Colac Otway SHIRE

GREAT OCEAN ROAD COAST & PARKS AUTHORITY

Tract

COMMUNITY INFRASTRUCTURE PLAN

PART B
FORESHORE MASTER PLAN

DRAFT MAY 2022

APOLLO BAY - SKENES CREEK - MARENGO

CONTENTS

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 and the Great Ocean Road Coast and Parks Authority.

1 INTRODUCTION

1.1 Introduction

The foreshore areas within Apollo Bay, Skenes Creek and Marengo are a significant part of the beach experience for both residents and visitors. While each space is unique, a coordinated design strategy is required to guide much needed upgrades to the public realm and infrastructure, as well as ensure the foreshore areas continue to provide an engaging, accessible and sustainable place for locals and visitors to enjoy into the future.

Part B - Foreshore Master 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 and framework for improvements to foreshore areas within Apollo Bay, Skenes Creek and Marengo over the next 20-30 years.

The Foreshore Master Plan has been prepared in partnership with the Great Ocean Road Coast and Parks Authority (the Authority); who are the land and asset managers; as well as Colac Otway Shire Council (COSC). It represents the shared vision for continued appreciation of the foreshore as a place of visual beauty and recreation and a key destination for the local residents and visitors alike.

Part B - Foreshore Master 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.

For further details, please visit https://www.colacotway.vic.gov. au/Planning-building/Strategic-planning/Current- Strategic-projects/Community-Infrastructure-Plan-Apollo-Bay-Skenes-Creek-Marengo

1.1.1 What is a Foreshore Master Plan?

The Foreshore Master Plan brings together a range of existing and CIP specific studies and projects, significant community and stakeholder input and state and local policies affecting the three towns. It provides conceptual plans and design guidance for future improvements that are in keeping with the unique character of each of the three towns and the surrounding community.

The Foreshore Master Plan guides how new structures and landscaping will look and how pedestrians and vehicles will move into and around each foreshore reserve. It considers erosion and climate change issues and the impacts this will have on infrastructure provision. It identifies community and recreational areas, where public facilities such as toilets, landscaping, picnic areas and car parks will be located and how the foreshore reserves will connect to and complement surrounding streets, parks, beaches as well as the Apollo Bay Town Centre and Harbour.

1.1.2 Why do we need a Foreshore Master Plan?

The Authority has for several years aimed to prepare a Central Foreshore Master Plan for Apollo Bay (Harbour to the service station) and for foreshore areas managed by the Authority between Skenes Creek and Marengo. The intent was a coordinated approach to establishing future priorities for use and development and maintaining the natural and cultural landscapes of these areas for the benefit of residents and visitors.

1.1.3 How will the Foreshore Master Plan be used?

The Foreshore Master Plan will be used to discuss and test concepts and ideas for upgrading and improving the foreshore areas within Apollo Bay, Skenes Creek and Marengo.

Following community and stakeholder consultation, supported concepts and ideas for the foreshore areas will form the basis of further testing and detailed design work through separate 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

The project has already delivered Part C - Harbour Development Plan.

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

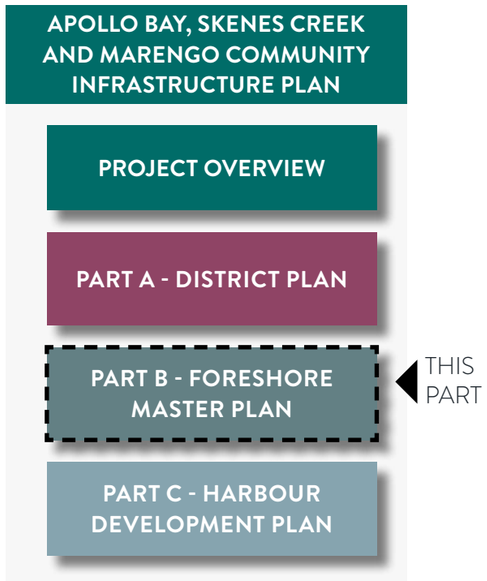


Figure 1. The parts of the CIP

The structure of Part B - Foreshore Master Plan is outlined below, in Figure 2.

Figure 2. Part B - Foreshore Master Plan Structure

1.3 The Study Areas

The Study Area for the Foreshore Master Plan include:

Apollo Bay Foreshore Study Area

Apollo Bay Foreshore is located between the Thomson Street, the Great Ocean Road (Great Ocean Road) and the Apollo Bay Golf Club. Refer Figure 5.

Apollo Bay Recreation Reserve Study Area

Apollo Bay Recreation Reserve is located to the south of the township and lies between the Great Ocean Road, Barham River and Gambier Street. Refer Figure 16.

Skenes Creek Study Area

The study area for the Skenes Creek Foreshore primarily comprises the foreshore and public car park areas along the south eastern side of the Great Ocean Road and Skenes Creek Reserve. Refer Figure 6.

Marengo Study Area

The study area for Marengo Foreshore is focused on the area of foreshore located along Hayleys Point Road (and partially Marengo Crescent), between the Great Ocean Road and Marengo Holiday Park. Refer Figure 7.

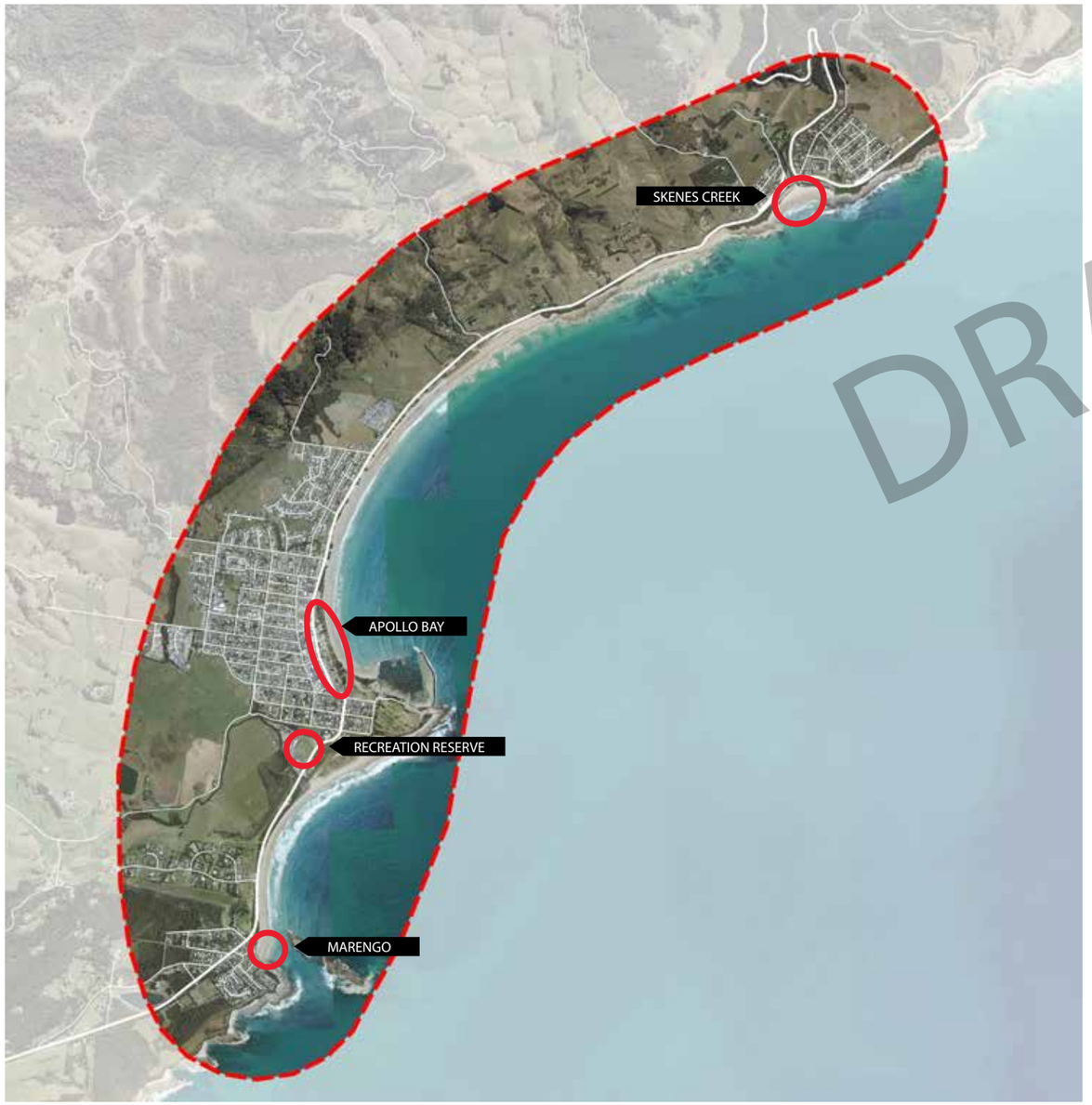
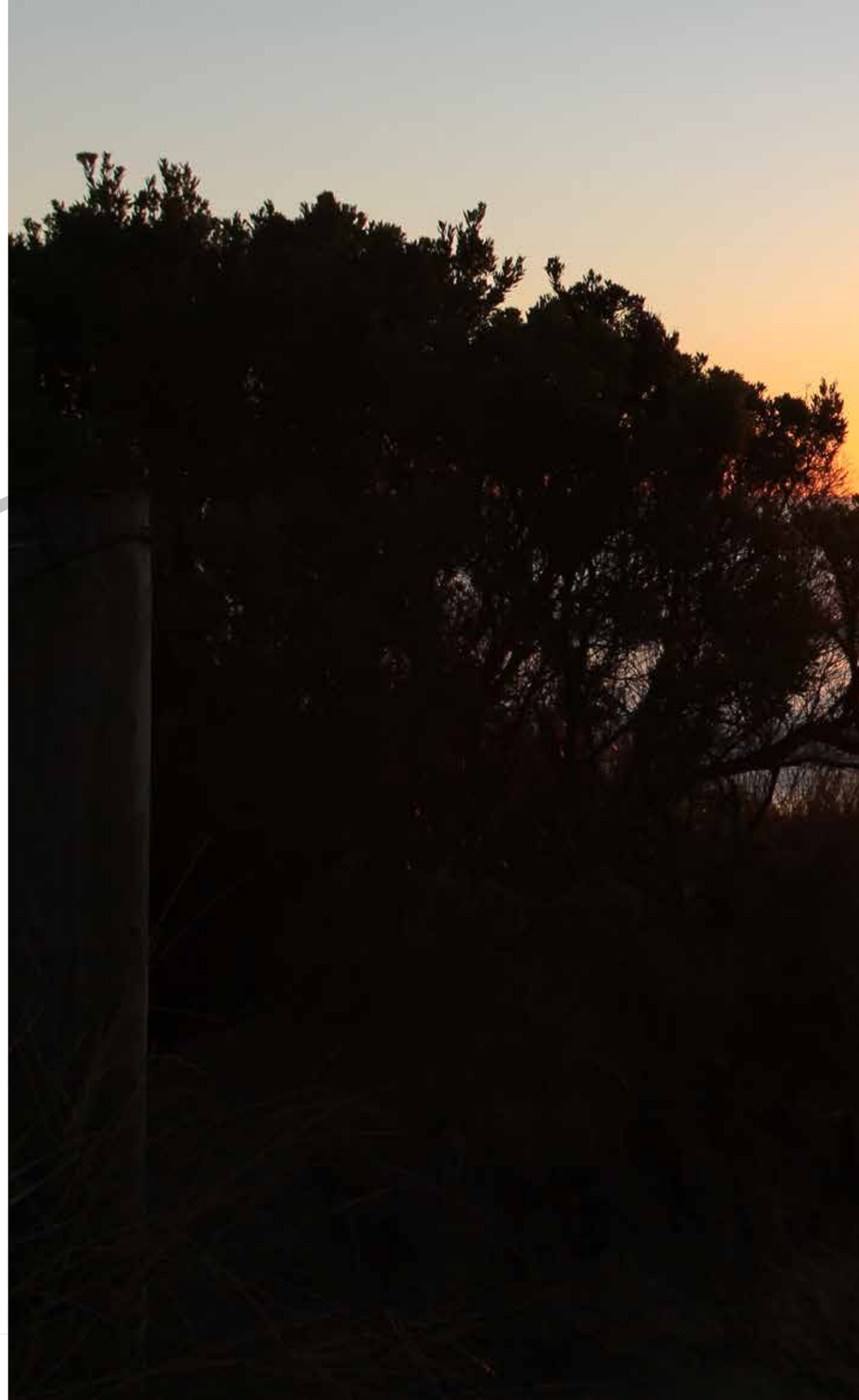


Figure 3. Study Area - Foreshore Locations



2 CONTEXT

The context analysis for Apollo Bay, Skenes Creek and Marengo foreshore areas is based on past studies, desktop analysis, site visits, specialist technical reports and community and stakeholder engagement. The following is a summary of key policies, background and supporting material and analysis and consultation findings informing the Foreshore Master Plan.

Refer to Apollo Bay, Skenes Creek and Marengo CIP - Issues and Opportunities Paper and Apollo Bay, Skenes Creek and Marengo CIP Phase 1 and Phase 2 - Consultation Summary for additional details.

2.1 Policy Context

2.1.1 Victorian Marine and Coastal Act, 2018

The Marine and Coastal Act 2018 sets out the legislative arrangements and framework for protecting and managing Victoria's marine and coastal environment. It includes objectives and guiding principles for the planning and management of the marine and coastal environment. The principles are:

- Integrated coastal zone management;
- Ecosystem-based management;
- Ecologically sustainable management;
- Evidence-based decision-making;
- Precautionary principle;
- Proportionate and risk-based principle; and
- Adaptive management.

These principles must be applied when planning for use or development of the marine and coastal environment.

Under provisions of the Marine and Coastal Act 2018, all use and development on coastal Crown land requires 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). As such, the implementation of actions identified in each master 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. A planning permit may also be required for use or development on marine and coastal Crown land.

2.1.2 Victorian Marine and Coastal Policy, 2020

The Marine and Coastal Policy came into operation in March 2020, superseding the 'policy for decision making' parts of the Victorian Coastal Strategy 2014. Established under the Coastal Management Act 1995, the Victorian Coastal Strategy 2014 set the long-term vision and framework for how we plan and manage the coast, guided by the Hierarchy of Principles, policies and actions. The "actions" in the Victorian Coastal Strategy 2014 will remain valid until such time as a Marine and Coastal Strategy is adopted (currently on public exhibition).

2.1.3 Draft Marine and Coastal Strategy, 2021

The draft Marine and Coastal Strategy will set the direction for achieving the long-term outcomes of the Marine and Coastal Policy 2021. It outlines priority actions to achieve the intended outcomes of the Policy over the next 15 years, including timeframes and responsibilities for delivery.

The draft Strategy seeks to:

- Empower Traditional Owners to fully integrate cultural values, uses and practices in the healing and ongoing management of Country.
- Build the foundations for long term climate adaptation in Victoria's marine and coastal environment.
- Improve integration and co-ordination across governments, industries, and communities when planning and managing marine and coastal areas.
- Build the skills and capability of communities, managers, and governments to effectively plan and manage for a healthy and resilient marine and coastal environment.

