

COMMUNITY INFRASTRUCTURE PLAN

APOLLO BAY - SKENES CREEK - MARENGO

PHASE 2 CONSULTATION SUMMARY

MARCH 2020



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1 CONSULTATION SUMMARY



1.1 Overview

The Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan (CIP) is a partnership project between Colac Otway Shire Council and the Otway Coast Committee. The primary purpose of the CIP is to guide the provision of community infrastructure over the next 20-30 years. Community infrastructure includes parks and recreation facilities, community meeting spaces, halls and library space, education facilities, public toilets, etc. The CIP will also examine some civil infrastructure needs, in particular car parking, access and movement. Recommendations arising from the CIP will be based on a number of inputs, including:

- Community and stakeholder suggestions and aspirations (which are often diverse and can sometimes be conflicting)
- Background technical studies covering coastal process and hazards, a community infrastructure audit and assessment, a civil infrastructure audit, and a number of studies which focus on the Harbour including flora and fauna, cultural heritage, and survey work.
- Review of other relevant State and Council legislation, strategies and policies which inform or influence infrastructure provision.

There are a number of items which are outside the scope of the CIP project. These are:

- Changes to land use zoning across the study area, including the Harbour Precinct
- Changes to land use permitted or prohibited by existing zone provisions (for example, Accommodation is a prohibited use in the Special Use Zone which applies to the Harbour).
- Development on private property
- Building heights
- Bypass of Apollo Bay
- Relocation of the Golf Course
- Mitigation of erosion on the foreshore (the Department of Environment, Land, Water and Planning are addressing erosion as part of a separate project)
- Infrastructure not provided by Colac Otway Shire Council including water, sewer, gas and telecommunications
- Alignment and detailed design for the Skenes Creek to Wild Dog Creek Coast Discovery Trail

This context is provided to show the range of inputs (and exclusions) that will inform the recommendations of the CIP project. Community and stakeholder engagement is an essential component and the project has been designed to ensure extensive opportunities for community input over three phases.

These phases are summarised below and outlined in the flow chart opposite.

The 3 main consultation phases are:

- **Consultation Phase 1** - To understand, discuss and confirm the existing opportunities and issues facing the project (including negotiables and non negotiables).
- **Consultation Phase 2** - To inform the community of preliminary and emerging ideas and seek feedback with regards to these ideas.
- **Consultation Phase 3** - To invite feedback from the various key stakeholders on the draft report and ensure there is support for the proposed CIP.

Phases 1 and 2 of engagement are now complete and we would like to thank everyone who participated. The Phase 1 Consultation Summary can be accessed as a separate document on Council’s website. It also outlines the Governance Structure for the CIP project.

This paper provides a summary of feedback from community and stakeholder engagement undertaken during Phase 2 of the consultation process. Phase 2 focussed on seeking input on Emerging Ideas and Concepts for Apollo Bay, Skenes Creek and Marengo.

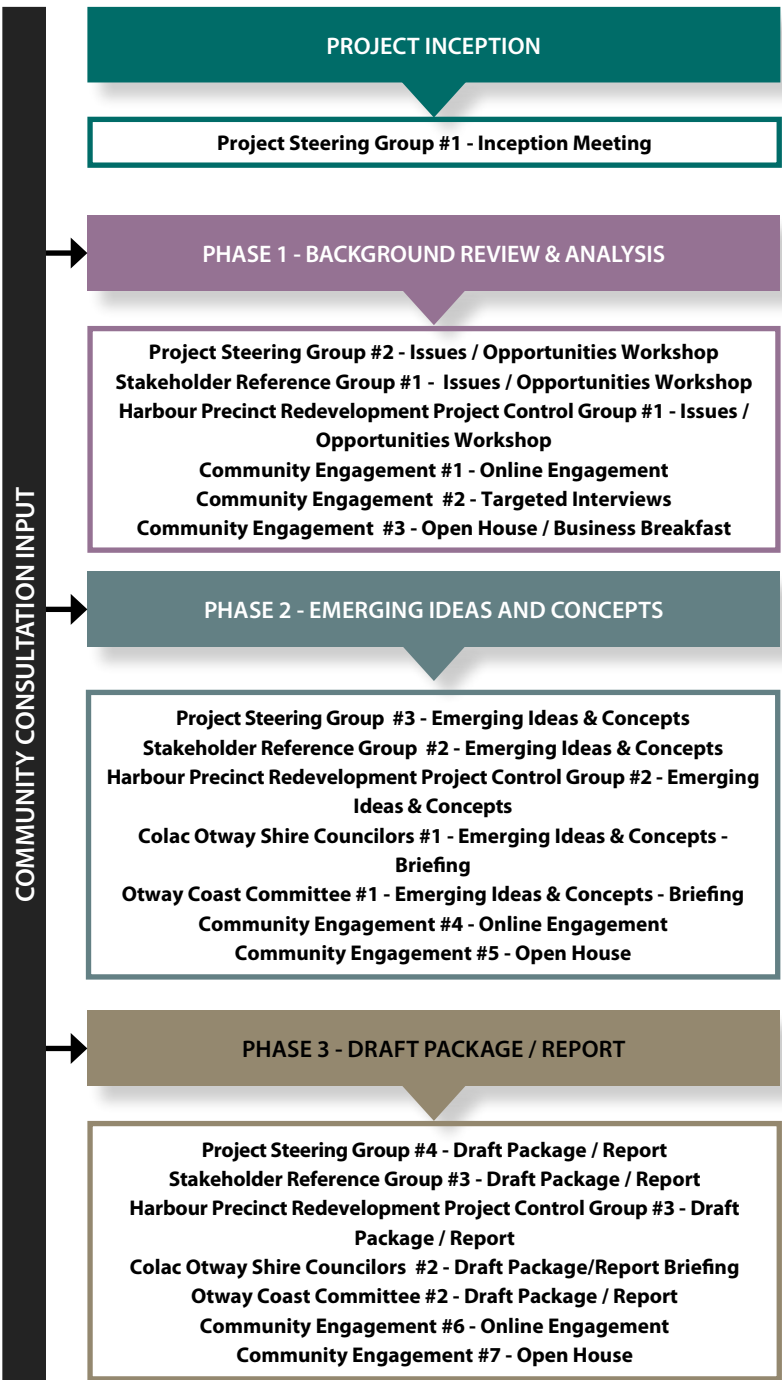


Figure 1. Consultation Phase Diagram

1.2 Activities

A range of activities were undertaken for Consultation Phase 2 including stakeholder workshops, a Council briefing, an Otway Coast Committee briefing, community open house sessions and an online survey. As with Phase 1, these activities attracted a high level of participation from the community.

