables parts of the streetscape to by used during the evening and early in the morning, as well as improves passive surveillance opportunities.

Street lights should be consistent, inconspicuous and not obscure or detract from the landscape setting and views of the coast and hinterland. It should be located in areas to improve safety.

Existing street lighting includes steel street poles along the Great Ocean Road and lights mounted to electrical poles in the side streets and Pascoe Street. These should be retained.

Additional footpath lighting is currently also provided along the Great Ocean Road. This lighting is more distinct and comprises a blue pole with globe lighting with metal detailing. Similar in style to the existing bollards, these are dated.

Simple, contemporary and energy efficient pole top luminaries with asymmetrical flat beam light distribution or surface washers should replace these dated footpath lights. Dark grey or black in colour is preferred to help these fixtures blend into the surroundings.

Street lights should be compliant with AS/NZS 1158:2005.

Placement and Position

- Spacing as per manufacturers standards.
- Ensure light poles do not obstruct pedestrian movement (especially along a path).
- Do not obscure or detract from key views and features.

Image 32. Existing street lighting provided along the Great Ocean Road within the Apollo Bay Town Centre streetscape.

Image 33. Indicative example of street footpath lighting styles and forms for use within the Apollo Bay Town Centre Streetscape.

Recommended Use

Lighting should be provided along all commercial streets and at other locations as the context demands to ensure all footpaths are lit to a safe level to encourage greater use in the evening and early mornings throughout the year.

Feature Lights

Feature lighting can be used to highlight key features and intersections within the streetscape and can enhance the amenity and identity of the town centre streetscape. Feature lighting needs to consider the night sky experience that is highly valued in coastal towns and the impacts on flora and fauna overnight. Feature lighting should therefore be used sparingly, with timed lighting preferred.

Feature lights should be compliant with AS/NZS 1158:2005.

Placement and Position

- Ensure light poles do not obstruct pedestrian movement (especially along a path).
- Do not obscure or detract from key views and features.
- Ensure lighting does not create distractions or issues for motorists.

Recommended Use

At key entry points into commercial centre, to highlight key intersections, features (such as the ANZAC memorial) or feature street trees.

Image 34. Indicative examples of feature lighting styles and forms for use within the Apollo Bay Town Centre streetscape.

5.6 Wayfinding and Signage

Wayfinding aims to guide people through a space and enhance their understanding and experience of their environment. It can include directional signage, interpretive signage, public art and public realm treatments such as paving and furniture.

Informational and wayfinding signage already exists in the Apollo Bay town centre and foreshore reserve. The design of all signage should be considered as part of a broader wayfinding strategy for Apollo Bay and consistent wayfinding signage should be provided to delineate entries and exits, key networks, key destinations and attractions, parking and loading areas within the streetscape. This broader wayfinding strategy should consider the following matters:

Strategy

Generally, the signage approach should be to add useful and necessary signage in a very subtle way. The strategy should utilise existing signage so as to be cost effective. In addition, and where possible, new signs should be mounted on existing walls and small signage in the ground plane, rather than on new posts.

Design Considerations

- Include multiple languages to cater for international visitors.
- Include Traditional Owner language, where appropriate.
- Consider users of all ages and abilities (i.e. dementia and vision impaired friendly signage).
- Small maps can be incorporated into small signage blades, as appropriate.
- Include times and distances for walking and cycling, where appropriate.

Placement and Position

- Large signs should be used sparingly throughout the town. Where possible, utilise wall-mounted signs to avoid signage clutter.
- Smaller wayfinding signage could be incorporated onto footpaths or in garden areas.
- Ensure wayfinding signage does not obstruct pedestrian movement (especially along a path).
- Do not obscure or detract from key views and features.
- Consolidate signage where-ever possible.

Image 35. Existing wayfinding signage located along the Apollo Bay foreshore.

Recommended Use

Provide at key entry points into the town centre, at key intersections and in close proximity to car parking areas, shopping centres or toilets.

Image 36. Simple wayfinding signage with map.

Image 37. Example of signage identified in the COSC Active Transport Strategy.

Image 38. Small maps can be incorporated into small signage blades.

5.7 Public Art

Public art is a great way to add visual interest, character and identity into a streetscape and can assist with wayfinding. It can bring vibrancy to a streetscape and reflect the values of the community, its heritage, environment and people.

The Apollo Bay town centre provides a great venue for high profile public art. Both a walkable town centre and a tourist town, the opportunities for public art are significant.

While specific locations for public art have not been identified in this document, the incorporation of public art within the streetscape is encouraged. Public art could include sculpture, lighting, paving and planting treatments. Public art should reflect the local qualities of Apollo Bay and its history and be carefully considered and located.