The draft Strategy will do this by implementing six priority actions, as outlined in Figure 4:

Action 1.	Traditional Owners determine how their rights and obligations are embedded into planning and management of the marine and coastal environment.
Action 2.	Improve the condition and connectivity of habitats and respect and care for marine and coastal areas.
Action 3.	Support sustainable use and development of the marine and coastal environment by: • encouraging industries and recreational activities that are sustainable and adaptable • providing access to information and building skills of decision makers.
Action 4.	Adapt to impacts of climate change by: • normalising public conversations about climate change • applying knowledge and science of climate impacts in the planning of adaptive responses • creating and adopting a state-wide approach to improve long-term resilience and adaptation to coastal hazards.
Action 5.	Implement integrated planning of the marine environment.
Action 6.	Identify resource needs and funding for sustainable marine and coastal management.

Figure 4. draft Marine and Coastal Strategy -Priority Actions

2.1.4 Coastal and Marine Management Plan

The Coastal and Marine Management Plan (CMMP) provides the strategic direction for the management of coastal Crown Land managed by the Authority. The CMMP is a requirement of the Marine and Coastal Act 2018 and in addition to land managed by the Authority it considers matters on coastal land that impact the marine environment and those that cross different land management arrangements.

The CMMP identifies the values of the coast and clarifies the issues and opportunities for management. Management will be guided by a strategic framework including the vision, goals and interim management outcomes for the five-year planning horizon. A set of strategic actions and an initial set of precinct scale actions will form the basis of implementation.

The vision for the CMMP has been aligned to the Marine and Coastal Act 2018, and updated to address current management issues and reflect contemporary community interests and considerations for the coast.

Supporting the vision are a set of six goals, that provide the direction and focus of management for the five-year planning period. These include:

1. Increase Traditional Owner inclusion and community participation.
2. Protect and enhance natural, cultural and heritage values.
3. Improve coastal infrastructure, access and facilities along the coast.
4. Manage risks from coastal hazards and climate change.
5. Manage use and development effectively and sustainably.
6. Increase awareness and knowledge of marine and coastal environments.

The CMMP includes a suite of actions focused on supporting community values and addressing critical management issues in response to long-term goals. Strategic actions address the overarching management responsibilities, whilst actions within precinct plans identify a set of initial priorities at the local scale.

2.1.5 Revised Siting and Design Guidelines for Structures on the Victorian Coast, 2020

The Siting and Design Guidelines for Structures on the Victorian Coast aims to inspire a creative and innovative approach to development in the marine and coastal environment that is considerate of the natural and cultural values and the challenges of climate change and population growth. It identifies successful practices to reduce the vulnerability of the coastline while managing coastal land and infrastructure, maintaining public access and enhancing visitor experience.

The Guidelines are structured around 15 fundamentals that guide the design of every structure. These include Traditional Owner heritage, coastal processes, geology, morphology, hydrology, vegetation and ecology, climatic conditions, views, public open space, local character and sense of place, heritage, public access, increased function and adaptability, sustainability and materials and finishes.

A key consideration relevant to the foreshore areas is that only structures that functionally need to be located near or in the water, or that significantly contribute to social values, should be on marine and coastal Crown land.

2.2 Key Analysis and Community and Stakeholder Findings

The following provides a summary of key analysis and consultation findings for each of the foreshore areas:

Figure 5. Apollo Bay Foreshore - Existing Conditions / Issues and Opportunities

NTS

Key Findings	How has this been considered in the Foreshore Master Plan?
Apollo Bay	
Walking and cycling connections along the foreshore are disjointed and could be improved. In particular the Great Ocean Walk is not continuous.	An integrated and connected networks of walking, cycling and multi purpose paths will be provided throughout the foreshore. These will provide a clear hierarchy of movement and will include a foreshore promenade along the edge of the Great Ocean Road, a new connected Great Ocean Walk shared trail, as well as other linked paths and trails.
The playground is a well-used by both residents and visitors. There is the potential to provide a more substantial facility that reflects the regional significance of this space and for use by a variety of people.	A new regional level play space will be provided at the centre of the foreshore reserve. It will allow for all ages and all abilities access.
Coastal dunes provide protection from coastal erosion and create an visual backdrop for the foreshore reserve.	The coastal dunes will be retained, expanded and revegetated to ensure they continue to provide coastal protection to the foreshore.
Alternative bus parking away from foreshore and the Great Ocean Road, as well as a visitor drop-off area should be provided.	A visitor drop off area will be provided along the Great Ocean Road, opposite the Visitor Information Centre to ensure visitors have easy access to information, toilets and connections to the foreshore. Longer term bus parking will be provided along Pascoe Street. Refer to Part A - District Plan for further details.
Additional tree planting should be provided for amenity and to reduce urban heating. Native replacement species are preferred.	Existing trees will generally be retained throughout the foreshore (except where they may need to be removed to allow for the redevelopment of the Surf Life Saving Club). New tree planting will be provided within the foreshore reserve, as well as along the Great Ocean Road to provide shade and amenity. Coast indigenous and native species are preferred and outlined in the Design Guidelines.
New uses proposed within the foreshore reserve are to be coastal dependant.	Only structures and uses that functionally need to be located near water, or that significantly contribute to social values are proposed within foreshore areas.
The festival and event area is in a prime location at the heart of the foreshore. In non event mode this space functions as a lawn and picnic area.	The festival and events space will be retained in the foreshore to allow for large events. Improved maintenance regimes will improve the aesthetics and functionality of this space as a lawn and picnic area in non event mode.
Two car parks are provided at Thomson Street and the Visitor Information Centre. These provide informal and inefficient parking.	Car park locations have been retained and formalised in the foreshore to provide more efficient parking and to reduce pedestrian and vehicle conflicts.
Existing public toilets are under pressure from increased visitation.	As recommended in the Draft COS Public Toilets Strategy, public toilets will be distributed at approximately 400m spacings throughout the foreshore. The size of public toilet facilities will however need to be informed by a demand analysis (to be undertaken separately).
There is no designated pedestrian connection to the Harbour along the coast.	There are a number of challenges including land ownership, pedestrian safety, environmental impacts and funding that impact this connection. An alternative foreshore trail (elevated boardwalk) is currently being explored by the Authority through a separate project and is subject to further technical investigations and consent under the Marine and Coastal Act 2018.

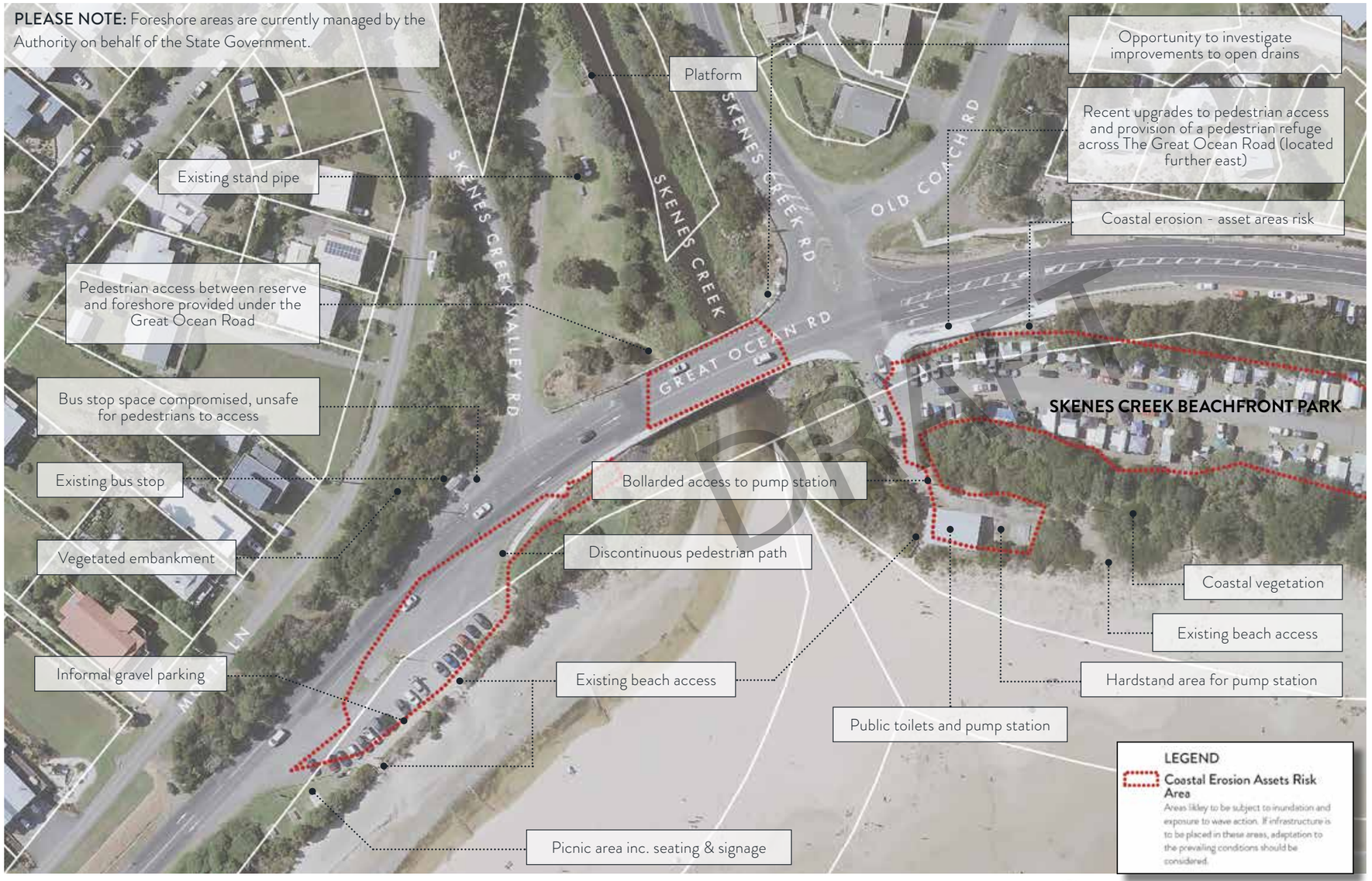


Figure 6. Skenes Creek Foreshore - Existing Conditions / Issues and Opportunities

Key Findings	How has this been considered in the Foreshore Master Plan?
Skenes Creek	
Recent upgrades have been made to the pedestrian paths between Old Coach Road and the Caravan Park (across the Great Ocean Road).	New and recently upgraded paths have been integrated into the broader path network.
The foreshore and car park area is difficult to access from residential areas due to vehicle speeds and sightlines along the Great Ocean Road.	A new pedestrian refuge along the Great Ocean road will help reduce the distances for pedestrians crossing between residential areas to the foreshore. This refuge will be aligned with an enhance pedestrian path that connects to the residential area.
Informal car parking at the foreshore presents poorly and is inefficient.	Car parking will be formalised to provide more efficient parking and enhance its appearance.
Limited provision of amenities at the foreshore such as seating and shelter.	A new disabled picnic table has already been provided within the existing picnic area. This will be complemented by a new path, a bike rack and rubbish bins. Additional seating is also provided in two new picnic areas further east. A shelter has not been provided as this is likely to impact views between the Great Ocean Road and the ocean.
Public toilets are disconnected from key picnic areas.	A continuous path from the key picnic area to the public toilets will be provided.
The landscape setting of Skenes Creek, at the intersection of the foothills, the coastline, bushland and farmland is an important feature of Skenes Creek and the arrival experience.	Vegetation will be retained and enhanced through additional planting and revegetation.
Walking and cycling connections between residential areas and the foreshore are disjointed and difficult to achieve due to the sloped terrain and vegetated embankment.	An integrated and connected networks of walking, cycling and multi purpose paths will be provided. These include a continuous pedestrian path between the key picnic are and the public toilets and key connections to residential areas.
The foreshore environment has been impacted significantly by erosion. Future works provide the opportunity to rehabilitate the foreshore environment.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning.
Existing service infrastructure including pump station and hard stand are located within the foreshore and Skenes Creek reserve and would be difficult to relocate.	Existing service infrastructure will be retained and have been integrated into the foreshore master plan.

Key Findings	How has this been considered in the Foreshore Master Plan?
Marengo	
The foreshore environment has been impacted significantly by erosion. Future works provide the opportunity to rehabilitate the foreshore environment.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning. The car parking area and accessway have been setback from the foreshore where possible, with an existing beach access relocated due to erosion.
Limited provision of amenities at the foreshore such as seating and toilets.	The foreshore reserve will be expanded to allow for additional seating. Public toilet access will be provided at the Marengo Holiday Park due to visual and coastal erosion considerations.
Informal car parking provides for visitors, but is inefficient and disconnects pedestrian access to the foreshore.	Car parking will be formalised to provide more efficient parking, reduce pedestrian and vehicle conflicts and improve its appearance.
Significant and protected environmental areas are located in close proximity including Marengo Native Flora Reserve and Marengo Reefs Marine Sanctuary.	No changes are proposed to these environmental areas.
The coastal vegetation around the edge of the town acts as a visual buffer between the ocean and shoreline to adjacent housing areas.	This will largely be retained.
Walking and cycling connections along and to the foreshore from within Marengo are unsafe and disjointed and should be improved.	A continuous pedestrian path is provided along the foreshore, around the Marengo Holiday Park and headlands. This will form the path of the Great Ocean Walk. A number of existing pedestrian connections to surrounding residential areas will be formalised.
The route of the Great Ocean Walk is illegible, particularly as it meanders through the Marengo Holiday Park. Continuous and legible access, during both high and low tides should be provided.	
Existing service infrastructure including pump station and wetland will need to be retained in their current locations.	Existing service infrastructure and the wetland will be retained and have been integrated into the foreshore master plan.
Open lawn enables views to the water from the Great Ocean Road (when travelling north). This area is separated from the foreshore by roads and as such limits its use as part of the foreshore reserve.	The open lawn area is retained and will provide for overflow parking (with bollards controlling access when not in use).

Figure 7. Marengo Foreshore - Existing Conditions / Issues and Opportunities


Apollo Bay Coastal Trail
Victoria

2.3 Supporting and Background Documents

The following documents have been considered in the Foreshore Master Plan:

Document	Key Findings	How has this been considered in the Foreshore Master 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 been undertaken to mitigate drainage problems in this location. Other improvements will be considered as part of Councils capitals works program.
	A wetland in Marengo (along the foreshore) provides treatment for runoff from the town, however due to a lack of maintenance, the asset is degraded from both visual and performance perspectives. In order to restore the wetland back to its intended function, a reset of the entire system is required, as well as ongoing maintenance.	Improved maintenance is proposed to address functionality and aesthetic issues. Details of maintenance are subject to further investigations through a seperate project.
	Outfalls located at Skenes Creek appear to discharge directly into ocean. This is normally not recommended, however as the catchment is established and primarily low-density, treatment may not be required.	There are opportunities to undertake remediation works on the existing drainage network, which would greatly increase the reduction of polluted stormwater being discharged directly into Bass Strait. Further investigations as part of a seperate project will be required to determine an appropriate solution.
	Existing public toilets are provided alongside Barwon Water pump station facilities at Skenes Creek.	The Skenes Creek public toilet will remain in the short term, but will eventually be removed from the foreshore at the end of their lifespan.
	The previous public toilets at Marengo were removed due to the threat of coastal erosion. These facilities should be replaced in a nearby location to service visitors to the foreshore.	Public toilet access will be provided at the Marengo Holiday Park. These will be supported by signage to help direct foreshore users and visitors to this location.
	Public toilets within Apollo Bay foreshore include facilities at the Visitor Information Centre, playground and Golf Club car park. There are ongoing maintenance issues with the playground toilets stemming from it being constructed lower than the adjacent sewer pump. More generally, there is a need to review existing facilities to ensure adequate supply for visitors to the foreshore.	The Draft Colac Otway Shire Public Toilet Strategy found that Apollo Bay has a good distribution of public toilet facilities in terms of key destinations. 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 other projects. The playground toilets will be relocated near the regional play space, once these have reached the end of their usable life, to improve the visibility, functionality and access to parking and the foreshore promenade.