The focus of these activities was to test the preliminary thoughts and ideas for the CIP. These ideas were informed by the Issues and Opportunities Paper (which includes an overview of relevant legislation, State and local policies and plans), technical studies, the input from Phase 1 Consultation and site visits.

The ideas / themes explored as part of this stage included:

- 1. **Guiding Principles** - Guiding principles that informed the development of emerging ideas and will be used in later detailed planning and design.
- 2. **Recreational Trails** - Recreational trails identified through previous studies and consultation.
- 3. **Township Connections** - Opportunities to improve pedestrian and cycle connections across the three towns.
- 4. **Recreation Reserve** - High level options for the potential relocation of the recreation reserve.
- 5. **Apollo Bay Foreshore** - A framework for the development and the siting and design of facilities and infrastructure within the foreshore, reflecting current user needs.
- 6. **Apollo Bay Harbour** - Opportunities to expand Harbour based activities whilst providing additional attractions that enhance the Harbour as a key tourist destination (in line with current planning policies and strategies).
- 7. **Collingwood Street (Great Ocean Road)** - Options for improving pedestrian access along Collingwood Street and between the shops and foreshore reserve.
- 8. **Pascoe Street** - Options to facilitate the re-directing of traffic along Pascoe Street (allowing for pedestrian prioritisation of Collingwood Street), to provide additional bus parking and improve pedestrian access.
- 9. **Nelson Street Intersection** - Options to improve the safety of vehicles and pedestrians at the intersection of Great Ocean Road and Nelson Street and to facilitate the re directing of buses along Pascoe Street.
- 10. **Skenes Creek Foreshore** - Opportunities to improve the appearance, functionality and amenity of the foreshore reserve, public toilets area and Skenes Creek Reserve.
- 11. **Marengo Foreshore** - Opportunities to improve the appearance, functionality and amenity of the Marengo foreshore reserve and car parking area.



Example of consultation material for Phase 2.

Stakeholder Workshops – Emerging Ideas and Concepts

Three workshops were held over 28 and 29 October 2019 with a range of stakeholders including Colac Otway Shire Council officers, Otway Coast Committee management, the Department of Environment, Land, Water and Planning, various infrastructure agencies and members of the Apollo Bay Harbour Precinct Redevelopment Project Control Group.

During these meetings, workshop participants were invited to review and discuss the Emerging Ideas and Concept posters.

Council and Otway Coast Committee Briefings

Separate briefings were held for the Colac Otway Shire Council and the Otway Coast Committee on 13 and 15 November 2019 respectively. The Emerging Ideas and Concepts posters were presented and explained with opportunities for questions. No decision making formed part of these briefings.

Community Open House Sessions – Emerging Ideas and Concepts

Two community open house sessions were held on 22 and 23 November 2019. Both days attracted large numbers of community members with approximately 115 people attending across both sessions, including permanent residents, semi-permanent residents and regular visitors. The open house was coordinated to include other consultation activities being undertaken by the Great Ocean Road Action Plan project team, and post graduate students from Monash University.

During both sessions, displays were set up for the CIP project which included A1 sized posters focussing on the 11 subject areas. Participants were encouraged to provide feedback using hard copy forms as well as through discussions with consultant and Council representatives. People were also informed that the Emerging Ideas would be displayed on Council’s website with opportunities to complete an online survey or send an e-mail or hard copy letter with further feedback.

The open house sessions were advertised via a direct mail out and letter box drop to all residents and businesses and non-resident ratepayers, on Council’s website, via Council social media, in the Apollo Bay Newssheet and Colac Herald, and by direct e-mail invitation to persons who previously requested to be kept informed of the project’s progress.

Emerging Ideas and Concepts Survey

An online survey was made available on Council’s website between 22 November 2019 and 8 January 2020. The online survey allowed community members to complete a questionnaire related to each theme of the Emerging Ideas posters which were also displayed online. It offered an opportunity to reach a broader range of the community who might not have been able to attend the open house events. Council also offered people the opportunity to complete the survey manually, with data added subsequently to the online feedback. In total, 65 responses were received.

Direct E-mail or Telephone Contact

In addition to the activities listed above, Council also received a number of direct e-mails and telephone calls from interested members of the community providing feedback on the Emerging Ideas and Concepts.

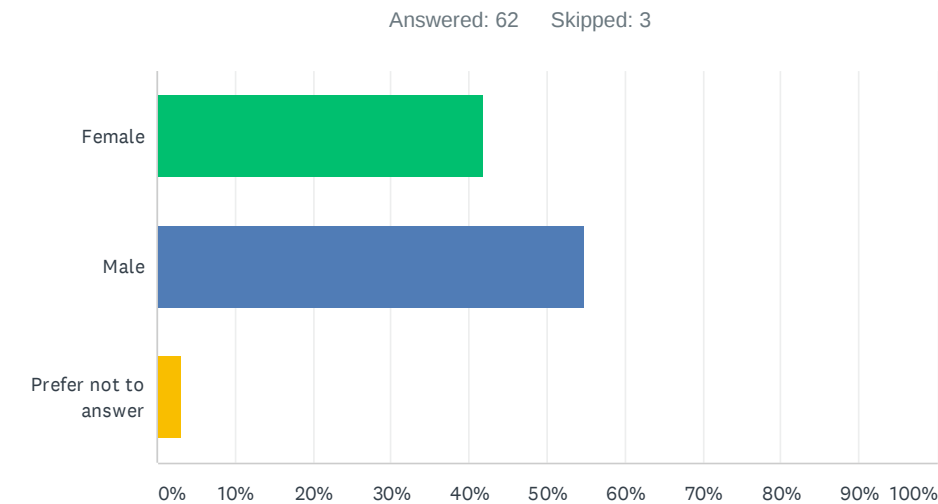


Example of consultation material for Phase 2.