Design Consideration

Public art should:

- Contribute to the cultural identity and create a distinctive sense of place;
- Respond to themes within Apollo Bay, including its history, its environment and its people;
- Relate to buildings and the coastal character of the Apollo Bay;
- Respond to the challenge of climate change through sustainable design and fabrication;
- Utilise materials consistent with the materials palette set out in this report. Appropriate materials could include:
  - Concrete;
  - Timber, especially heavy timbers;
  - Natural stones and rocks; and
  - Stainless steel (marine grade) or corten steel.
- Utilise forms reminiscent of past site uses; and
- Lighting of public art should complement lighting in public areas. Refer Section 5.5.

Placement and Position

- Ensure public art does not obstruct pedestrian movement (especially along a path).
- Do not obscure or detract from key views and features.

Opportunities

- Temporary art works allow a great deal of flexibility. Refer Section 5.8.
- Blank building walls provide an excellent canvas. Side streets such as McLaren, Nelson, Hardy and Moore Streets, as well as mid-block laneways are ideal for this type of public art.
- To support locals and Traditional Owners through by using of local material, businesses and engaging local and Traditional Owner artists.
- To seek local and community input to generate, test and develop public art ideas for the three towns.
- Stand alone pieces located at key nodes and decision points along key pedestrian paths to assist in wayfinding.
- Incorporated into a streetscape footpaths and garden areas.
- Wayfinding can be incorporated into public art.
- Subtle details embedded into streetscape paving.
- Lighting incorporated into public art to add another dimension to the streetscape.