Document	Key Findings	How has this been considered in the Foreshore Master Plan?
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.
	Erosion is present adjacent to the beach access track, and stormwater discharge.	
	Boulders have been placed on the beach, although these are haphazard and would require additional works to provide enough erosion protection. At present these rocks could potentially be exacerbating the erosion.	
	The coastline at Thomson Street, whilst quite flat and low-lying, is above the inundation extents. This location is suitable for coastal infrastructure from an inundation perspective.	All new structures and works proposed will be located away from areas identified as potentially at risk of sea level rise and future erosion.
	The foredune at Apollo Bay is scoured at its toe along most of its length. This scouring should be monitored to pre-empt any loss of protection afforded by the dunes. Development within the Apollo Bay Foreshore Reserve would significantly increase in vulnerability if the dunes were compromised.	The coastal dunes will be retained, expanded and revegetated to ensure they continue to provide protection to the foreshore.
	Inundation due to storm tides at Apollo Bay is expected to be minimal, as dunes provide enough protection in their current form.	

Figure 8. Apollo Bay Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

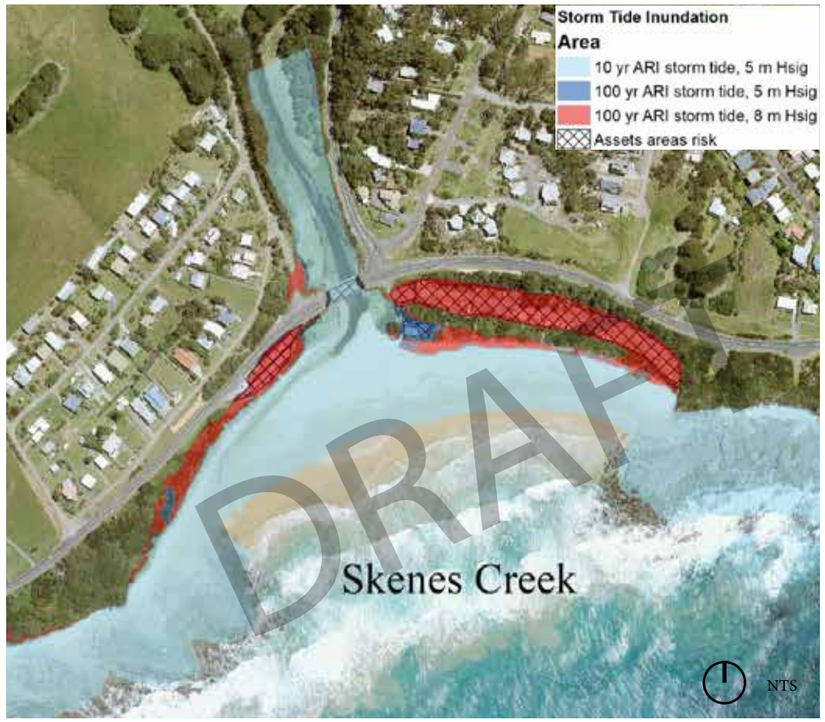


Figure 9. Skenes Creek Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

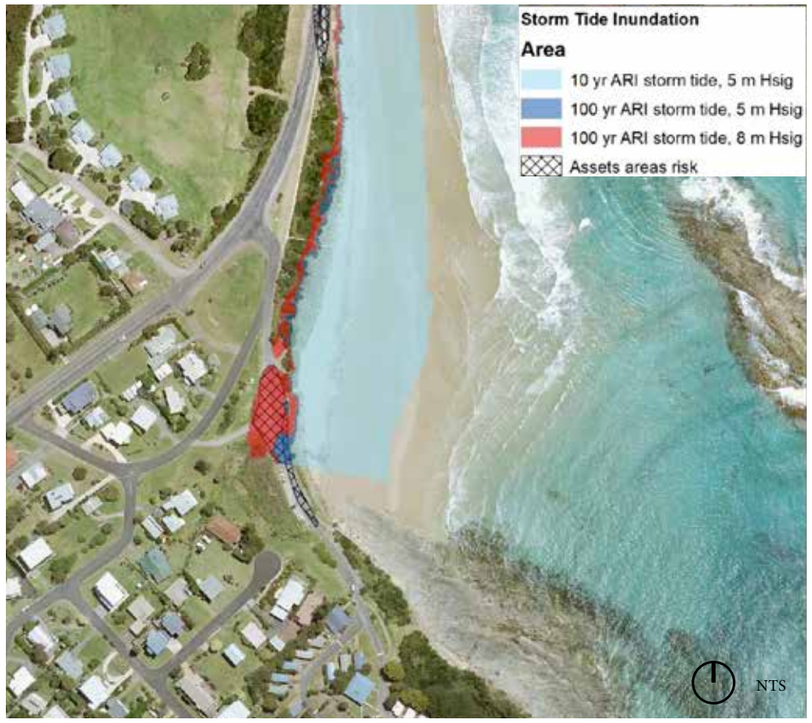


Figure 10. Marengo Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

Document	Key Findings	How has this been considered in the Foreshore Master Plan?
Coastal Study continued. *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.*	**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.	
	There are two picnic areas at each end of the car park. The ground across the whole area falls down towards the creek meaning the western picnic area sits at a higher elevation than the eastern picnic area. The slope makes the area around the western picnic area the safer and thereby preferred location of greater value infrastructure.	New facilities and structures will generally be focused in the western picnic area and away from areas identified as potentially at risk of sea level rise and future erosion.
	The picnic area upstream of the bridge on the western bank of Skenes Creek slopes down, transitioning to higher risk at its far side towards the creek. The area closest to the bridge is elevated above the predicted 2100 storm tide levels.	
	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	
	Coastal cliffs protect the Marengo headland.	Cliffs and dunes will be retained.
	The dune to the north of the foreshore car park is currently stable, showing no signs of recent erosion.	
	The shoreline is protected by a revetment that is presently in good condition. A revetment is an engineering structure, which protects against erosion caused by wave action, storm surge and currents.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning.
	The foreshore environment north of Marengo has been impacted significantly by erosion, both inundation and erosion risk increase significantly with recent erosion requiring dune re-nourishment and stabilisation.	

Document	Key Findings	How has this been considered in the Foreshore Master Plan?
Coastal Study continued.	The car park slopes up away from the shoreline providing increased resilience from coastal erosion.	The car park and access way is set back further from the shoreline to further reduce the risk of coastal erosion, while ensuring the wetlands are retained.
	Analysis of inundation and risk associated with storm tide surges indicated assets at risk could include the car park area.	
Community Infrastructure Assessment A Community Infrastructure Assessment was undertaken by Tract Consultants and K2 Planning to inform the CIP. It provided an audit of existing community facilities and infrastructure and recommendations for future provision or considerations having regard to the population trends, existing facility and infrastructure requirements and stakeholder feedback.	Develop a flexible public space that can act as an Events Area in the Apollo Bay Foreshore.	A large multi-purpose event space will be retained centrally within Apollo Bay to facilitate a wide range of events. To support events, infrastructure supply points (3 phase power, drainage, water supply) will be provided.
	Prepare an open space network plan which provides short, medium and long term linkages throughout the three towns.	This will be considered as part of a separate project.
	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. For Apollo Bay Foreshore this includes a Coastal Path from Apollo Bay to Skenes Creek.	A continuous shared path will connect from Skenes Creek to Apollo Bay foreshore, through to Marengo. This will be the route of the Great Ocean Walk.
	Improve linkages between the three towns – i.e. an off-road shared path link along the foreshore.	
	Support older residents through safe and accessible wheelchair networks with scooter charging locations.	The proposed foreshore promenade and Great Ocean Walk will be generous in width to allow sufficient space for wheelchair access. There is potential to provide scooter charging stations at the Visitor Information Centre.
	Develop a consistent wayfinding signage package across the towns that is dementia, age and scooter friendly.	While the detailed design of wayfinding signage is subject to the development of a wayfinding strategy for the three towns (through a separate project), the Foreshore Master Plan identifies key locations for wayfinding signage.
	Prepare a master plan for the Apollo Bay Recreation Reserve which plans for a fit-for-purpose upgrade of football, netball, cricket and tennis facilities.	The Authority is preparing a master plan for the Recreation Reserve and a Camping Uplift Project to help address some of the issues identified through the CIP process. These items will be considered through this separate project.
	Investigate additional funding streams for the Apollo Bay Recreation Reserve to provide additional facilities, change rooms, club rooms.	
	Consider improvements to the foreshore market area, including the provision of power and water supply points to support temporary event-based uses such as markets and other events.	Upgrades to the main foreshore car park and rationalisation of entry points, will enable the market space area to be enhanced and expanded. This Great Ocean Walk (GOW) sculpture will be retained within this space, while other sculptures maybe relocated to ensure the functionality of this space. Infrastructure supply points (3 phase power, drainage, water supply) will be provided.

Document	Key Findings	How has this been considered in the Foreshore Master 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 have generally been maintained in their current location. The playground toilets will be relocated near the regional play space, once these have reached the end of their usable life, to improve the visibility, functionality and access to parking and the foreshore promenade. 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 other projects.
	Potential to consolidate facilities in the vicinity of the Visitor Information Centre as part of the redevelopment of the Surf Life Saving Club.	Facilities at the Visitor Information Centre will be retained to support the proposed coach drop off point and the Visitor Information Centre. Additional toilets will be proposed as part of the redevelopment of the Surf Life Saving Club.
	Retain public toilet facilities in close proximity to the proposed coach drop off point recommended by the CIP.	
	The need for demand analysis to determine the appropriate size of facilities in various locations.	A demand analysis will be undertaken through other projects.
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 Marengo Foreshore Master Plan (subject to a feasibility study and approvals).

2.4 Recent Projects and Studies

2.4.1 Apollo Bay Coastal Erosion Management

Parts of the foreshore are subject to on-going attack from coastal erosion. In places this erosion is threatening the Great Ocean Road and adjacent footpath networks.

In response, the State Government is managing the impacts of coastal erosion at Apollo Bay through priority works.

Timeline:

Stage 1 was delivered in June 2021. Stage 2 delivered in December 2021.

Details:

- The Victorian Government has invested $7.6 million to address erosion at Apollo Bay.
- Three rock groynes and approximately 900 metres of rock wall are now in place.
- The groynes hold sand on the beach and the seawall protects the Great Ocean Road, foreshore path, cypress trees and other assets.
- Stairs are now in place over the revetment and planting to stabilise the dune will occur in May 2022.
- Some minor works at the northern revetment will finish in late May 2022.

3 APOLLO BAY FORESHORE MASTER PLAN

Apollo Bay Foreshore Reserve is a key destination in Apollo Bay and the Shipwreck Coast. The foreshore has unfortunately been planned in an ad-hoc way and this has resulted in discontinuous paths, scattered uses and an eclectic mix of landscaping and furniture. There is a need to provide a clear framework for future development and the siting and design of facilities and infrastructure.

The Master Plan aims to look past the legacy of previous design treatments and residual infrastructure in order to create a more deliberate design and land use arrangement that meets the needs of current users. The proposal will enable the foreshore to reach its potential as the major destination in Apollo Bay.

The following section outlines a Master Plan for the Apollo Bay Foreshore. The Master Plan provides a design for the future use and development of the reserve that considers opportunities and concerns raised by the community, as well as addressing legislative, planning and policy requirements.

NOTE: All images are indicative only.

Image 1. Opportunity to incorporate public art that reflects the coastal qualities of the foreshore setting.

3.1 Overview

The Apollo Bay Foreshore Master Plan will deliver several significant benefits to the local and wider community. These include:

- An upgraded play space that provides regional level play facilities within the foreshore reserve for both visitors and locals. The play space is collocated with an improved BBQ and picnic area and new public toilets.
- Enhanced market space area, incorporating the Great Ocean Walk sculpture.
- Enhanced Great Ocean Walk, with improved connections to the Harbour and main car park area.
- Reconfigured main foreshore parking area, with single entry point, minimising pedestrian and vehicle conflicts near the Surf Club.
- An upgraded Surf Club building and operational area, integrating new public toilets.
- A continuous promenade provided through the foreshore with improved connections to activity nodes and other key destinations, such as the Harbour and shopping precinct.
- Improved wayfinding signage throughout the foreshore reserve.
- Formalised car parking area at Thomson Street, providing an expanded area for parking, a shared pedestrian space and access to the beach that integrates into the landscape setting.
- Enhanced event area and performance and flexible spaces provided centrally and at the southern end of the foreshore.
- Enhanced public open space through the creation of nodes of interest and connectivity that encourages exploration of the foreshore.

- Retention and relocation of existing sculptures and fountain within foreshore reserve. These are highly valued by the community but will need to be appropriately located with regards to other changes in the foreshore.
- Rationalisation of beach access points to minimise erosion and impacts to coastal vegetation.
- Expansion and revegetation of the coastal dunes the dunes to enhance their visual presence within the town centre.
- Potential to upgrade the public toilets near the Golf Club to consolidate building footprints in the foreshore environs, in accordance with the Marine and Coastal Policy.