1.3 Participants

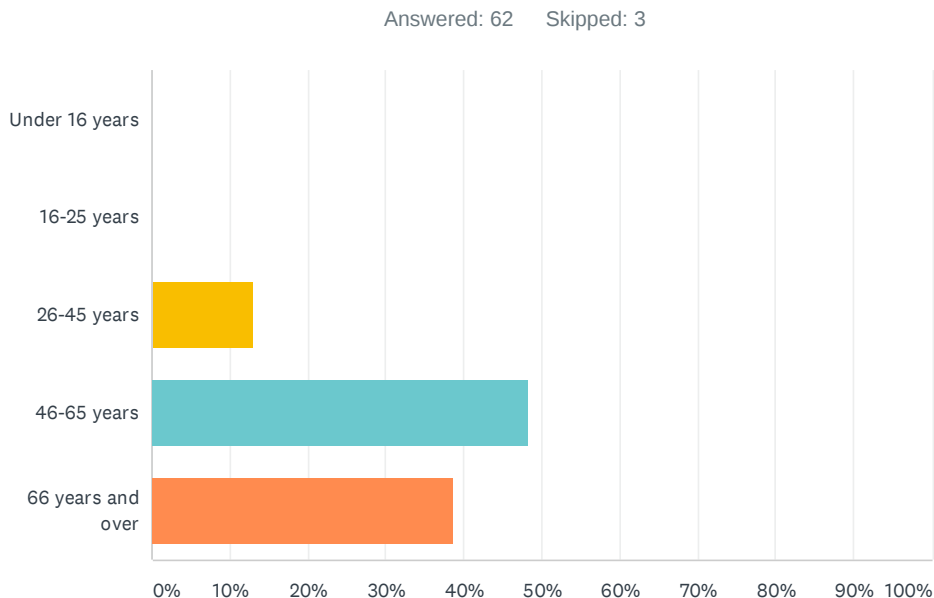
It is considered important for the CIP project to consult with a broad cross section of the community. However, as part of a large scale consultation process, it can be difficult to capture detailed demographic data about participants. Therefore, a wide range of activities were undertaken.

Some demographic data was collected through the survey/feedback forms (from 65 participants in total), either hard copy or via the online survey. A snapshot of this data is set out below.



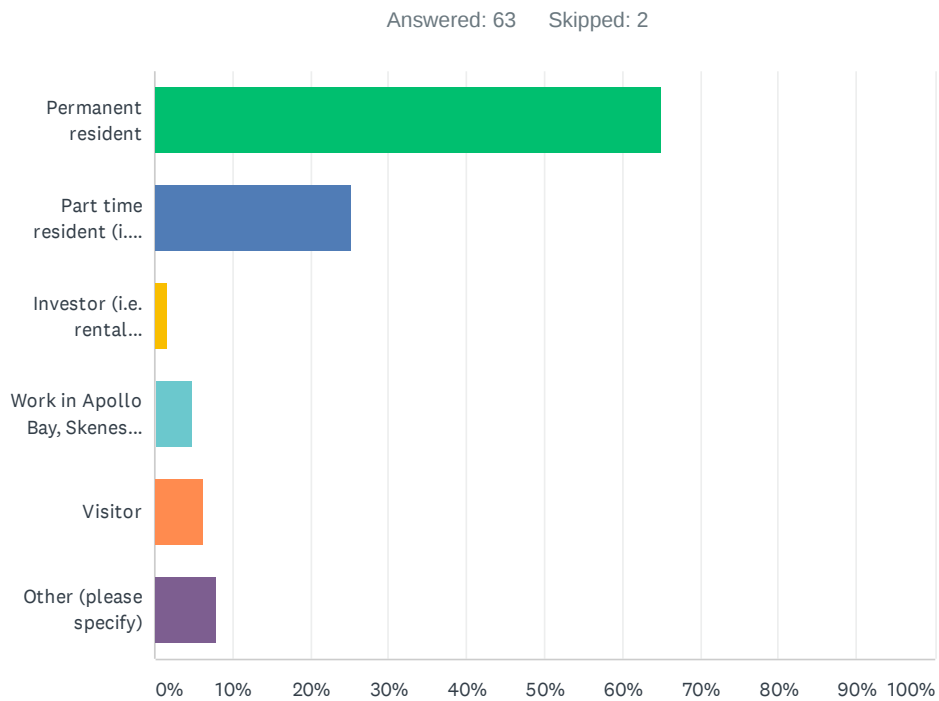
Answer Choice	% of Total Responses	No. Responses
Female	41.94%	26
Male	54.84%	34
Prefer not to answer	3.23%	2

Figure 2. Participants - Gender



Answer Choice	% of Total Responses	No. Responses
Under 16 years	0%	0
16-25 years	0%	0
26-45 years	12.90%	8
46-65 years	48.39%	30
66 years and over	38.71%	24

Figure 3. Participants - Age



Answer Choices	% of Total Responses	No. Responses
Permanent resident	65.08%	41
Parttime resident (i.e. holiday house or similar)	25.40%	16
Investor (i.e. rental property)	1.59%	1
Work in Apolo Bay, Skenes Creek or Marengo (but not live)	4.76%	3
Visitor	6.35%	4
Other (please specify)	7.94%	5
Total Respondents :		63

#	Other (Please specify)
1	Resident for 50+ years
2	Lived here for 59 years and my family history dates back from the early 1900s
3	Apollo Bay Tennis Club Inc - submission is based on those aspects of the CIP that impact on ABTC, members and visitors
4	Looking to move to apollo bay area
5	Local rural area resident AND Returned Serviceman (ex Army)

Figure 4. Participants - Connection to Apollo Bay

1.4 Feedback Summary

Feedback has been captured in relation to each theme of the 11 Emerging Ideas and Concepts posters. The feedback has been summarised under each theme opposite. It comprises feedback received through all activities associated with Phase 2 consultation, including verbal comments at the open house sessions and following, survey/feedback form responses, and direct e-mails and phone calls to Council. Individual comments made via the online survey can be viewed in Appendix 1.

0. Background

Project purpose – comments indicated that the plan needs to provide more clarity around its purpose.

- The purpose of the study needs to be 100% clear to the community – i.e. how does this piece of work fit with previous and existing work by other agencies and what will be its role in the upcoming establishment of the Great Ocean Road Authority.
- The CIP needs to set a clear vision and act as an advocacy document, to guide future decisions around priorities for investment and viable management models.

COMMUNITY INFRASTRUCTURE PLAN
APOLLO BAY - SKENES CREEK - MARENGO

BACKGROUND

About the Project

The Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan (the CIP) is being undertaken by Colac Otway Shire (Council), in partnership with the Otway Coast Committee (OCC) and Department of Environment Land Water and Planning (DELWP).