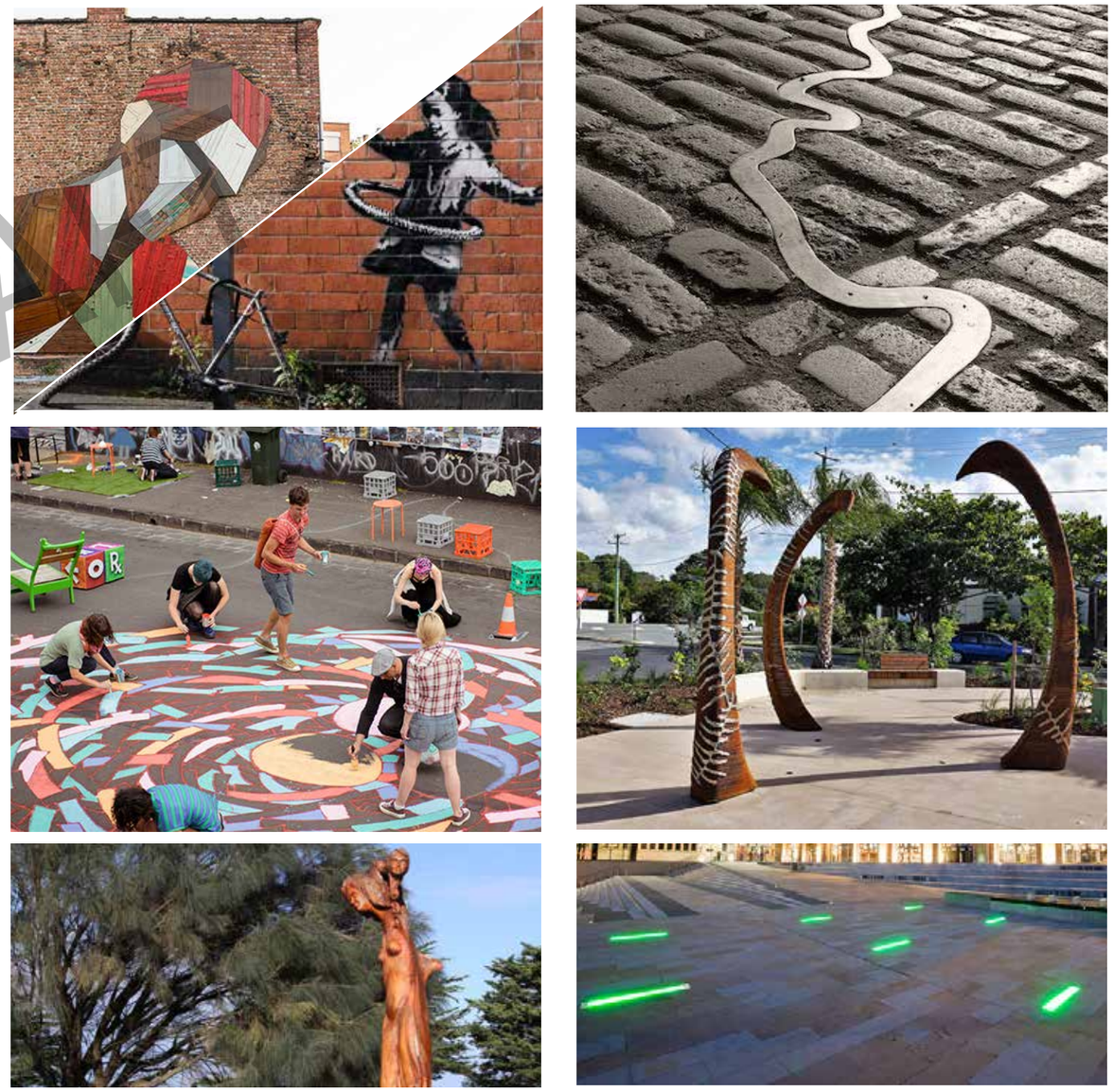


Image 39. Example of public art that might be considered within the streetscape.

5.8 Temporary Installations

Given the high volumes of people competing for space within the town centre streetscape, temporary streetscape features could be employed from time to time, where they complement the retail offering and uses along the streetscape.

The temporary or 'pop up' culture is having an impact across the world, and while it's not always appropriate, there is a place for it when:

- Improvements need to be made quickly.
- Improvements need to be made inexpensively.
- As a way of testing a streetscape improvement with the community. If it proves to be unpopular, the intervention can be removed.

Opportunities

The benefits of widening footpaths along the Great Ocean Road have been tested through use of temporary installations. There are opportunities to test other interventions proposed as part of the streetscape plans prior to funding for permanent improvements.

Other opportunities include:

- Encouraging busking or music on the street can dramatically change the street for an hour or an afternoon.
- Movable furniture can quickly liven up a space.
- Temporary art installations can completely change a space for a short or long period of time. Refer Section 5.7.
- Temporary planting to turn a space into somewhere pleasant to sit and relax.
- Temporary lighting to add another dimension to the town centre.

Larger installations and events should be located within the foreshore reserve, subject to approval from the relevant responsible authorities.

Image 40. Example of temporary installations that might be considered within the streetscape.

5.9 Planting

5.9.1 Street Trees

Street trees are a significant component of the urban fabric. Street trees have the ability to transform the physical appearance of the street, provide environmental, aesthetic and economical benefits.

Priority should be given to implementing street trees as they create a sense of place and enhance the public domain.

The environmental benefits of street tree planting include:

- Carbon storage and release oxygen.
- Provide shade relief to footpaths, cars and buildings.
- Are natural pollution filters for the air and water system.
- Captures and slow runoff to reduce erosion of soils.
- Provide habitat and food source for wildlife.
- Reduction of urban heat island effects.

The social benefits of street tree planting include:

- Establishing amenity, visual character and identity for a town and its community.
- Providing a temporal visual element in the street – something which can express both the seasonal change and special events and celebrations.
- Providing shade for pedestrian and reduce ambient temperatures.
- Establishing subtle visual separation between cars and pedestrian spaces and calming traffic by providing a barrier between pedestrians.
- Connecting the surrounding foothills to the foreshore through street tree planting will improve the overall appeal of the town for residents and visitors.

Placement and Position

As identified in the streetscape plans and described in Section 4.10.

5.8.1 Garden Bed Planting

Garden bed planting more generally enhances the quality and appearance of the streetscape. Streetscape planting helps to enhance the biodiversity and habitat within the streetscape and creates a more ecologically connected urban landscape. It also helps to reduce the amount for paving in the streetscape, reducing urban heat island effects and can help to delineate spaces and direct pedestrian traffic.

Streetscape planting must be resilient due to harsh growing conditions, infrastructure and traffic constraints. Like street trees, planting has the ability to transform the physical appearance of the street, provide environmental, aesthetic and economical benefits.

Placement and Position

As identified in the streetscape plans.

Image 41. Example of streetscape planting that encourages biodiversity outcomes.

5.9.2 Plant Schedule

The following plant schedule provides a selection of species for use as street trees and within garden beds in town centre streetscape.

Species have been selected that are robust and tolerant, suited to the local conditions and due to their visual appearance. Where possible, indigenous species have been proposed, including species that add visual interest and seasonal variety to the streetscape.