Figure 11. Apollo Bay Foreshore Master Plan

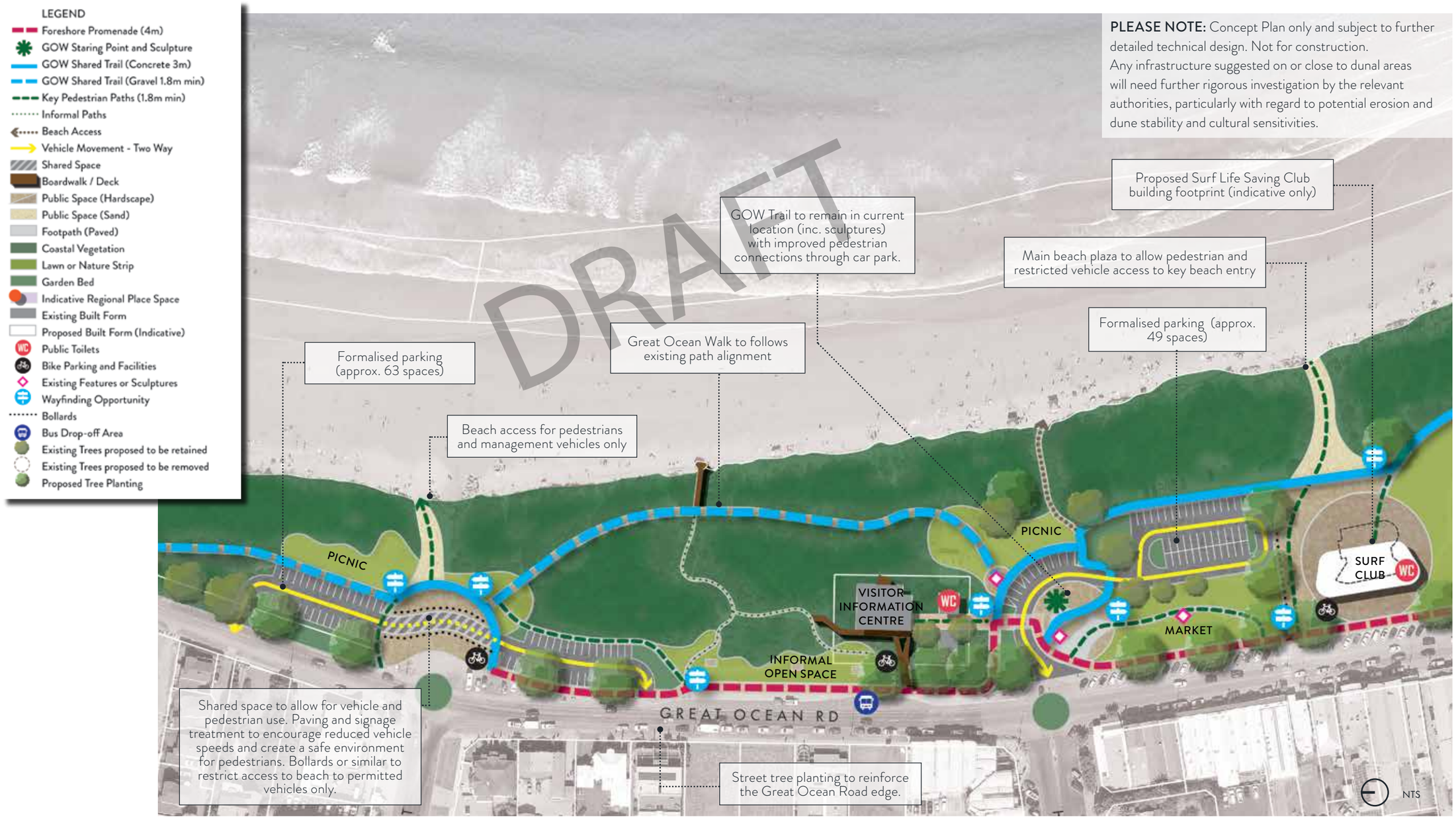


Figure 12. Thomson Street to Surf Club Plan

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.

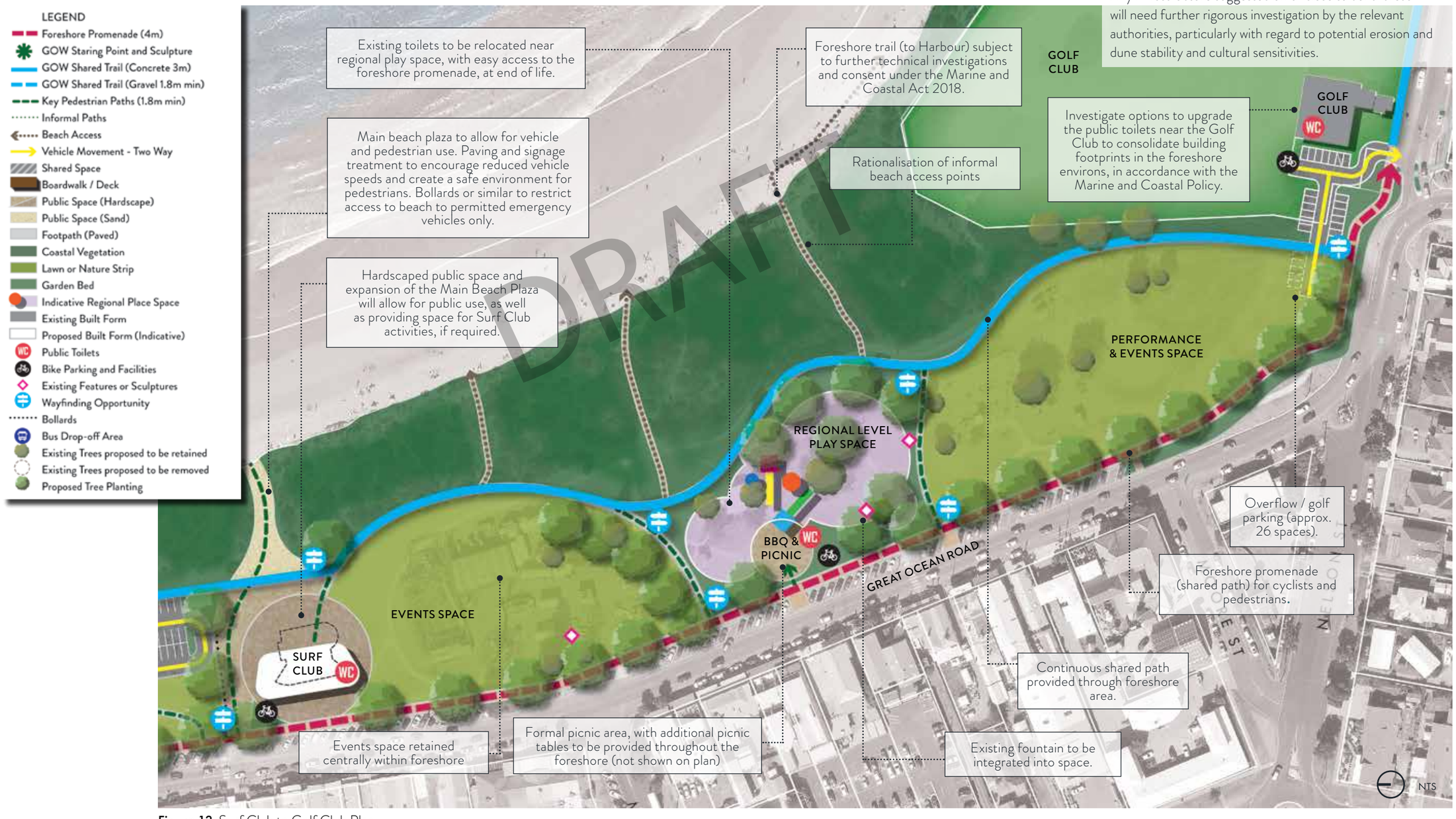


Figure 13. Surf Club to Golf Club Plan

3.2 Key Components of the Apollo Bay Foreshore Master Plan

3.2.1 Visitor Information Centre

The Visitor Information Centre (VIC) will remain in its current location and form, integrated into the dunes within the foreshore reserve (noting it is protected by a Heritage Overlay). The surrounding landscape setting will be enhanced with new picnic areas provided towards the dunes and near coach parking bays along the Great Ocean Road. The picnic areas will support a range of visitors and will provide a place to sit and relax within proximity to the Visitor Information Centre and parking. Access to car and coach parking will be improved through pathway upgrades and signage, while public toilets will provide for visitors and bus passengers from the adjacent drop off and pick up point along the Great Ocean Road. The potential to provide scooter charging stations at the Visitor Information Centre should be investigated.

Image 2. The existing Visitor Information Centre and toilets to be retained.

3.2.2 Market Lawn

A simple, flexible lawn space will continue to be provided within the foreshore for markets and general leisure use. This is in the area currently used for markets however proposed changes to the configuration of the parking area means there is potential for markets to extend into the adjoining paved beach plaza, if required.

The Great Ocean Walk starting point and sculpture will be retained within this space. The location of other furniture and sculpture items should be reconsidered to maintain the functionality of this space for market use. This may include relocating other sculptures to garden bed areas and furniture along pathways to maintain a larger lawn area.

Additionally, to support the use of this space for markets, access for vehicles (via the adjacent car park) and infrastructure supply points (3 phase power, drainage, water supply) will be provided.

Image 3. The existing market lawn will be enhanced to allow for improved use at all times.

3.2.3 Apollo Bay Surf Life Saving Club

There are current plans to redevelop the Apollo Bay Surf Life Saving Club, within its current building footprint. The new building is propsed to incorporate public toilets for beach, playground and park users. The size of the public toilets will need to be informed by a demand analysis but should ensure no net loss of toilets within the foreshore overall.

While the detailed design of this building is subject to further negotiations between the Surf Club and the Authority, ideally it should not exceed a height of 2 storeys and should be of high architectural quality and reflective of its prominent position and the coastal character of its setting. Other key consideration for the future design of the Surf Life Saving Club building include:

- Maintain sight-lines from the pedestrian crossing to the main beach access.
- Minimise pedestrian and vehicle conflicts.
- Provide active edges along key pedestrian interfaces.

The Surf Life Saving Club currently utilise car parking spaces in the adjacent car park and next to the building. These spaces will be accommodated as part of broader car parking improvements within the main foreshore car park, with dedicated parking spaces for Surf Club use.

Image 4. While the new Surf Club building is subject to further negotiations, any future building should be of high architectural quality and reflective of its prominent position and the coastal character of its setting.

3.2.4 Main Beach Plaza

The reconfiguration of the main foreshore car park allows for the creation of a generous, paved plaza space between the Great Ocean Road and the beach. The Main Beach Plaza will be the front door to the foreshore and a key connection to the shops. A raised pedestrian crossing (as proposed in Part A - District Plan) will enable safe pedestrian access across the Great Ocean Road.

The Main Beach Plaza will form a distinctive feature of the space, highlighting this as the key beach access point within the foreshore reserve. High quality feature paving will be used to distinguish the space and reinforce the coastal character of the foreshore setting.

The Main Beach Plaza will allow for emergency and maintenance vehicle access. Bollards will ensure only authorised access is provided.

Art, sculpture and interpretation may be incorporated along Main Beach Plaza to create an engaging and attractive space for people to enjoy. This should be located to ensure it does not impact pedestrian and emergency and maintenance vehicle access.

Image 5. Paved and hardscape plaza providing access to the foreshore.

3.2.5 Regional Play Space and Picnic Area

A new regional level play space will provide a visual feature at the centre of the foreshore and a major attraction for families. The playground will be a high quality, contemporary play space designed for all ages and abilities and will reflect the coastal qualities and themes of its landscape setting. It will replace both the current playground and skate park, although the current skate park is envisaged to remain in its current location until is it considered unsafe or requires substantial repairs.

Coastal planting should be provided around the playspace, allowing for nature play opportunities and separation between adjacent uses in the foreshore. Fencing may be required as a safety barrier adjacent to the Great Ocean Road.

While the playground is subject to detailed design, a tower feature could be incorporated to allow for views of the beach and water, creating a beacon for the space and allowing for views to the broader region (i.e the harbour and shops). Skate elements may also be incorporated as part of the design.

The playground will integrate with an adjoining picnic and BBQ area to the south. This area will provide picnic shelters (for weather protection and shade), seats, tables, and BBQ within easy access of the playground, and will be complemented by expansive lawn areas adjacent for picnicking. Public toilets are also proposed within proximity for user convenience. The size of the proposed public toilets should be determined through a demand analysis across the foreshore.

Image 6. Play opportunities for all ages including small kids and youth.

Image 7. Enhanced adventure play space providing for visitors and locals.

Image 8. Comfortable and well located spaces for people to sit and relax.

3.2.6 Thomson Street Shared Space

The car park area at Thomson Street is proposed to include a shared space for pedestrians and cars. This will provide a unique pedestrian friendly space that allows for a pattern of movement that better responds to the function of the space as a car parking area but also as a key destination and beach pedestrian access point within Apollo Bay.

Paving and signage treatments will encourage reduced vehicle speeds and create a safe environment for pedestrians, allowing them to move through the car park and to the beach. Bollards or similar will be provided to restrict access the beach for permitted vehicles only.

An informal open space and picnic area will be located adjacent the car park area, and will provide lawn and seating opportunities for visitors that is away from the beach and protected by the dunal vegetation.

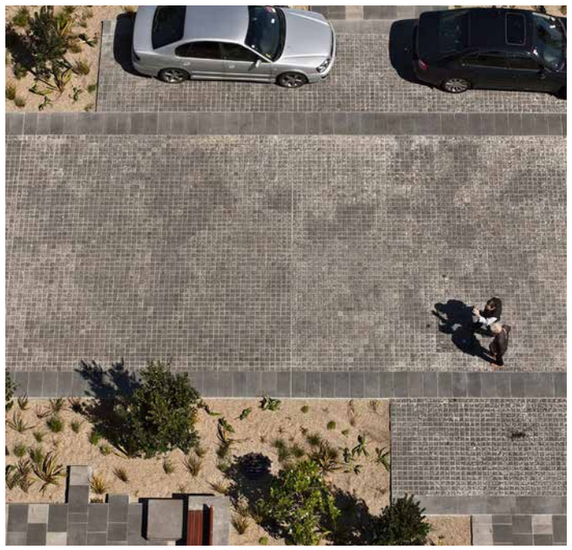


Image 9. Shared pedestrian and vehicle space with paving encouraging low speeds.

3.2.7Performance and Events Areas

The foreshore will continue to provide a key location for events within Apollo Bay. A large multi-purpose event space will be retained centrally that can facilitate a wide range of events such as festivals, concerts and arts and cultural events.

Enhanced maintenance regimes, including weed removal will help to improve the aesthetics of the space for both events and general picnic use. A second grassed area to the south will remain but maybe be reshaped to allow for potential changes to the Great Ocean Road and to improve visibility into the space (refer Part A - District Plan). The area will provide an additional space for events and will continue to function as an open area for picnics and informal play.

Additional tree planting will be provided around the periphery of both these spaces, allowing for shade and weather protection and improving comfort within the space.

To support temporary based events access to infrastructure supply points (3 phase power, drainage, water supply) will be provided at strategic locations within the space. Event operators will be required to use temporary and portable stages and equipment to suit their needs. This ensures the events space remains flexible for a wide range of uses and is functional in non event modes.

Image 10. Flexible public spaces to cater for a range of events and performances, while being enjoyable in non event modes.

3.2.8 Golf Club

The Golf Club will remain in its current location at the southern end of the foreshore reserve, near the intersection of the Great Ocean Road and Nelson Street. The 9 hole golf course currently includes a clubhouse and associated car park, as well as a maintenance shed.

Formalisation of the car parking area is proposed to improve the efficiency of parking in this location, while additional landscaping, including tree and garden beds planting will enhance its presentation.

Opportunities to relocate and consolidate the existing public toilets (located within the car park), as part of a redeveloped Golf Club House building should be considered in the future.

Image 11. The existing Golf Club will remain in its current location.

3.2.9 Pedestrian and Cyclist Access

Within the foreshore reserve, there are currently a number of gravel footpaths that meander throughout, linking zones of activity and providing access to the beach beyond the dunes. Some of these are disjointed or compromised by vehicular movements.

The Foreshore Master Plan aims to provide a cohesive and integrated network of walking, cycling and multi-purpose paths throughout the foreshore. This will provide a clear hierarchy of movement for various users, linking activity nodes within the foreshore and connecting to destinations beyond. Proposed pedestrian and cycle access includes:

Foreshore Promenade

A recreational trail providing continuous access along the edge of the Great Ocean Road, extending from the Golf Club near Nelson Street to Thomson Street, with minimal road crossings. The recreational trail will also link into the broader trail network along the Great Ocean Road that will eventually connect the Harbour, Skenes Creek and Marengo.