Key aspects of the project will include:

- A Community and Civil Infrastructure Plan – plans for Apollo Bay, Skenes Creek and Marengo focusing on the public realm and community and civil infrastructure.
- Apollo Bay, Skenes Creek and Marengo District Plan - which identifies:
 - Key activity centres and destinations (including the harbour, foreshore and commercial hub and others as identified through this project)
 - Linkages between towns and between activity centres and destinations, including options for types of travel (e.g. walking, cycling, driving)
 - Design Guidelines for public infrastructure, with a materials and planting palette covering things such as signage, street furniture and landscaping
- Detailed Master Plans - for activity centres identified through this project.

The project aims to ensure that the towns continue to grow and prosper, while remaining enjoyable places to live and visit.


Project Non Negotiables

The following matters are outside the scope of the CIP project:

- Changes to land use zoning across the study area, including the Harbour Precinct
- Changes to land use permitted or prohibited by existing zone provisions (For example, Accommodation is a prohibited use in the Special Use Zone which applies to the Harbour).
- Development on private property
- Building heights

Study Area

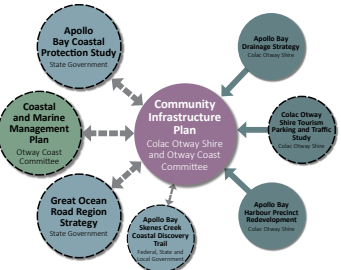
The study area for the project is outlined below in Figure 1.



Site Plan / Investigation Area

Project Linkages

A number of projects are currently underway in Apollo Bay that will influence the CIP, including:



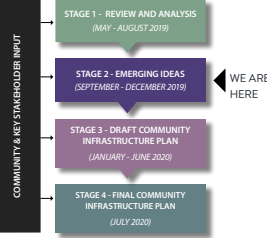
Project linkages

COMMUNITY INFRASTRUCTURE PLAN
APOLLO BAY - SKENES CREEK - MARENGO

BACKGROUND

The Process So Far

The Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan will be developed across a number of stages as outlined below. The process is anticipated to take about 12 - 18 months.



Stage Diagram

Stage 1 of the project is now complete and included a range of community engagement events.

ISSUES AND OPPORTUNITIES PAPER

An Issues and Opportunities Paper has been prepared to identify and understand the context, issues, processes, challenges and opportunities facing the townships of Apollo Bay, Skenes Creek and Marengo. Additional technical studies, along with numerous other previous reports and Stage 1 Consultation feedback have been considered in the development of the emerging ideas.

For further details on the Stage 1 Consultation or the Issues and Opportunities Paper, please visit <https://www.colacotwayvic.gov.au/Works-Projects/Community-Infrastructure-Plan-Apollo-Bay-Skenes-Creek-Marengo>

Stage 2 - Emerging Ideas

In this stage of the project, Stage 2 - Emerging Ideas, we will be testing preliminary thoughts and ideas for the Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan.

The thoughts and ideas have been informed by the Issues and Opportunities Paper, Technical Studies (various), Stage 1 Consultation, Council feedback and site visits.

These Emerging Ideas will be used to gain feedback from you; the community, and stakeholders, that will then help in developing a draft Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan.

PLEASE NOTE: Foreshore areas are currently managed by the Otway Coast Committee (OCC) on behalf of the State Government. Future management and development of these areas will ultimately be governed by a Marine and Coastal Management Plan (MCMP) currently being prepared by the OCC. The following concepts and ideas are intended as suggestions for further consideration as part of the MCMP process.

The ideas being explored as part of this stage include:

1. **Guiding Principles** - Outlines the guiding principles that have informed the development of emerging ideas and will be used in later detailed planning and design.
2. **Recreational Trails** - Outlines recreational trails identified through previous studies and consultation.
3. **Township Connections** - Opportunities to improve pedestrian and cycle connections across the three towns.
4. **Recreation Reserve** - High level options for the potential relocation of the recreation reserve.
5. **Apollo Bay Foreshore** - A framework for the development and the siting and design of facilities and infrastructure within the foreshore, reflecting current user needs.
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We look forward to hearing your thoughts!

Open House Poster - Background

Tract

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1. Guiding Principles

- All of the guiding principles were considered important by at least some of the participants. The following principles were most favoured through the survey feedback:
- Maintain a ‘small town’ development scale while catering to seasonal peaks in visitor numbers (78.69%).
- Create a sustainable and robust environment that can adapt to environmental change over time (72.13%).
- Meet local community infrastructure needs through the development of shared use facilities (68.85%).
- Make it easier and safer to get around for all ages and abilities (62.30%).
- Develop an activity and connections framework for Apollo Bay foreshore (59.02%).
- The lowest scoring principles on the survey were:
 - Improve visitor wayfinding and place legibility (44% of respondents felt this was important)
 - Strengthen the relationship between townships (49% of respondents felt this was important)
- Considerable feedback was received on the importance of maintaining and enhancing a community feel - a “fishing” village atmosphere.
- Some participants felt the words are too vague, and need to be more specific, e.g. what does Principle 10 mean?
- Many respondents felt that the biggest issue for Apollo Bay is the number and condition of public toilets. How is this captured through the principles?
- Suggestions for additional principles, or subjects to be covered by the principles, included:
 - Climate change impacts, particularly erosion and sea level rise, and how this will impact on existing and future infrastructure. Must take account of the most up to date science and projections.
 - Viable maintenance and management models.
 - Pedestrian and cyclist safety.
 - Community health and welfare, with specific mention of shade trees, sun shades, active transport facilities, especially bicycle infrastructure.
 - Green, sustainability principles, e.g. low energy, multi-purpose buildings, renewable energy, low carbon emissions, long term planning.
 - An emphasis on retaining existing infrastructure where possible to minimise environmental impact and cost.
 - Legible, universal design principles – to assist in overcoming language barriers. Signage in both English and Mandarin is important.
 - Parking – anticipate that there will be a very high demand moving into the future. Include principals around parking provision e.g. to the rear or edges of main destinations/pedestrian environments.
 - Increasing the foreshore for greater public open space and improved sight lines.
 - Defining a maximum capacity for the three towns because the environment will not cope with unlimited development and visitor numbers.

COMMUNITY INFRASTRUCTURE PLAN
APOLLO BAY - SKENES CREEK - MARENGO

1. GUIDING PRINCIPLES

Overview

The Guiding Principles have been developed from community and stakeholder consultation and analysis of the key issues and opportunities.

The Guiding Principles have been used to guide the development of emerging ideas and will be used in later detailed planning and design. The Guiding Principles may be refined following feedback from the community.