Botanic Name	Common Name	Mature (H x W)	Deciduous/ Evergreen	Form
Trees				
Acacia melanoxylon	Blackwood	12 x 5.0m	Evergreen	Oval
Angophora costata	Smooth-barked Apple	20 x 12m	Evergreen	Broad-domed
Banksia integrifolia	Coastal Banksia	15 x 6.0m	Evergreen	Broad-domed
Banksia marginata	Silver Banksia	5.0 x 4.0m	Evergreen	Broad-domed
Corymbia citriodora 'Scentuous'	Dwarf Lemon Scented Gum	7.0 x 3.0m	Evergreen	Oval
Eucalyptus viminalis ssp. pryoriana	Gippsland Manna Gum	12 x 7.0m	Evergreen	Oval
Ficus rubiginosa	Port Jackson Fig	20 x 20m	Evergreen	Broad-domed
Shrubs, Grasses & Groundcovers				
Atriplex semi baccata	Berry Saltbush	0.4 x 1.0m	Evergreen	
Banksia spinulosa 'Birthday Candles'	Dwarf Hairpin Banksia	0.5 x 1.0m	Evergreen	
Chrysocephalum apiculatum	Yellow Buttons	0.4 x 0.9m	Evergreen	
Carpobrotus rossii	Native Pig Face	0.25 x 1.0m	Evergreen	
Correa alba	White Correa	1.5 x 1.5m	Evergreen	
Correa 'Dusky Bells'	Salmon Correa	0.8 x 3.0m	Evergreen	
Correa pulchella 'Autumn Blaze'	Correa *'Autumn Blaze'*	0.3 x 1.5m	Evergreen	
Correa reflexa var. nummulariifolia	Roundleaf Correa	0.15 x 1.0m	Evergreen	
Dianella revoluta var. brevicaulis	Coast Flax-lily	0.5 x 0.5m	Evergreen	
Eremophila glabra 'Grey Horizon'	Grey Emu Bush	0.25 x 1.0m	Evergreen	
Eriostemon myoporoides	Long-leaf Waxflower	1.0m x 2.0m	Evergreen	
Goodenia ovata	Hop Goodenia	1.0 x 1.0m	Evergreen	
Lepidosperma concavum	Sandhill Sword Sedge	0.5 x 0.2m	Evergreen	
Leucophyta brownii	Cushion Bush	1.0 x 1.0m	Evergreen	
Leucopogon parviflorus	Coast Beard Heath	2.0 x 1.5m	Evergreen	
Lomandra filiformis	Wattle Mat Rush	0.5 x 0.2m	Evergreen	
Lomandra longifolia	Spinyheaded Mat-rush	1.0 x 1.0m	Evergreen	
Poa sieberiana	Grey Tussock Grass	1.0 x 1.0m	Evergreen	
Rhagodia candolleana	Seaberry Saltbush	2.0 x 2.0m	Evergreen	
Westringia fruiticosa 'Mundi'	Coastal Rosemary	0.5 x 1.5m	Evergreen	

5.9.3 Plant Palette - Trees

Great Ocean Road (single avenue planting)

Ficus rubiginosa
Port Jackson Fig

Pascoe Street (single and multiple groups)

Angophora costata
Smooth-barked Apple

Other Streets

Acacia melanoxylon
Red Ironbark

Banksia integrifolia
Coastal Banksia

Banksia marginata
Silver Banksia

Great Ocean Road (feature group planting)

Banksia integrifolia
Coast Banksia

Banksia marginata
Silver Banksia

Corymbia citriodora 'Scentuous'
Dwarf Lemon Scented Gum

Eucalyptus viminalis ssp. pryoriana
Gippsland Manna Gum

5.9.4 Plant Palette - Hedges, Shrubs, Grasses and Groundcovers

Atriplex semi baccata
Berry Saltbush

Banksia spinulosa 'Birthday Candles'
Dwarf Hairpin Banksia

Chrysocephalum apiculatum
Yellow Buttons

Carpobrotus rossii
Native Pigface

Correa alba
White Correa

Correa 'Dusky Bells'
Salmon Correa

Correa pulchella 'Autumn Blaze'
Correa 'Autumn Blaze'

Correa reflexa var. nummulariifolia
Roundleaf Correa

Dianella revoluta var. brevicaulis
Knobby Club Rush

Eremophila glabra 'Grey Horizon'
Grey Emu Bush

Eriostemon myoporoides
Long-leaf Wax Flower

Lepidosperma concavum
Sandhill Sword Sedge

Leucophyta brownii
Cushion Bush

Lomandra longifolia (*)
Spiny-headed Mat-rush

Poa sieberiana
Grey Tussock Grass

Westringia fruticosa 'Mundi'
Coastal Rosemary

Colac Otway SHIRE

GREAT OCEAN ROAD COAST & PARKS AUTHORITY

Tract