The generous width of the recreational trail will allow sufficient space for high volumes of recreational use and all abilities access, including pedestrians, scooters, wheelchairs and cyclists. The foreshore promenade will be a major feature through the foreshore providing a connection and interface between the foreshore and commercial areas of Apollo Bay. High quality feature paving will be used to ensure it is attractive and readily identifiable as a promenade. Additional cycling infrastructure, including cycle hoops, will be provided at key nodes along the path.

Image 12. A recreational trail along the foreshore reserve edge.

Great Ocean Walk Starting Point and Sculpture

A decorative timber wave sculpture is currently located between the Visitor Information Centre and Surf Club and provides the formal starting point for Great Ocean Walk – a walk that encompasses foreshore park, harbour and headland trail systems. This timber feature will be retained in its current location and a continuous path will be provided from this point, through the foreshore reserve, as the route for the Great Ocean Walk.

Image 13. The Great Ocean Walk Starting Point and Sculpture will be retained in its current location.

Great Ocean Walk and Shared Trail

A shared trail (the Great Ocean Walk). This will extend along the full extent of the foreshore connecting from Thomson Street (and beyond to Wild Dog Creek) and the Golf Club and Nelson Street (and to the harbour).

The treatment of the shared trail will vary, responding to patterns of use. Between Thomson Street and the Information Centre, the shared trail will primarily be a gravel path, responding to lower volumes of use and the informal character of this setting. Between the Information Centre and Nelson Street, the path will be a concrete path, allowing for higher volumes of use.

The shared trail will provide a unique experience of Apollo Bay, allowing people to access the beach and key activity nodes. This path will allow visitors to immerse themselves within the foreshore environment. Historical interpretation and information located along the path will allow visitors to learn more about the unique qualities of Apollo Bay and its environment. Other key considerations include:

- Incorporating wayfinding signage at considered and relevant locations to direct people and encourage them to understand and explore their environment (refer Figure 11-13);
- Incorporating the installation of seating nodes at key locations and roughly at 200m intervals;
- Incorporating art, sculpture, lighting and interpretation along the network.

Key Pedestrian Paths

Supporting the shared path network will be a number of key pedestrian paths (as identified on Figure 11-13). These will complement the shared path network to create a highly permeable pedestrian movement network within the foreshore.

These paths will be composed of a combination of gravel and concrete paths that provide access to nodes of interest (e.g. information boards, seating, and viewing points) and where possible will provide all abilities access. This will be subject to further detailed design.

Informal Paths

Narrower paths throughout the foreshore will be maintained and continue to allow for informal access within the foreshore. This includes the gravel pathway and boardwalk system adjacent to the Visitor Information Centre that meanders through the coastal bushland to the beach lookout point.

These paths provide a unique and more secluded experience of the site, with controlled access to the dunal vegetation. These paths are intended for pedestrian use only.

Image 14. Informal gravel paths will be maintained, where appropriate.

Beach Access Points

Key access beach points at Thomson Street and opposite the Surf Club. These beach access points will be enhanced via upgrades to the public realm within the foreshore reserve. These points will allow for beach access for pedestrians and emergency and management vehicles only. Opportunities to provide for all abilities access should be investigated.

Informal beach access points elsewhere have been rationalised to minimise erosion and impacts to the dunes. Those access points retained will be upgraded to consider coastal conditions and ensure they are sensitively integrated into the landscape setting and supported by appropriate signage.

Image 15. Opportunities to provide all abilities access to the beach, at key locations.

Potential Future Pathway

Providing clear and connected pedestrian links between the Town Centre and Harbour, along the foreshore reserve was a key aspiration identified during community consultation.

While the benefits of this pathway are acknowledged there are a number of challenges including land ownership, pedestrian safety, environmental impacts and funding.

Bike Facilities

To encourage cycling within Apollo Bay and to other destinations including Skenes Creek and Marengo, cycle infrastructure including bike hoops and bike pumps are proposed near the Surf Club, Golf Club, Information Centre, Regional Play Space and Thomson Street. These will be integrated into the design of the public realm.

Other facilities including water bottle refill stations, bike repair stations, signage showing cycle networks and connections to broader regional trails will also be incorporated at relevant locations. These are subject to detailed design.

3.2.10 Wayfinding and Signage

Wayfinding signage will be incorporated to help direct people to key destinations and encourage further exploration of Apollo Bay. Key locations are identified on the Master Plan. While the design of all signage is subject to detailed design, consistent wayfinding signage should be provided to delineate key movement networks, destinations and parking within Apollo Bay. Signage should be consistent in style and form across the three towns. Further guidance regarding wayfinding signage is located in Section 7 - Design Guidelines.

Image 16. Existing wayfinding signage located along the Apollo Bay foreshore.

Image 17. Simple wayfinding signage with map.

3.2.11 Interpretation

Opportunities for interpretation should be provided throughout Apollo Bay to highlight its key features. While subject to detailed design, this could include native vegetation, the dunes, changes to the foreshore area and the history of Apollo Bay and its community.

Image 18. Incorporating interpretation signage or creative paving can provide people with a greater understanding of the features of the site.

3.2.12 Existing Sculptures and Heritage Monuments

The foreshore currently houses a number sculptures and heritage monuments which are a distinct feature of the space and well loved. These should be retained within the foreshore area, however, may need to be relocated to respond to the new layout. Where possible, relocated sculptures should be incorporated into garden beds and features, around the playground and the Visitor Information Centre, where they can be appreciated and enjoyed as part of the setting.

The existing fountain, located centrally, will be retained in its current location and integrated into the regional playground. The plaque wording will be reviewed, with the Authority in partnership with Eastern Maar to develop a path forward in response to community concerns. The anchor will be also be retained in its current location.

Image 19. Existing fountain to be retained in its current location within the foreshore reserve.

3.2.13 Public Art

While specific locations for public art have not been identified on the Foreshore Master Plan, the incorporation of public art within the foreshore landscape is encouraged. Public art could include sculpture, lighting, paving and planting treatments. Public art should reflect the local qualities of the foreshore, its environment and its history and be carefully considered and located. Opportunities to work in partnership with Tradition Owners to communicate their stories through art is encouraged. It is important that this process is led by Traditional Owners.

Further guidance regarding public art is located in Section 7 - Design Guidelines.

Image 20. Public art to reflect local qualities of Apollo Bay and its context.

3.2.14 Public Toilets

As a key destination within Apollo Bay, considerable pressure is placed on infrastructure within the foreshore, in particular public toilet facilities. Concerns have been raised in recent years in regards to the location, quantity and quality of public toilets within Apollo Bay, especially their proximity to bus and coach parking areas.

Public toilets are important for locals, visitors and a range of site users. They must be located appropriately and be of a high quality to meet the needs of a full range of users. Public toilets, as outlined on the Foreshore Master Plan include:

- **Visitor Information Centre** – Currently located adjacent to the Visitor Information Centre, with access from the adjacent car park and Visitor Information Centre building via a boardwalk. The toilets are well located to provide easy access to the car park area for those travelling through town, as well as the Visitor Information Centre. They will support the coach parking bays and a new coach drop off point provided along the Great Ocean Road and will need to accommodate high volumes of tourists. While there is the opportunity to consolidate public toilets in proximity to the Visitor Information Centre, a demand analysis should be undertaken to determine facility size requirements (e.g. cubicle numbers).
- **Surf Club** – New public toilet facilities will be incorporated as part of the proposed redevelopment of the Surf Club. To be provided on the southside of the building, the toilets will support beach, playground and park users.
- **Regional Play Space** – The existing public toilets near the skate park will be relocated near the regional play space, once these have reached the end of the usable life, to improve their visibility, functionality and access to parking and the foreshore promenade. The detailed design of the foreshore reserve will need to allow for this relocation, not only in a spatial sense but also allow for the provision of services. The toilets will support users of the play space, bbq and picnic areas and adjacent events and lawn areas.
- **Golf Club** – There is the opportunity to relocate and upgrade the existing public toilets within the Golf Club car park to a more suitable location within the foreshore reserve. Opportunities to consolidate this facility as part of a redeveloped Glof Club building should be considered in the future.

Additional public toilets have been identified for Apollo Bay Harbour as part of the Harbour Development Plan. This includes new public toilets at Mother Beach Car Park (as part of the proposed Port Operations Building) and at Point Bunbury.

Public toilet provision and design should consider the principles outlined in the Draft COSC Public Toilet Strategy which focuses on:

- Adequate Provision;
- Maximum Economic Benefit;
- Environmentally Responsible;
- Quality and Safe Design;
- Equitable Access; and
- Well Maintained and Hygienic.

While the Master Plan provides for an appropriate distribution of public toilets (approximately 400m spacing), the size of public toilet facilities will need to be informed by a demand analysis (to be undertaken separately).

Image 21. Well designed public toilets, reflecting the coastal character of Apollo Bay.

3.2.15 Coastal Protection

The issue of climate change is an essential consideration for all coastal communities and for the Apollo Bay Foreshore.

State Government is currently working with the Authority, COSC, DoT and the local community to identify locations and short and long term options for protecting the coastline along Apollo Bay and Marengo, which are under-threat and experiencing the impacts of coastal erosion.

While the treatment of coastal erosion is outside the scope, the Master Plan does aim to ensure all new structures and works proposed are located away from areas identified as potentially at risk of sea level rise and future erosion. While the risk of erosion is considered low along the foreshore, the Master Plan ensures no additional structures are provided within the foreshore reserve and future buildings are located away from coastal dunes.

Image 22. Coastal erosion management implemented within Apollo Bay.

3.2.16 Vegetation

Much of the coastal environmental systems along the foreshore have been altered over time through natural processes such as erosion and sand displacement or human intervention. While they are a valuable environmental asset and an integral component of the foreshore landscape, they are not an original landscape feature.

Despite this, the dunes provide protection to the foreshore reserve and provide a unique experience for visitors. The Master Plan proposes to enhance the environmental qualities and landscape character of the foreshore by retaining and revegetating these dunes with indigenous coastal vegetation. This will also help to stablise the dunes and discourage unwanted and destructive movement between the foreshore reserve and beach.

A row of mature Monterey Cypress trees along the Great Ocean Road (at the northern extent of the foreshore) are protected by a Heritage Overlay and will be retained.

While some vegetation may need to be removed to allow for the redevelopment of the Apollo Bay Surf Life Saving Club, existing trees will generally be retained and integrated into the public realm. New planting, including trees and garden bed planting, will also provide shade and amenity for park users. Additional street tree planting will be provided along the Great Ocean Road to reinforce the street edge, visually connect the foreshore, street and shopping areas and to provide shade and shelter for pedestrians using the adjacent shared path.

The use of coastal indigenous and native species is preferred throughout the foreshore with a focus on species which are low maintenance, drought-resistant and fauna friendly.

3.2.17 Materials and Finishes

Currently the foreshore reserve includes an eclectic variety of furniture items including seating, picnic tables, shelters, BBQ's materials, planting and public art etc. To provide consistency, link spaces and reinforce the valued qualities and heritage of the foreshore reserve, a cohesive palette of materials and finishes is proposed. This will also reflect the broader palette of materials and finishes proposed within the town centre streetscapes and the Harbour development.

Further guidance in relation to public realm materials and finishes is outlined in Section 7 - Design Guidelines within this report.

Image 23. Indicative example of preferred materials and planting for use within the public realm.

3.2.18 Coach and Over Dimensional (OD) vehicle parking

On road coach and OD vehicle parking bays (4 X 15m bays) are provided along the Great Ocean Road, adjacent to the Visitor Information Centre. These parking bays will allow for coach parking or cars with caravans and other over dimension vehicles to park near the Visitor Information Centre with easy access to the Great Ocean Road.

This location will function as a complete short-term rest area for visitors that are only stopping for a toilet break and a designated drop off point for coach passengers within the Apollo Bay. Longer term parking for coaches, cars with caravans and other over dimension vehicles will be provided for along Pascoe and Thomson Street. This forms part of the broader strategy for coach and OD parking within Apollo Bay as outlined in Part A - District Plan.

3.2.19 Car Parking

The Apollo Bay Foreshore Master Plan provides a number of locations for parking including:

- **Main Foreshore Car Park** (approx. 49 car spaces, including 3 disabled spaces). This area will be reconfigured to provide a single point of entry, minimising conflicts with pedestrians. Enhanced landscaping will integrate the area into its landscape setting.
- **Thomson Street Car Park** (approx. 63 car spaces, including 2 disabled spaces). This area will be improved to create a more efficient and formalised parking area, that allows for safer pedestrian access and integrated into its landscape setting.
- **Golf Club Car Park** (approx. 26 car spaces including 2 disabled spaces, 16 golf club spaces plus an additional 10 overflow spaces)– primarily for parking generated by the access to the Golf Club, the expanded car parking area is also likely to be used by visitors to the foreshore, the public toilets and the adjacent Anglican Church. A more efficient and formalised parking area (gravel paving), with improved landscaping will create a more functional and aesthetically pleasing space, which is important given its prominent location. The car park will also have a connection to a grassed overflow parking area that may also serve as a temporary event staging area.

A total of 138 car spaces will be provided in these locations. Additional parking will be provided for along the Great Ocean Road through on street parking.

Future improvements to car parking areas should incorporate Water Sensitive Urban Design (WSUD) to reduce the impacts of stormwater runoff from hard surface areas without creating a barrier to movement between car parks and key foreshore areas. Improved surveillance and lighting will be provided to improve safety to car parking areas at all hours of the day.

Image 24. Formalised car parking.

4 SKENES CREEK FORESHORE MASTER PLAN

The following section outlines a Master Plan for the Skenes Creek Foreshore. The Master Plan aims to provide a design for the future use and development of the precinct that considers concerns raised by the community, as well as addressing legislative, planning and policy requirements.

NOTE: All images are indicative only.

4.1 Overview

The Skenes Creek Foreshore Master Plan will deliver a number of significant benefits to the local and wider community. These include:

- Larger and enhanced public foreshore spaces that act as an activity focus for both visitors and locals.
- Additional foreshore spaces for passive recreational activities.
- Formalised foreshore car parking area, setback from the foreshore.
- Continuous and clear pedestrian access along the foreshore and between key destinations including the public toilets and Skenes Creek Reserve.
- Enhanced beach access including upgrades stairs near the foreshore car park and an new all abilities beach access ramp near the public toilets.
- Safer pedestrian access across the Great Ocean Road and to bus stops.
- Improved amenity and pedestrian access to Skenes Creek Reserve.
- A potential trail along Old Coach Road up to Hickeys Cutting.

These benefits are outlined further on the following pages.