The CIP is not just about the provision of infrastructure. It should also consider the following:

- The foreshore must be designed to function as a key leisure destination that is attractive to both locals and visitors across all seasons.
- Apollo Bay must function as a part of the Great Ocean Road tourism network as tourism will be an increasingly important economic and employment factor within the town and region.
- Apollo Bay and its hinterland should provide a more complex and layered visitor experience that offers more places to go and more things to do. This will also reduce tourism impacts on the town

Guiding Principles

GUIDING PRINCIPLE 1

Develop an activity and connections framework for Apollo Bay foreshore

WHAT DOES THIS MEAN FOR THE CIP?

- Develop a more diverse series of key visitor destinations (multi-use settings) and access networks to meet the needs of a wide range of visitors and locals. This framework will be based on providing a wider range of visitor experiences and destinations that represent the best qualities that define the study area and its region
- Develop specific values and uses for the whole of the study area. Visitor destinations should link together and add value to each other without being separated by 'no go' or inaccessible areas
- Connect places by road and pedestrian / bike trail. There should always be a pedestrian access alternative

GUIDING PRINCIPLE 2

Redesign Apollo Bay foreshore reserve to provide better beach access and more attractive park settings

WHAT DOES THIS MEAN FOR THE CIP?

- Re-structure the foreshore reserve to create a central leisure space that serves the needs of locals and visitors. This space should serve as the start of the Great Ocean Walk and be the place where locals and visitors meet
- Provide a clear and connected trail between the foreshore and the Harbour.

GUIDING PRINCIPLE 3

Change the function and pedestrian capacity of the Collingwood Street (Great Ocean Road) retail area

WHAT DOES THIS MEAN FOR THE CIP?

- Consider a seasonal or permanent one-way road system that allows for widening of the Collingwood Street footpath
- Develop a more structured approach to footpath use that separates pedestrian movement and services functions from static uses such as eating and resting
- Develop more informal road crossing points to allow for better pedestrian connections between the foreshore and the retail strip
- Improve the landscape quality of the retail centre and foreshore reserve through tree planting and ground level landscape works

COMMUNITY INFRASTRUCTURE PLAN
APOLLO BAY - SKENES CREEK - MARENGO

1. GUIDING PRINCIPLES

GUIDING PRINCIPLE 4

Make it easier and safer to get around for all ages and all abilities

WHAT DOES THIS MEAN FOR THE CIP?

- Develop a formal pathway / bicycle network to serve Apollo Bay. Visually reinforce the neighbourhood and pathway structure through tree planting
- Formalise parking and road access to increase parking efficiency and minimise landscape and environmental impacts
- Create a range of key leisure destinations that act to draw casual parking away from retail centre parking areas and reduce competition for parking in the retail area
- Reduce car dominance and encourage pedestrian and bicycle movement between key destinations. Make the pedestrian trail network a specific leisure feature
- Create 'loops of interest' that accommodate various levels of available leisure time, such as one hour, two hour, four hour and all day trail experiences
- Separate vehicle and pedestrians wherever possible. Improve pedestrian safety

GUIDING PRINCIPLE 5

Maintain a 'small town' development scale while catering to seasonal peaks in visitor numbers

WHAT DOES THIS MEAN FOR THE CIP?

- Maintain the low scale of building development. The town, its built form and infrastructure should appear as an authentic part of the town and design form should always be shaped by the landscape
- Maintain the pattern of viewing, the separation of development areas and the visual relationship to landscape that defines Apollo Bay and related coastal settlements. The landscape should always be a visually dominant part of the visitor experience
- Develop a framework of facilities and leisure settings to meet a mid-level of local and visitor needs but develop these in association with multi-use spaces that cater for larger numbers and future change
- Limit the spread of road and parking infrastructure and the visual
- Design for the

GUIDING PRINCIPLE 6

Strengthen the relationship between the townships

WHAT DOES THIS MEAN FOR THE CIP?

- Apollo Bay, Marengo and Skenes Creek should each retain their separate form, identity and sense of place. They should be seen as authentic coastal settlements.
- Each place should be seen as a distinct leisure destination with facilities and services matching the needs of visitors, but the infrastructure capacity of each destination should be limited to what can be comfortably absorbed by the landscape and environment of each setting
- Each place should serve as the starting point or destination for a local and regional trail system
- Development within each town setting should not adversely impact the beach / coastal walk which should always retain its 'wild coast' scenic quality

GUIDING PRINCIPLE 7

Meet local community infrastructure needs through the development of shared use facilities

WHAT DOES THIS MEAN FOR THE CIP?

- Develop shared use infrastructure that serves the needs of locals and visitors.
- Consider the role of temporary facilities to meet seasonal and special needs
- Use shared infrastructure settings to bring locals and visitors together.

COMMUNITY INFRASTRUCTURE PLAN
APOLLO BAY - SKENES CREEK - MARENGO

1.STRATEGIC FRAMEWORK

Strategic Framework Plan

Strategic Framework Plan - The Three Towns

Strategic Framework Plan - Apollo Bay

PLEASE NOTE: Any infrastructure suggested on this plan is for information only and will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability.

Open House Poster -Guiding Principles

Tract

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2. Recreation Trails

- The need for adequate funding and an annual maintenance budget.
- Building community infrastructure that enhances economic, environment and social outcomes for the community.
- No loss of amenity to existing property owners, particularly coastal views.
- The total agreement of all parties that development and improvement must happen. The CIP must go forward with some decisions. Change is essential.
- Attracting high spend visitors that stay longer and spend more.
- It was noted that sand dunes and vegetation have changed considerably since the Harbour development in the 1950s. It was asserted that dunes near the golf course and playground have risen at least 6 metres or more.
- Respondents felt there is a lot in the CIP for tourism and visitors and that it should also include a principle about the visitors contributing towards the provision of facilities.
- One respondent asked for an option to reduce development and care for wildlife.
- Another noted that the current amenity is quite attractive. Sprawling and casual gives it its heartbeat. There should be an emphasis on creating a place that is loved, not designed for capacity.
- One respondent requested more heritage controls.