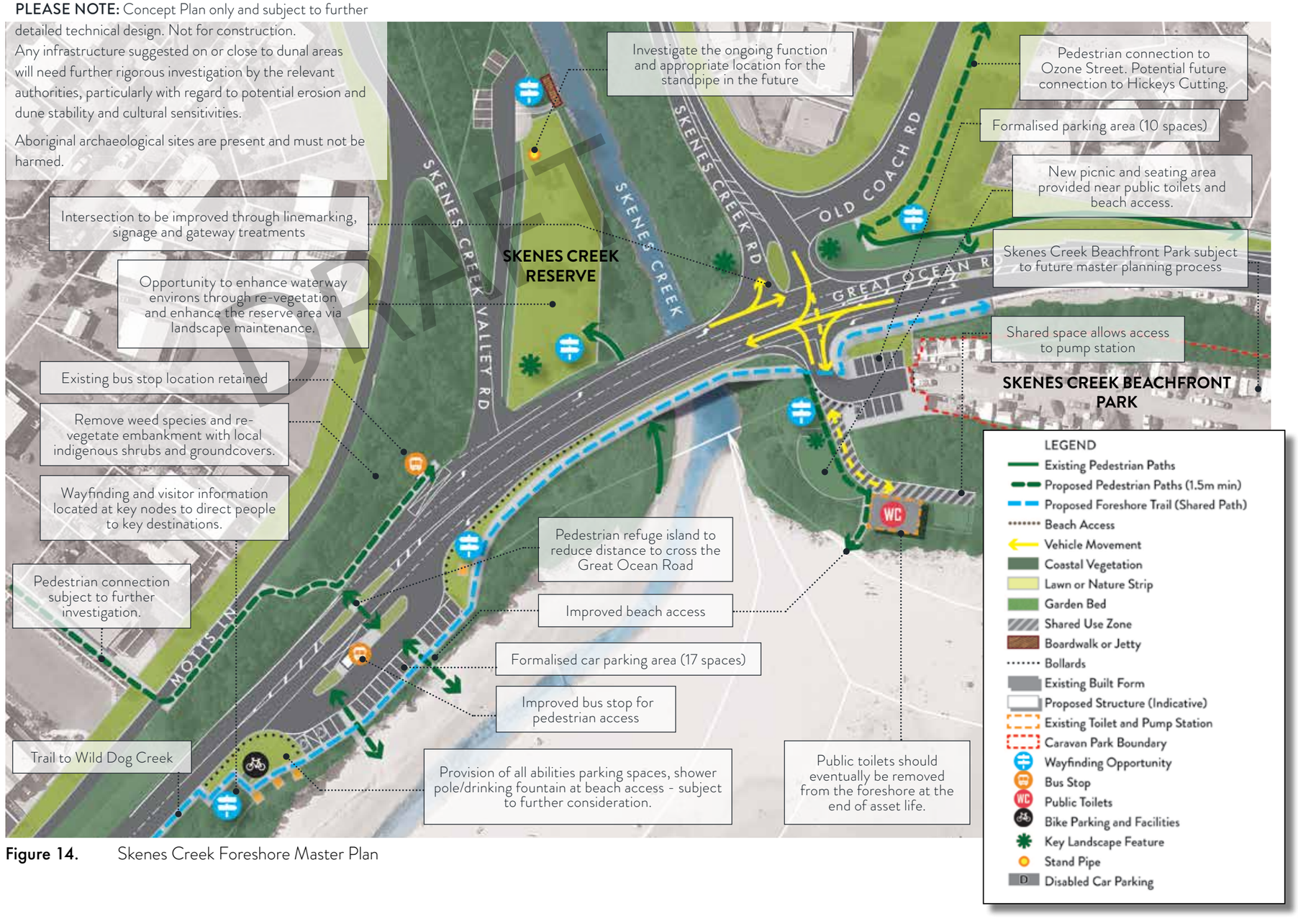


Figure 14. Skenes Creek Foreshore Master Plan

4.2 Key Components of the Skenes Creek Foreshore Master Plan

This section describes the key components of the Skenes Creek Foreshore Master Plan.

4.2.1 Skenes Creek Foreshore and Car Park Area

The foreshore and car park area is a key destination within Skenes Creek providing the main access to the beach.

An all abilities picnic table has already been provided within the existing picnic area to the west of the foreshore car park. This will be complemented by a proposed all abilities path, a disabled car space and bike rack and rubbish bins. The area will be further enhanced through the revegetation of the adjacent escarpment, and the provision of a new safety barrier along the Great Ocean Road. The opportunity to provide additional facilities at the foreshore including a drinking fountain and a shower pole should also be investigated.

The foreshore car park will be formalised to create a more efficient parking area that is setback from the beach. This will enable the creation of continuous pedestrian access along the foreshore and a new picnic area to the east of the foreshore car park. The new picnic area will include picnic tables and areas of lawn, with the adjacent escarpment to be revegetated to improve its visual and environmental qualities and discourage uncontrolled beach access.

Image 25. Continuous access provided along the foreshore and between the main car park and public toilets.

Image 26. Example of improved beach access.

4.2.2 Skenes Creek Public Toilets and Car Park Area

An existing public toilet and sewer pump station are located near the entrance to the caravan park and main beach. These are owned by Barwon Water and are the only public toilets within Skenes Creek.

While the public toilets will remain in the short term, these will eventually be removed from the foreshore at the end of their lifespan (in-line with current policy). An alternative location within Skenes Creek is yet to be identified however it is unlikely to be relocated within the next 30 years.

The area surrounding the public toilets and the adjacent parking area will be enhanced to improve the amenity of the space and pedestrian and vehicle connections.

The Master Plan proposes to formalise the car parking area adjacent to the Skenes Creek Beachfront Park, allowing clear pedestrian paths between the Great Ocean Road bridge and beach access. A shared space will enable authorised vehicle access to the sewer pump station, while creating an expanded area for pedestrians. Unauthorised access will be controlled via bollards.

A new public space will be created adjacent to the public toilets. This will include a lawn area, wayfinding signage and picnic facilities and will improve visual connections between the car parking area, public toilets and beach access. The adjacent escarpment will be revegetated to improve its visual and environmental qualities and discourage uncontrolled beach access.

4.2.3 Skenes Creek Beachfront Park

The Skenes Creek Beachfront Park occupies a premium location along the foreshore and is managed by the Authority. The Authority have identified the need to prepare a separate Master Plan for the Beachfront Park to help address some of the issues identified through this CIP process.

The Master Plan process should consider the following community feedback identified through CIP consultation activities:

- Provision of a kiosk and shared meeting space that can be utilised by residents and visitors.
- Improve the overall amenity and aesthetics of the site including clear and secure beach access.
- Improve on-site parking and access to avoid pedestrian and vehicle conflicts.
- Improve safety issues associated with visitor parking along the Great Ocean Road.
- Risks of coastal erosion.

4.2.4 Skenes Creek

Skenes Creek is a key waterway and natural asset within the township. There are opportunities to enhance this waterway environs and its amenity through additional planting along its banks. The existing jetty will be maintained.

4.2.5 Skenes Creek Reserve

Skenes Creek Reserve currently provides lawn areas, seating, signage and access to a small wooden jetty used for fishing. Proposed enhancements to Skenes Creek Reserve aim to improve its amenity and connections to the foreshore reserve. These improvements include:

- Provision of additional seating, picnic facilities and footpaths.
- Enhancements to lawn areas, including weed removal to provide an enjoyable space for picnicing and relaxing.
- Provision of a formal pedestrian path underneath the Great Ocean Road bridge to connect the reserve to the foreshore and provide a more inviting and safe space for people to move through. Public art could also be provided, particularly underneath the bridge to help improve the amenity of this space.
- Investigation of the ongoing function and location of the standpipe to determine if an alternative location or treatment might be more appropriate.

To improve visual connections between Skenes Creek Reserve and the other public spaces along the foreshore, a consistent palette of materials should be utilised. This should reflect the local qualities and coastal character of Skenes Creek.

Image 29. Provision of additional seating, picnic facilities and footpaths to improve Skenes Creek Reserve.

4.2.6 Pedestrian Access

Walking and cycling connections between residential areas and the foreshore are difficult to achieve due to the sloped terrain and high volume traffic along the Great Ocean Road. Additionally, access between key visitor destinations within Skenes Creek, including public toilets, car parking, the beach and Skenes Creek Reserve are disconnected.

Recent upgrades have been made to the pedestrian paths between Old Coach Road and the Caravan Park (across the Great Ocean Road). Other opportunities to improve pedestrian connections between key destinations in Skenes Creek, as outlined in the Master Plan, include:

- Provision of a pedestrian refuge along the Great Ocean Road. This will enable pedestrians to cross one lane of traffic at a time across the Great Ocean Road and will be aligned with pedestrian paths proposed within the foreshore and residential areas of Skenes Creek.
- A continuous pedestrian path connecting the foreshore car park and picnic facilities to the public toilets located adjacent to the caravan park. This will be facilitated by upgrades to the Great Ocean Road bridge including the provision of a pedestrian and cycling path along the southside, to be undertaken by DoT (Department of Transport). This will allow people to move safely and conveniently between the foreshore and the public toilets, reducing pedestrian and vehicle conflicts.
- A formal pedestrian path connecting Skenes Creek Reserve and the foreshore reserve (underneath the Great Ocean Road bridge).
- Beach access points will be retained and upgraded to consider coastal conditions and be sensitively integrated to minimise erosion and impacts to the dunes.
- Completion of the Coast Discovery Trail to Skenes Creek (connecting to Wild Dog Creek and Apollo Bay). While outside the scope of this project, funding has been committed to and this project is expected to proceed.
- Opportunities to provide a coastal walk or cycle trail between Skenes Creek and Fairhaven. This is currently subject to a feasibility being undertaken by State Government and funding allocation.
- Pedestrian connection to Ozone Street with potential for future connection toHickeys Cutting.

Image 27. Continuous access provided along the foreshore and between the main car park and public toilets.

4.2.7 Bike Facilities

To encourage cycling within Skenes Creek and to other destinations including Apollo Bay and Fairhaven, bike hoops are proposed near the foreshore reserve picnic area. The provision of a drinking fountain adjacent to the foreshore reserve and car park area should also be investigated.

4.2.8 Wayfinding and Signage

Wayfinding signage will be located across Skenes Creek to direct people to key destinations and encourage further exploration of Skenes Creek. Key locations are identified on the Master Plan. While the design of all signage is subject to detailed design, consistent wayfinding signage should be provided to delineate key movement networks, destinations and parking within Skenes Creek. Signage should be consistent in style and form within the three towns.

Community consultation highlighted the need for signage to inform visitors of the risks associated with swimming in the ocean, given Skenes Creek beach is currently unpatrolled. Enhanced signage in various languages could be provided at beach access points to help convey this important message for all beach users.

Image 28. Existing wayfinding signage provided at Skenes Creek.

4.2.9 Interpretation

Opportunities for interpretation should also be provided throughout to highlight the key features of Skenes Creek. While subject to further detailed design, this could include native vegetation, Skenes Creek and the history of Skenes Creek and its community. Collaboration with Traditional Owners will ensure that the planning and delivery of interpretation reflects their rights and interests.

Image 30. **Incorporating interpretation signage or creative paving can provide people with a greater understanding of the features of the site.**

4.2.10 Public Art

While specific locations for public art have not been identified, the incorporation of public art within the landscape and public realm is encouraged. Public art could include sculpture, lighting, paving and planting treatments. Public art should reflect the local qualities of Skenes Creek and be carefully considered and located.

4.2.11 Gateway Element

DoT has identified the opportunity to provide a 'Gateway Element' near the intersection of Skenes Creek Road and the Great Ocean Road to signify arrival into the township. While it is understood this is likely to include signage, it could also include planting treatments, public art or lighting. It is important that this element is integrated into the landscape, provides a strong sense of arrival and reflects the local coastal character of Skenes Creek.

4.2.12 Vegetation

Vegetation around the edge of the town and along the foreshore provides a visual buffer between the shoreline and the housing areas. It also provides dune stability and enhances the character of the township.

The Master Plan aims to protect and enhance vegetation within Skenes Creek. Additional planting and revegetation is proposed along the north side of the Great Ocean Road, Skenes Creek and the foreshore reserve. Key considerations for revegetation includes:

- Impacts on key views, particularly at the intersection of Skenes Creek Road and the Great Ocean Road;
- Provision of trees, shrubs and grasses which respect and reflect the local environment;
- Use of coastal indigenous and native species is preferred;
- No weed species will be used; and
- Plant species will focus on those which are low maintenance, drought-resistant and fauna friendly.

4.2.13 Bus Stops

Two existing bus stops are located within Skenes Creek. These include one on the north side of the Great Ocean Road adjacent to Skenes Creek Valley Road (west side) and one on the south side of the Great Ocean Road adjacent to the foreshore car park area.

Improving pedestrian safety and access to these bus stops, as well as the amenity of both bus stops was a key consideration of the Master Plan. Pedestrian safety and access improvements will be facilitated by enhanced connections across the Great Ocean Road (to residential areas), as well as the formalisation of the foreshore car park to provide clearly defined connections for pedestrian between the bus stop and the foreshore.

While a bus shelter is provided on the north side of the Great Ocean Road, a new bus shelter on the south side, will provide a sheltered waiting area for passengers. A transparent shelter (glass or similar) is preferred in this location, to ensure views to the ocean along the Great Ocean Road are not impacted. Both shelters should also include bus timetable information, as appropriate.

4.2.14 Car Parking

The Skenes Creek Master Plan will be provided at a number of locations for parking including:

- **Foreshore Car Park** (approx. 17 car spaces, including 2 disabled spaces). This area will be improved to create a more efficient and formalised parking area, with clear pedestrian connections to the beach.
- Parking adjacent to **Skenes Creek Caravan Park and Public Toilets** (approx. 10 car spaces, including 1 disabled space) – provides parking for visitors to the toilets and the beach. Given the high demand for these spaces, temporary and visitor parking associated with the caravan park should be accommodated within the park's boundaries. Improved surveillance and lighting will also be provided to improve safety and access to the public toilets at all hours of the day.
- **Skenes Creek Reserve Car Park** (approx. 6 car spaces)– primarily for visitors to Skenes Creek Reserve and the adjacent creek. This area will be improved to create a formalised parking area.

A total of 32 car spaces are provided in these locations. Dedicated long vehicle parking has not been provided however there are a number of longer spaces located near the new picnic area, opposite Skenes Creek Valley Road which maybe used by long vehicles. Larger buses and coaches are discouraged from parking within Skenes Creek to minimise amenity impacts on the foreshore.

Image 31. Formalised car parking areas

5 MARENGO FORESHORE MASTER PLAN

The following section outlines a Master Plan for the Marengo Creek Foreshore. The Master Plan aims to provide a design for the future use and development of the precinct that considers concerns raised by the community, as well as addressing legislative, planning and policy requirements.

NOTE: All images are indicative only.

5.1 Overview

The Marengo Foreshore Master Plan will deliver a number of significant benefits to the local and wider community. These include:

- An enhanced public foreshore park that acts as an activity focus and a destination for both visitors and locals. The additional space will allow for enhanced pedestrian access and seating.
- A more efficient and formalised parking area, setback from the foreshore.
- Improved maintenance of wetland to address functionality and aesthetic objectives (subject to further investigations).
- A network of continuous and clear pedestrian paths and lookout points along the foreshore and headland allowing for views to seals at the Marengo Reefs Marine Sanctuary. This also integrates the Great Ocean Walk.
- Enhanced pedestrian access to the beach.
- Public toilet access provided at the Marengo Holiday Park.
- Entry feature and gateway signage to signify arrival into Marengo.
- Interpretation and directional signage to inform site users about the unique environment and history and to help direct people to key facilities and destinations in Marengo.

These benefits are outlined further on the following pages.

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.

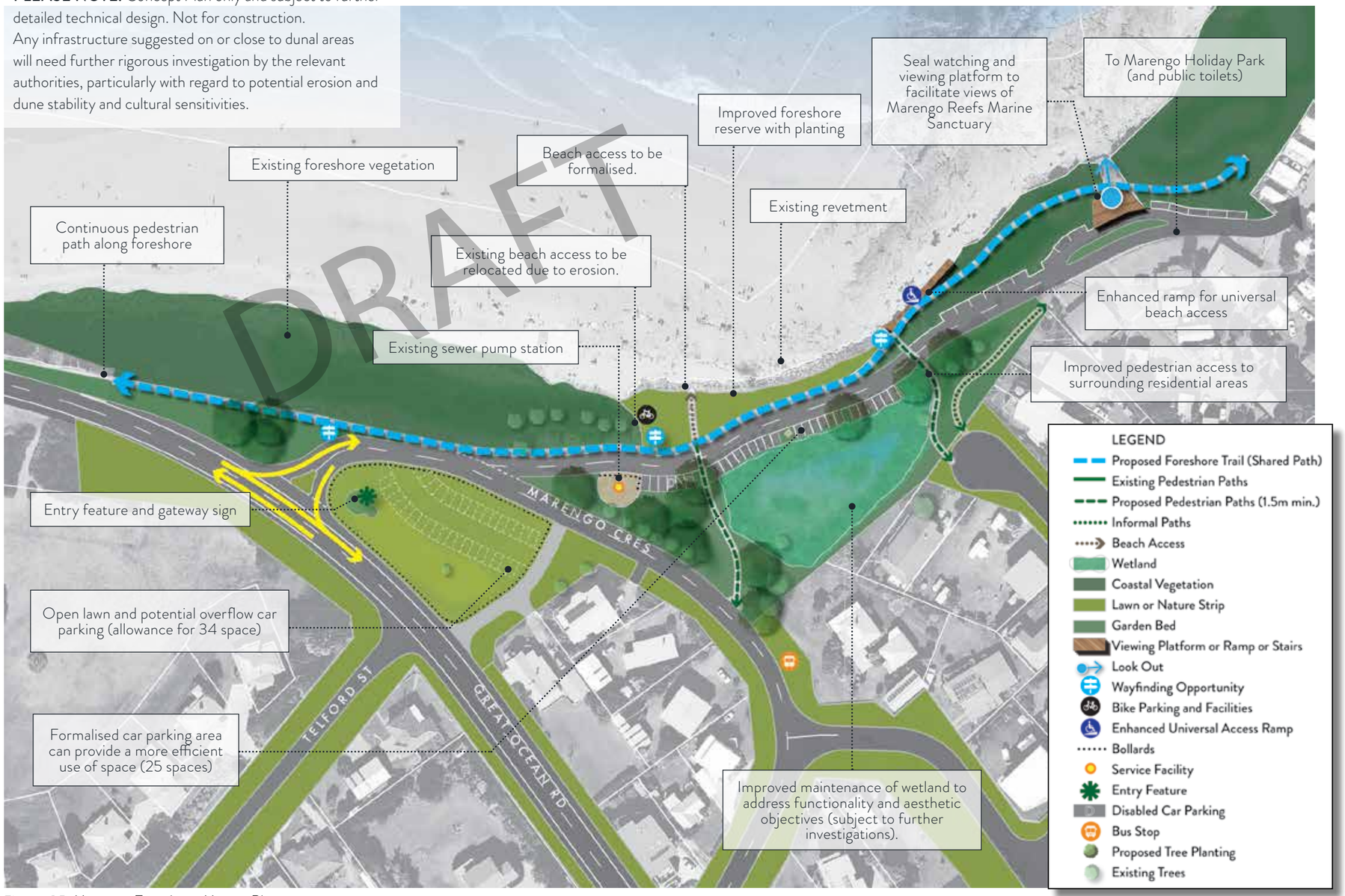


Figure 15. Marengo Foreshore Master Plan

5.2 Key Components of the Marengo Foreshore Master Plan

This section describes the key components of the Marengo Foreshore Master Plan.

5.2.1 Marengo Foreshore and Car Park Area

The foreshore and car park area is a key destination within Marengo providing the main access to the beach.

The foreshore car park will be formalised to create a more efficient parking area and avoid pedestrian and vehicular conflicts. It will be setback from the foreshore to allow for a continuous pedestrian path and expanded picnic and lawn area adjacent to the beach. The new lawn area will allow for passive recreational uses and seating and enjoyment of the expansive views afforded at this location.

The foreshore will be revegetated to improve its visual and environmental qualities and discourage uncontrolled beach access.

Entry and exit into the car park from the Great Ocean Road will be retained. While outside the scope of this project, a traffic assessment should be undertaken as part of future detailed design. The access road between the car park and Marengo Holiday Park is consistent with the current alignment, avoiding coastal vegetation and the wetland.

Image 32. Enhanced foreshore reserve will allow for a continuous path and opportunities for seating or relaxing on the grass.

5.2.2 Public Toilets

While public toilets will not be provided within the Marengo foreshore reserve due to visual concerns and coastal erosion risks, public toilet access will be provided at the Marengo Holiday Park. This will enable convenient public toilet access for visitors and will be supported by signage to help direct foreshore users and visitors to these facilities.

5.2.3 Seal Watching Platform

A viewing platform allowing for seal watching is proposed along the Great Ocean Walk, between the caravan park and the foreshore. The platform will activate seal tourism opportunities, provide a facility for visitors to enjoy, as well as establish a visual connection to the Marengo Reefs Conservation Sanctuary.

The platform location and form will need to consider existing views of the shoreline and respond to potential views of the seals. There is the opportunity to upgrade interpretive signage at this platform to provide information regarding the seal colony and the Marengo Reefs Conservation Sanctuary.

The detailed design of this platform will be determined through a separate master planning process.

Image 33. Seal watching platform integrated into the Great Ocean Walk.

5.2.4 Wetland

The wetland at Marengo provides treatment for runoff from the town, however due to a lack of maintenance, the asset is degraded from both visual and performance perspectives. While the wetland is proposed to be retained, it will be subject to improved maintenance to address functionality and aesthetic issues, subject to further investigations.

Image 34. Opportunities to improve the wetland at Marengo.

5.2.5 Marengo Holiday Park

The adjoining Marengo Holiday Park has not been incorporated within the Master Plan. The Holiday park will be subject to a separate planning process.

5.2.6 Sewer Pump Station

The sewer pump station is to be retained on site with vehicle access facilitated from the adjacent car park area. The Master Plan looks to integrate this facility into the landscape setting and minimise its visual impact through additional planting to soften the edge of the space.

Image 35. Opportunities to provide screening and minimise the visual impact of the sewer pump station.

5.2.7 Pedestrian Access

Walking and cycling connection along the foreshore and to residential areas are disjointed, informal and unsealed, while the route of the Great Ocean Walk is illegible, particularly as it meanders through the Marengo Holiday Park.

To improve pedestrian access within Marengo, a continuous pedestrian path is provided along the foreshore and around the Marengo Holiday Park headland (within the Holiday Park), subject to a feasibility study and approvals.

The proposed alignment of this path aims to provide a functional and legible trail which effectively and safely separates pedestrians from vehicles and the Holiday Park and is sympathetic to the scenic and natural qualities of the setting. It will provide continual pedestrian access along the foreshore and headlands without compromising the significant visual, geotechical, ecological and coastal values of the area.

Small sections of boardwalk may be required to cross steep gullies and pinch points, particularly towards the headlands, subject to future detailed design.

The same path will also form part of the Great Ocean Walk. To support this role, suitable wayfinding and directional signage should be provided that helps navigate people through Marengo and to key amenities, such as the public toilets within the Holiday Park. Existing signs and facilities (i.e. rubbish bins and picnic settings) will need to be relocated to provide for the proposed path alignment.

In addition, a number of existing pedestrian connections to surrounding residential areas will be formalised. This includes providing hard surface pavement and achieving Disability Discrimination Act compliance, where possible. This will help improve connections to the foreshore for locals, discourage vehicle use for short trips and discourage further tracks being created within the foreshore reserve.

Beach access points are generally retained and upgraded or relocated. The northern most beach access point has been eroded and will be relocated. This will be facilitated through the formalisation of an existing informal access point, located approx. 15m to the south. The existing ramp and stair structure near the Holiday Park will be replaced to provide all abilities beach access and will form part of a cohesive design with other elements of the foreshore and Great Ocean Walk.

Image 36. Opportunities to provide improved stairs and ramp for all abilities access to the beach.

5.2.8 Bike Facilities

To encourage cycling within Marengo and to other destinations including Apollo Bay and Skenes Creek, bike hoops are proposed near the foreshore reserve. These will be co-located with a drinking fountain.

Image 37. Bike parking located near the foreshore where it is easy to find.

5.2.9 Wayfinding and Signage

Wayfinding signage will be incorporated to help direct people to key destinations and encourage further exploration of Marengo. Key locations are identified on the Master Plan. While the design of all signage is subject to further detailed design, consistent wayfinding signage should be provided to delineate key movement networks, destinations and parking within Marengo. Signage should be consistent in style and form within the three towns.

5.2.10 Interpretation

Opportunities for interpretation should also be provided throughout to highlight the key features of Marengo. While subject to further detailed design, this could include interpretation of the Marengo Reefs Conservation Sanctuary, seals (associated with the seal watching platform), local vegetation and flora and the history of Marengo and its community.

Collaboration with Traditional Owners will ensure that the planning and delivery of interpretation reflects their rights and interests.

Image 38. Incorporating interpretation signage or creative paving can provide people with a greater understanding of the features of the site.

5.2.11 Entry feature

An entry feature is identified near the intersection of Marengo Crescent and the Great Ocean Road to signify arrival into the township. This could include signage, planting treatments, public art or feature lighting. It is important that this element is integrated into the landscape, provides a strong sense of arrival and reflects the local coastal character of Marengo.

Image 39. Indicative entry feature to signify arrival at Marengo Foreshore.

5.2.12 Vegetation

The coastal vegetation around the edge of the town acts as a visual buffer between the shoreline and the housing areas. It also provides dune stability and enhances the character of the township.

The Master Plan aims to protect and enhance vegetation within Marengo. Additional planting and revegetation is proposed along the foreshore and headlands as appropriate. Key considerations for revegetation include:

- Impacts on key views, particularly from residential areas adjacent;
- Provision of trees, shrubs and grasses which respect and reflect the local environment;
- Use of coastal indigenous and native species is preferred;
- No weed species will be used; and
- Plant species will focus on those which are low maintenance, drought-resistant and fauna friendly.

Some vegetation removal maybe required to allow for the realignment of the Great Ocean Walk, particularly along the headlands. This is subject to further detailed design.

Further to this, Parks Victoria have identified a number of large *Cupressus macrocarpa* trees along the headlands for removal. The removal of these trees will allow for spectacular views from the Holiday Park and for the realignment of the Great Ocean Walk and is subject to further detailed design.

5.2.13 Car Parking

The Marengo Master Plan provides for enhanced car parking including:

- **Foreshore Car Park** (approx. 26 spaces, including 2 disabled spaces). This area will be improved to create a more efficient and formalised parking area, with clear pedestrian connections to the beach. (This does not include the 14 spaces located near the look out and Caravan Park entry.)
- **Additional Overflow Parking** (approx. 34 spaces) – accommodated within the lawn area along the Great Ocean Road. Bollards will control access to this area when not in use.

A total of 60 car spaces are provided in these locations. While dedicated long vehicle and mini bus parking has not been provided, there is the opportunity for a small number of long vehicles to use the parallel parking spaces located near the seal watching and viewing platform. Larger buses and coaches are discouraged from parking within Marengo to minimise amenity impacts within the foreshore.

6 APOLLO BAY RECREATION RESERVE

The Apollo Bay Recreation Reserve is managed by the Authority and provides a unique mix of sporting, recreation and camping functions for locals and tourist alike. The sporting facilities include a sports oval, cricket nets, tennis and netball courts as well as associated club rooms and pavilion. These facilities are primarily used by Apollo Bay, Skenes Creek and Marengo residents. Previous studies, analysis and consultation feedback highlighted a number of issues and opportunities in relation to the Recreation Reserve and Pony Club. These are outlined opposite.

Image 40. Existing sports oval at the Recreation Reserve.

Image 41. Existing cricket and football pavilion.

6.1 Opportunities

As part of the CIP, the potential to relocate the Recreation Reserve and the Pony Club was explored. However, a suitable alternative location was not identified.

The Authority has since identified the need to prepare a master plan for the Recreation Reserve and is undertaking a Camping Uplift Project to help address some of the issues identified through the CIP process. The CIP supports the completion of these projects. These projects should be undertaken in collaboration with COSC and consider the following:

- Provision of a of well-connected network of pathways to and within the precinct, which are safe, clear, and accessible to all users. This includes allowing for connections to the town centre and other health and education facilities within Apollo Bay.
- Improving the interface with Barham River.
- Improving the overall amenity and aesthetics of the site including the provision of shade and wind protection.
- Enhancing the road network to provide clear connections and avoid pedestrian and vehicle conflicts.
- Mitigating the impacts of flooding.

The potential to relocate the Pony Club to an alternative site (e.g. Heathfield Estate Reserve) should continue to be investigated to ensure the continued availability of the foreshore land for public open space purposes.

Figure 16. Recreation Reserve - Existing Conditions

7 DESIGN GUIDELINES

7.1 Overview

Design Guidelines have been prepared to guide future development within the Apollo Bay, Skenes Creek and Marengo Foreshore Reserves so that they contributes to the coastal character, provides a high level of amenity for locals and visitors, and sets benchmarks in design quality. The guidelines will ensure future development:

- Respond to themes of the three towns, including their history, environment and people;
- Considers a site responsive approach to design;
- Contributes to the relaxed coastal character of the three towns; and
- Consider climate change and the environmental conditions of the foreshore setting.

These guidelines consist of two key sections. These are:

- **New Structures, Car Parking and Access** - Provides guidance for the future detailed design of the new buildings.
- **Public Realm** - Provides guidance for the future detailed design of all elements within the public realm.

NOTE: All images are indicative only.

7.2 Where do they apply?

The Design Guidelines apply to Foreshore Reserves managed by the Authority within Apollo Bay, Skenes Creek and Marengo. Refer to Figures 12-15.

7.3 Who uses them?

The Design Guidelines are used as a design tool for individuals and groups who are developing proposals for structures on the coast, like local councils, committees of management, community groups, individuals, groups, private entities and agencies, design consultants, architects and developers.

7.4 Policy Guidance

All buildings and works should be consistent with:

- The Colac Otway Shire Planning Scheme;
- Siting and Design Guidelines for Structures on the Victorian Coast, Department of Environment, Land, Water and Planning (May 2020);
- The Victorian Marine and Coastal Policy 2020; and
- Good Design and the Coast, Issue 2003, by the Office of the Victorian Government Architect, Victorian Coastal Strategy 2014 or subsequent version.

7.5 New Structures, Car Parking and Access

7.5.1 Heritage

- Alterations and additions to heritage buildings (i.e. the Information Centre) should be undertaken in a way that respects their design, appearance and significance in accordance with the Heritage Overlay.

7.5.2 Structure Height

- Structure heights should be responsive to the scale of existing development and landscape within and adjacent to the foreshore reserve.
- Structure heights should generally not exceed 9m above natural ground level. Allowance for roof forms, architectural features and detailing and services may be permitted, if required. In this case, it will need to be demonstrated that these elements will have minimal visual impact on views to the surrounding landscape.
- Internal structure spaces are designed to be adaptable and have a high level of amenity.
- Ground floors should be developed with a minimum floor to floor dimension of 4.0m at ground level and 3.7m at the second levels to enable adaptation to a variety of uses.