- Note: The Skenes Creek to Wild Dog Creek Coast Discovery Trail is already a committed and funded project and is outside the scope of the CIP project.
- Foreshore trails were considered the biggest priority of the identified trails through the survey.
 - Reasons given in survey responses for supporting trails included benefits to community health and safety (e.g. keeping walkers off the roads) and protection of the environment.
 - Trails are considered an important attraction, allowing eco-friendly transport options to destinations and access to the beach.
 - Comments included that easy trails should come first to encourage riding, potentially saving on the number of cars entering Apollo Bay during peak times.
 - A number of respondents noted that trails between settlements are important to help connect the communities.
 - Considerable feedback was received supporting a trail to connect the Harbour to the town. It was asserted that considerable funds have been paid to the Otway Coast Committee for this pathway connection.
 - A few people raised the issues of all abilities access.
 - It was noted that access to the foreshore is a priority to many residents and visitors.
 - A number of people have concerns about the sustainability of trails near the foreshore because of erosion and sea level rise.
 - One participant does not believe any trails should be constructed on the foreshore because of erosion, sea level rise and because they are not needed when people can walk along the beach.

- There are also some concerns about the feasibility and safety of some of the inland trails.
- Comments made in relation to prioritisation of trail construction included:
 - Priority should be based on sustainability and cost.
 - Prioritise routes to community destinations such as the school and recreations reserve.
- Additional trails suggestions included:
 - A fitness trail.
 - Re-open the Marriners Falls walk
 - Extend a trail from Skenes Creek to Petticoat Creek, connecting up to the Hickeys Cutting / Old Coach Road Loop Trail and the proposed trail to Fairhaven.
- In town loop.

- A need to identify off road cycling connection routes.
- A request was made to formalise the Hickeys Cutting / Old Coach Loop Trail, to install wayfinding signage and safety signs.
- One submitter raised concerns about the Nosedá trail and suggested it should be primarily a road access before a walking track.

COMMUNITY
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APOLLO BAY - SKENES CREEK - MARENGO

EMERGING IDEAS

2.RECREATION TRAILS

Overview

The trails outlined below have been identified across a number of previous studies and through community input.

The proposed trails will provide for a diversity of experiences and strengthen the current visitor offer to Apollo Bay, Skenes Creek and Marengo.

Recreational Trails

SHEET 7

Trail 1 - Foreshore Trail

Provides for a continuous foreshore experience connecting Skenes Creek with the Great Ocean Walk at Marengo along a 10km long trail

- Section 1a - Skenes Creek to Wild Dog Creek Coast Discovery Trail. The study informing the proposal was delivered by a community led steering committee funded by the Council, State Government and Chamber of Commerce. It is now being delivered by the Council and funded jointly by the State and Federal Governments under the City Deal.
- Section 1b - A scenic coastal boardwalk connecting the Harbour into the Apollo Bay Town Centre
- Section 1c - will provide for a scenic boardwalk experience with views across the Marine Reefs Sanctuary

Foreshore Trail

Trail 2 - Les Nosedá Highview Walk

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

Foreshore Trail

Trail 3 - Wild Dog Trail

An 16.5km trail already used by bushwalkers providing a range of landscape experiences and views of forested ridges and river valleys behind Apollo Bay

Foreshore Trail

Trail 4 - Wild Dog Falls Trail

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

Foreshore Trail

Trail 5 - Wild Dog Loop Trail

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

Foreshore Trail

Trail 6 - Old Coach Road Loop Trail

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

Foreshore Trail

Marriners Lookout Trail

A steep 150m track providing access between the Marriners Lookout car park and the lookout. The track provides for panoramic views across the coast, extending from Skenes Creek to the Apollo Bay Harbour.

Foreshore Trail

KEY CHALLENGES FOR TRAIL DELIVERY:

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

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

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

Open House Poster -Recreation Trails

Tract

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3. Township Connections

- A number of survey respondents noted that connections between towns have been identified but connections inland through the townships could also be improved.
 - It was noted that current pedestrian crossing points between the coastal path and towns are misaligned and should be moved.
 - Also that many existing paths are in poor condition and need repair.
 - A number of survey respondents noted that the path to the Recreation Reserve is shown as proposed when it is an existing, well used path.
 - A few participants raised the importance of ensuring connections between town paths and recreational trails.
 - Some felt that infrastructure along paths has not been identified and is a missed opportunity.
 - Requests included a path along the Barham River inland from Apollo Bay to Marengo.
 - In general, the number of roundabouts proposed was of concern and not supported.
 - A number of survey respondents said the priority should be to connect the towns in the first instance, taking into account sea level rise and erosion. Construction standards are very important.
 - A Harbour connection was also raised as a priority.
 - A number of participants requested a reduction in the speed limit through townships to 50km/ph.
- Some specific pathway related infrastructure was requested for Skenes Creek by the Skenes Creek Advancement Association, including:
 - An architectural pedestrian bridge across Skenes Creek.
 - A splitter island / pedestrian refuge on the Great Ocean Road at Bass Crescent.
 - A splitter island / pedestrian refuge on the Great Ocean Road near the bus stop.
 - A gravel path along the existing pedestrian path between Karlson Street and Motts Lane.
 - A shared use gravel path along Old Coach Road to Ozone Street (part of Hickeys Cutting / Old Coach loop trail).
 - A gravel path from Muller Road east to service road.
 - A shared use gravel path along the foreshore from the campground to Petticoat Creek (part of Hickeys Cutting / Old Coach loop trail and Fairhaven to Skenes Creek trail).

COMMUNITY INFRASTRUCTURE PLAN

APOLLO BAY - SKENES CREEK - MARENGO

EMERGING IDEAS

3.TOWNSHIP CONNECTIONS

Overview

The township connections, shown opposite, integrate a range of ideas identified in previous studies and community and stakeholder input.

The proposed township connections will improve pedestrian and cycle access and safety across the three towns, and connect people to key destinations and facilities.

Apollo Bay

IMPROVEMENT IDEAS

- Improved pedestrian conditions along Collingwood Street (Great Ocean Road) to make it easier walk along the street and cross the road into the foreshore reserve
- Enhancements to Pascoe Street to improve cycling connections and make it easier for pedestrians to cross
- A clear pedestrian link up to the Community and Education Hub with pedestrian priority at intersections, canopy street tree planting and signage
- A range of new footpaths to enhance local connections
- Clear and continuous connections along the foreshore
- New roundabouts along Pascoe Street to support its role in providing additional bus parking
- A hierarchy of streetcapes with themed landscaping to enhance wayfinding across the Town Centre

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

PRECEDENT IMAGES

The following images are examples of pedestrian crossing treatments.

Raised pedestrian crossing

Pedestrian refuge

COMMUNITY INFRASTRUCTURE PLAN

APOLLO BAY - SKENES CREEK - MARENGO

EMERGING IDEAS

3.TOWNSHIP CONNECTIONS

Township Connect

Skenes Creek

IMPROVEMENT IDEAS

- An additional pedestrian refuge along the Great Ocean Road to make it easier to access the foreshore and bus stop.
- A potential pedestrian bridge providing a direct connection between the main car park / bus stops and the public toilets / foreshore access.
- A new footpath on the north side of Great Ocean Road providing a safe, local connection to residences.
- A continuous foreshore path proposed as part of the Skenes Creek to Wild Dog Creek Coast Discovery Trail which was developed by a community-led steering Committee.
- A potential trail along Old Coach Road up to Hickeys Cutting

Marengo

IMPROVEMENT IDEAS

- A continuous foreshore trail providing access along the Marengo Foreshore Reserve and extending around the headland to connect with the Great Ocean Walk.

Township Connections - Skenes Creek

Township Connections - Marengo

PRECEDENT IMAGES

The following images are examples of pedestrian improvement ideas.

Pedestrian bridge

Timber boardwalk

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

Open House Poster - Township Connections

4. Recreation Reserve

- The overwhelming majority of survey respondents felt the sports reserve should be retained in its current location (over 80%), with most also preferring to retain the camping ground at the same site.
- No viable options for relocation of the reserve or camping ground were identified. Suggestions were made for sites that have already been investigated and discounted.
- There were some suggestions for relocation to the school. However this is not supported by the School Council.
- Some suggestions for nearby privately owned farm land.
- Many participants noted that the land was originally gifted as a reserve for cricket and continues to be reserved on title for “Cricket and other forms of recreation”.
- One survey respondent noted the need to consider that the reserve is also used for the agricultural show and another for landing of the air ambulance.
- A few participants asserted that recreation reserves and camping grounds are co-located all over Australia, and are compatible uses.
- The current Pony Club location was favoured by a few survey respondents. Some asked whether facilities could be built which could attract tourism and revenue?
- One respondent suggested that the Pony Club could access Heathfield Estate.
- A number of survey respondents felt that the existing location of the Recreation Reserve is convenient, visible, close to the town, shops and other facilities.
- A number of people felt that the recreation reserve should be managed by Council, not the State, with funds from camping facilities reinvested into upgrading the sporting facilities.
- It was noted that any redevelopment of the facilities needs to take into account flooding and climate change impacts.
- Some survey respondents felt that the area adjacent to Gambier Street could be developed. Various options were suggested, new netball courts, tennis courts, cabins, workers’ accommodation. Adjacent landowners were concerned that any development should not impact on views across the site.
- Some felt that the facilities at the site need major improvement.
- One respondent stated that there should be no human activity directly next to the foreshore.
- A few participants were very supportive of the need for a masterplan first to resolve conflict issues, improve access, upgrade existing facilities to be fit for purpose and resilient to flood (to a tolerance), make more efficient use of existing space etc.
- It was suggested that the CIP could add some guiding principles around planning for recreation facilities such as:
 - As centrally located and accessible as possible to Apollo Bay.
 - Connected by direct off road cycling and pedestrian routes.

- Look for opportunities to improve provision of passive open space amenity and facilities to service local, walkable catchments (within 400m) and connected to key cycling routes e.g. the land on the north side of the recreation reserve.
- Identify current and future recreation needs to inform recreation reserve planning.
- Invest in facilities and upgrades that can adapt over time to changing trends and demands.



Open House Poster -Recreation Reserve

5. Apollo Bay Foreshore

- The top three features most strongly supported through the online survey were:
 - Improved toilets (75%)
 - Continuous path to the Harbour (74%)
 - New Surf Life Saving Club including shared use community facility (43%)
- There was a mix of views about development of the foreshore. Many liked the proposed concepts but others felt it was over designed and not in keeping with a village atmosphere.
- Some felt the focus should be on improving existing facilities, particularly toilets.
- There was strong support for a path to the Harbour.
- There were comments that the dunes should be reduced and this space reclaimed for both additional open space and so as not to impede views to the coast. The dunes have grown over the years.
- Concerns were raised that there was not enough consideration given to erosion, climate change forecasts.
- One respondent noted that the foreshore is the only designated safe space in bushfire situations and that this needs to be recognised.
- Most respondents felt that the foreshore should not be used for a car park and particularly not for oversized vehicle parking. However, some felt that parking should be increased.
- There was general support for redirecting large vehicles along Pascoe Street, and some support for one-way traffic along Collingwood Street allowing for extra café seating.
- Suggestions were made for park and ride systems with bus parking offered in the industrial estate.
- Suggestions were made for more large trees and shade trees, particularly alongside walking paths.
- There was some support for an improved playground with sunshade and new equipment in keeping with the village character of Apollo Bay.
- A request was made for exercise equipment at both ends of the foreshore.
- Many respondents recommended that the priority works should be focussed on improving the toilets and beach access.
- It was suggested that the management model needs to be reconsidered.
- There is a need to make sure that the existing foreshore sculptures are noted on the plans and are protected through any future development of the foreshore.
- There was considerable feedback about the Apollo Bay Surf Life Saving Club (ABSLSC). A number of respondents said they would like to see a bigger, enhanced Surf Club while others felt it should be smaller.
- It was noted that the ABSLSC facilities are not included as ‘current community infrastructure’, and given their use by the club and general community it should be included. The following points were made:
 - The ABSLSC facilities are not included in ‘identified gaps’ as a community infrastructure requiring urgent improvement. It is suggested that it should be given the very poor and inadequate condition of the building and the role it plays in the education, training and safety of the community and visitors.
 - Surf safety is not included under tourism/ tourist considerations. The drownings in recent times have been tourists/international visitors. Given the increasing volume of tourists that visit the areas beaches each year this should be an important consideration, along with the infrastructure and education facilities to support their care and safety.
- The Apollo Bay Foreshore Concept Plan notes that the ABSLSC could potentially include visitor information services. This is of concern as this use may conflict with the surf life saving operations, especially on busy days of potentially dangerous surf conditions and surf life saving events and carnivals. The Club certainly has an important role to play as a community and visitor/tourist asset, but incorporation of tourist information services is inappropriate. However, it should include signage and information about surf/beach safety and awareness.