7.5.3 Siting of Structures

- Minimise the visual and physical impact of structures by grouping these and providing common access points, where possible and appropriate.
- Structures should be sited to retain and sensitively respond to known and yet to be discovered Traditional Owner heritage.
- Structures should be sited to avoid and minimise the impact to indigenous vegetation, where possible and appropriate.
- Orientate structures and position windows, awnings and shutters to maximise views to the water, to capture solar access in winter and provide appropriate shading in summer.

7.5.4 Structure Form and Design

- Structures are to be of a responsive architectural style and reflect a form of development appropriate to the coastal character of the forehsore environment. Avoid excessive detailing in facades.
- Built form and design should complement the topography to minimise the cut and fill.
- Pitched roofs (greater than 5 degrees to allow self washing) are encouraged. This is reminiscent of the surrounding undulating topography and vegetation.
- Roof forms should be integrated with the overall structure façade design. On larger structures, articulate or divide roof forms into distinct sections in order to minimise visual bulk.

Image 43. Indicative roof form that has been integrated with the overall design of the building.

Image 44. Simple materials reflecting the coastal character of the foreshore.

Image 45. Indicative articulated facade.

- All structure walls that are visible from key public areas should be articulated to provide visual interest. Articulation can be achieved by varying structure setbacks or projecting structure elements, utilising glazing, and varying structure materials, finishes and colours. Avoid excessive blank walls.
- Provide vertical articulation to visually break up the appearance of wider structure frontages.
- Upper levels of structures should be designed to provide habitable rooms with windows or balconies that overlook the public realm and capture views towards the water.
- The structures should provide awnings along the interface with key public areas to provide shelter and shade to pedestrians.
- Any sheds and outbuildings should complement the form, materials and colours of adjacent buildings.

7.5.5 Materials and Colours

- Use a mix of traditional and natural materials, textures and finishes that contribute to the coastal character of the foreshore. This could include a complementary combination of materials selected from the following; simulated weatherboards, lightweight materials, timber, render or concrete, steel, corten and natural stonework.
- All cladding, trim and painted external walls should be coloured and maintained in muted natural and coastal tones or other similar colours. Avoid the use of bright, bold colours that are not compatible with the muted tones of the natural landscape.
- External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas. This includes roofing materials and glazing. Solar panels are exempted.

Image 42. Indicative example of preferred materials and external finishes for the Surf Club building.

- Materials should consider the coastal environment and be resistant to elements such as salt, wind and sand.
- Utilise locally sourced, ecologically friendly and low embodied energy materials, recycled and recyclable materials, where appropriate.

7.5.6 Layout and Entries

- Building entries are to be located and orientated to address key public areas to provide logical and convenient access for visitors.
- Distinguish service entries from public entries.

7.5.7 Servicing and Bins

- Ensure building services are incorporated into the design of developments and screened from key public areas.
- Provide appropriate waste storage, loading and recycling facilities and screen them from public view.
- Loading and storage areas should be located to the rear or the building and hidden from key public views, where possible. Landscaping, articulation and fencing are key considerations to screen these areas.

7.5.8 Signage

- In addition to the requirements of Clause 52.05 of the Colac Otway Shire Planning Scheme, signage should:
  - Be of a scale, design and location that complements the design and proportion of the building and the landscape setting.
  - Be kept to a minimum by consolidating information.
  - Be designed to avoid visual clutter and avoid unnecessary repetition.
  - Be limited to one suspended sign per frontage, perpendicular to the façade, located below the verandah.
  - Be coloured in muted natural and coastal tones or other colours approved by the responsible authority and should complement the colours of the building. Avoid the use of animation, flashing, bright or reflective surfaces and colours that are not compatible with the muted tones of the natural landscape.

7.5.9 Environmentally Sustainable Design

- Encourage best practice Environmentally Sustainable Design in all new buildings.
- Where practical, incorporate solar (photo-voltaic) panels to generate electricity.
- Ensure stormwater harvesting and reuse from all major roof surfaces. The water should be used for landscape irrigation, cleaning and toilet flushing.
- Provide water efficient taps and fittings and utilise recycled or tank water to minimise consumption of potable water.
- Where practical, incorporate grey water treatment and re-use systems (in accordance with EPA requirements) to provide additional water sources for irrigation of landscapes, cleaning and toilet flushing.
- Consider wind energy generation provided it does not adversely impact on key views.
- Position windows, awnings and shutters to capture solar access in winter and provide appropriate shading in summer.
- Utilise natural systems to provide cross flow ventilation of buildings while ensuring openings are sealed in winter to minimise draft.
- Utilise insulation in combination with other materials that maximise thermal performance. Insulation products containing recycled or renewable materials are preferred.
- Heating and cooling systems should be zoned to meet the operating times and uses of the internal uses.
- Maximise natural lighting through skylights, light wells and positioning windows to capture northern light.
- Utilise energy efficient lighting and appliances.
- Where practical, source local building materials to reduce transportation. Selection should also take into account the embodied energy required in the production of the material.
- Consider the environmental credentials of external finishes such as durable external materials and paints and paints that are low in volatile organic compounds.
- Recycled, rather than newly processed, products and materials should be considered such as concrete with recycled aggregate, recycled steel and cement substitutes.
- Timbers from sustainability managed plantations, salvaged or recycled sources, as well as recycled composite materials are preferred.
- Windows should be double or triple glazed to provide insulation from both hot and cold conditions. Tinted or toned windows are not encouraged as these can limit the warmth from the winter sun, distort and discolour views and limit views into the building from the adjacent public realm.

7.5.10 Car Parking and Access

- Separate pedestrian and cyclist entry and movements (e.g. by landscaping) from vehicle movements, particularly loading and servicing, where feasible.
- Clearly define pedestrian access between car parks and building entries.
- Pedestrian access within the precinct should be designed to achieve Disability Discrimination Act compliance, where possible.
- Loading areas should be clearly defined with line marking, designed to allow unobstructed vehicle access and provide appropriate turning areas in accordance with Australian Standards AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities and the Planning Scheme.
- Car parking spaces and access ways should be designed in accordance with the dimensions specified in the Australian Standards and the Planning Scheme.
- Utilise porous surfaces and minimise impervious sealed surfaces, where practical, in order to maximise onsite stormwater infiltration.
- Utilise WSUD techniques to treat stormwater run-off from car parks and passively irrigate vegetation.
- Plant medium scale trees in car parking areas to improve visual amenity, provide shade and reduce urban heat island effects while ensuring view lines to foreshore areas from beyond the precinct are protected.
- Directional signage should be provided within the precinct to delineate entries and exits, parking and loading areas. Directional signage within the precinct should be consistent in style and form.

7.6 Landscape and Public Realm

7.6.1 Materials and Colours

- All landscape interventions should be appropriate to the coastal character of the precinct, be constructed of durable materials, vandal resistant, robust, safe and easily maintained.
- Where practical, source local materials to reduce transportation. Selection should also take into account the embodied energy required in the production of the material.
- Timbers from sustainability managed plantations, salvaged or recycled sources, as well as recycled composite or timber look materials are preferred.
- The preferred materials for the public realm should contribute to the coastal character of the precinct. Materials should be selected from the following:
  - Grass and lawn;
  - Timber, especially hard wearing and heavy timbers;
  - Enviroslat Composite or Timber-look Aluminium;
  - Stainless steel (marine grade) or corten steel;
  - Concrete, exposed aggregate feature paving and saw cut paving;
  - Granitic gravel paths;
  - Natural stones and rocks; and
  - Asphalt paving.

Image 46. Indicative example of preferred materials and external finishes for use within the public realm

Image 47. Indicative example of preferred furniture styles and forms for use within the public realm

7.6.2 Furniture

- Furniture including BBQ's, bollards, seating, picnic tables and picnic shelters should be functional and utilise simple forms and natural materials.
- Furniture should utilise inclusive design principles to ensure maximum accessibility by all people.
- The design of furniture should be consistent in style and form.

7.6.3 Lighting

- Lighting should be provided for the purposes of security and safe access to buildings and car parks. It should be designed so that it does not adversely impact on the safety of road users and does not impact on views to the water.
- Lighting should not impact ecological values or the night sky experience that is highly valued in coastal towns.

7.6.4 Vegetation and Planting

- Avoid or minimise the removal of native vegetation, where possible.
- All works within the precinct should ensure appropriate protection of existing vegetation including protection during construction.
- Vegetation should be resistant to coastal conditions (i.e. salt, wind and sand tolerant). Species that do not require irrigation from potable water supply are preferred.
- Where practical, indigenous and native coastal planting species that complement the coastal character of the precinct should be utilised.
- Vegetation should not impede on key sight lines.
- Shade trees should be incorporated, where practical.
- No plants classified as environmental weeds are to be planted on the precinct.

7.6.5 Public Art

- Public art should:
  - Contribute to the cultural identity and create a distinctive sense of place;
  - Respond to themes of theforeshore environment, including its history, its environment and its people;
  - Relate to buildings and the coastal character of the foreshore;
  - Respond to the challenge of climate change through sustainable design and fabrication;
  - Utilise timber and forms reminiscent of past site uses; and
  - Lighting of public art should complement lighting in public areas.

7.6.6 Interpretation

- The design of interpretation should be consistent in style and form throughout the precinct.
- Interpretation should:
  - Be subtle in the landscape and not be visually intrusive;
  - Contribute to the cultural identity and create a distinct sense of place; and
  - Respond to themes of the precinct, including its history, its environment and its people.
- Lighting of interpretation should complement lighting in public areas.

7.6.7 Planting Schedule

Botanic Name	Common Name	Mature (H x W)	Deciduous/ Evergreen	Form
Trees				
Agonis flexuosa	Willow Myrtle	10 x 5.0m	Evergreen	Pendulous
Allocasuarina littoralis	Black Sheoak	10 x 4.0m	Evergreen	Pendulous
Allocasuarina verticillata	Drooping Sheoak	9.0 x 5.0m	Evergreen	Pendulous
Araucaria heterophylla	Norfolk Island Pine	25 x 10m	Evergreen	Columnar
Banksia integrifolia	Coastal Banksia	15 x 6m	Evergreen	Broad-domed
Banksia marginata	Silver Banksia	5.0 x 4.0m	Evergreen	Broad-domed
Eucalyptus baxteri	Brown Stringybark	25 x 10m	Evergreen	Oval
Eucalyptus sideroxylon 'Rosea'	Red Ironbark	15 x 7m	Evergreen	Oval
Melaleuca lanceolata	Moonah	7.0 x 5.0m	Evergreen	Round

Botanic Name	Common Name	Mature (H x W)	Deciduous/ Evergreen	Form
Alyxia buxifolia	Sea Box	1.0 x 1.0m	Evergreen	
Banksia spinulosa 'Birthday Candles'	Dwarf Hairpin Banksia	0.5 x 1.0m	Evergreen	
Bursaria spinosa	Sweet Bursaria	4.0 x 3.0m	Evergreen	
Carpobrotus rossii	Native Pig Face	0.25 x 1.0m	Evergreen	
Correa alba	White Correa	1.5 x 1.5m	Evergreen	
Dianella revoluta var. brevicaulis	Coast Flax-lily	0.5 x 0.5m	Evergreen	
Distichlis distichophylla	Australian Salt Grass	0.3 x 1.0m	Evergreen	
Ficinia nodosa	Knobb Club Rush	0.7 x 0.7m	Evergreen	
Goodenia ovata	Hop Goodenia	1.0 x 1.0m	Evergreen	
Helichrysum scorpioides	Button Everlasting	0.4 x 0.4m	Evergreen	
Leucophyta brownii	Cushion Bush	1.0 x 1.0m	Evergreen	
Leucopogon parviflorus	Coast Beard Heath	2.0 x 1.5m	Evergreen	
Leptospermum scoparium	Manuka	3.0 x 2.0m	Evergreen	
Lomandra longifolia	Spinyheaded Mat-rush	1.0 x 1.0m	Evergreen	
Myoporum insulare	Common Boobialla	0.5 x 1.5m	Evergreen	
Poa labillardieri	Common Tussock Grass	0.75 x 0.75m	Evergreen	
Poa poiformis	Tussock Grass	0.5 x 0.5m	Evergreen	
Poa sieberiana	Grey Tussock Grass	1.0 x 1.0m	Evergreen	
Rhagodia candolleana	Seaberry Saltbush	2.0 x 2.0m	Evergreen	
Spyridium parvifolium 'Australflora Nimbus'	Dusty Miller	1.0 x 2.0m	Evergreen	
Stipa stipoides	Prickly Speargrass	0.8 x 0.8m	Evergreen	
Tetragonia implexicoma	Bower Spinach	0.3 x 3.0m	Evergreen	
Themeda trianda	Kangaroo Grass	0.3 x 0.5	Evergreen	
Xanthorrhoea australis	Grass Tree	3.0 x 2.0m	Evergreen	
Xanthorrhoea minor	Small Grass Tree	0.6 x 1.0m	Evergreen	

7.6.8 Plant Palette - Trees

Agonis flexuosa
Willow Myrtle

Allocasuarina verticillata (*)
Drooping Sheoak

Allocasuarina littoralis
Black Sheoak

Araucaria heterophylla
Norfolk Island Pine

Banksia integrifolia
Coastal Banksia

Banksia marginata
Silver Banksia

Eucalyptus baxteri(*)
Brown Stringybark

Eucalyptus sideroxylon 'Rosea'
Red Ironbark

Melaleuca lanceolata (*)
Moonah

7.6.9 Plant Palette - Hedges, Shrubs, Grasses & Groundcovers

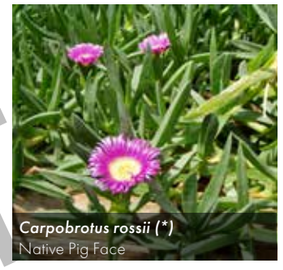

Acacia paradoxa (*)
Hedge Wattle


Austrostipa flavescens (*)
Spear Grass


Alyxia buxifolia (*)
Sea Box


Banksia spinulosa 'Birthday Candles'
Dwarf Hairpin Banksia


Bursaria spinosa (*)
Sweet Bursaria


Carpobrotus rossii (*)
Native Pig Face


Correa alba (*)
White Correa


Dianella revoluta var. brevicaulis
Knobby Club Rush


Distichlis distichophylla (*)
Australian Salt Grass


Ficinia nodosa (*)
Knobby Club Rush


Goodenia ovata (*)
Hop Goodenia


Helichrysum scorpioides (*)
Button Everlasting


Leucophyta brownii
Cushion Bush


Leucopogon parviflorus (*)
Coast Beard-heath


Leptospermum scoparium (*)
Manuka


Lomandra longifolia (*)
Spiny-headed Mat-rush


Myoporum insulare (*)
Common Boobialla


Poa labillardieri (*)
Common Tussock Grass


Poa poiformis
Tussock Grass


Poa sieberiana (*)
Grey tussock grass


Rhagodia candolleana (*)
Seaberry Saltbush


Spyridium parvifolium (*)
Dusty Miller


Stipa stipoides
Prickly Speargrass


Tetragonia implexicoma (*)
Bower Spinach


Themeda trianda
Kangaroo Grass


Xanthorrhoea australis
Grass Tree


Xanthorrhoea minor
Small Grass Tree

Colac Otway SHIRE

GREAT OCEAN ROAD
COAST & PARKS AUTHORITY

Tract