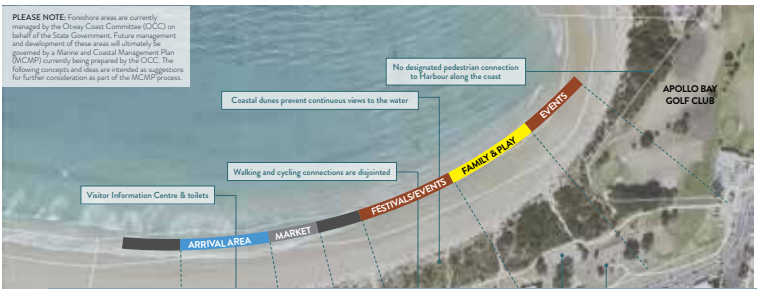
COMMUNITY INFRASTRUCTURE PLAN
APOLLO BAY - SKENES CREEK - MARENGO
EMERGING IDEAS
5. APOLLO BAY FORESHORE

Overview

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.

Key considerations include:

- There is a shift to international and day visitations that is placing stress on existing infrastructure such as the foreshore reserve. Spaces need to be adaptable to low use and high use modes.
- Walking and cycling connections along the foreshore are disjointed and could be improved. In particular the Great Ocean Walk is not continuous.
- 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 for a variety of people.
- The Surf Life Saving Club has proposed a concept plan for providing new and improved facilities in their current location. This includes a new building in a similar location with an integrated public toilet, and improvements to beach access and car parking.
- Coastal dunes prevent continuous views to the water.
- The nature and role of visitor services are changing to suit visitor needs and technological advancements. This will need to be considered in the planning of buildings and infrastructure within the foreshore.



COMMUNITY INFRASTRUCTURE PLAN
APOLLO BAY - SKENES CREEK - MARENGO
EMERGING IDEAS
5. APOLLO BAY FORESHORE

Image and Character Ideas

Image and Character Ideas are photo examples of other places provided to generate some thoughts and ideas on how the Apollo Bay Foreshore could look in the future. The photos present a range of design ideas for the area.

BUILT FORM

- A1 Contemporary built form utilizing natural materials.
- A2 Simple built form with a focus on glass and timber.
- A3 Life saving outpost.
- A4 Formal amphitheater / stage for large events.
- A5 Public art to reflect local qualities of Apollo Bay and its context.

FITNESS / EXERCISE

- A6 Fitness and exercise equipment for all.

PEDESTRIAN ACCESS

- A7 Shared paths allowing for pedestrian and

PLAY

- A8 Paths to provide access and delineate areas of
- A9 Play opportunities for all ages include small youth.
- A10 Enhanced adventure play space providing for visitors and locals.

PUBLIC ART

COMMUNITY INFRASTRUCTURE PLAN
APOLLO BAY - SKENES CREEK - MARENGO
EMERGING IDEAS
5. APOLLO BAY FORESHORE

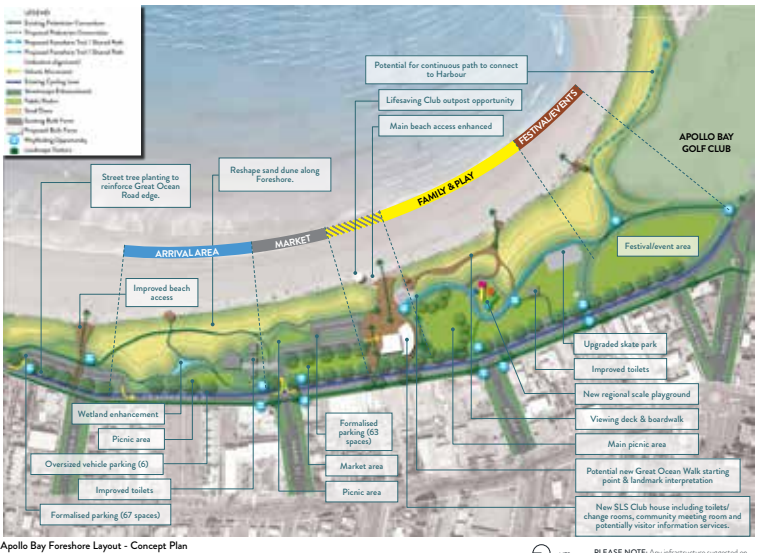
Improvement Opportunities

The site planning option aims to look past the legacy of past 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.

KEY ELEMENTS

The design specifically:

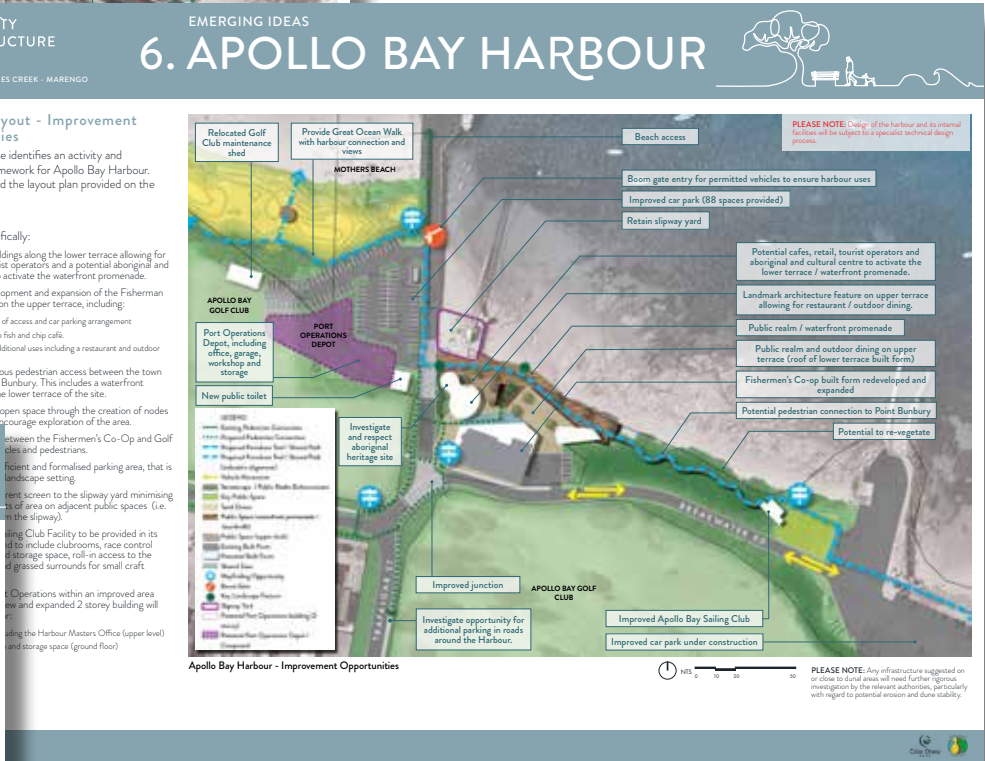
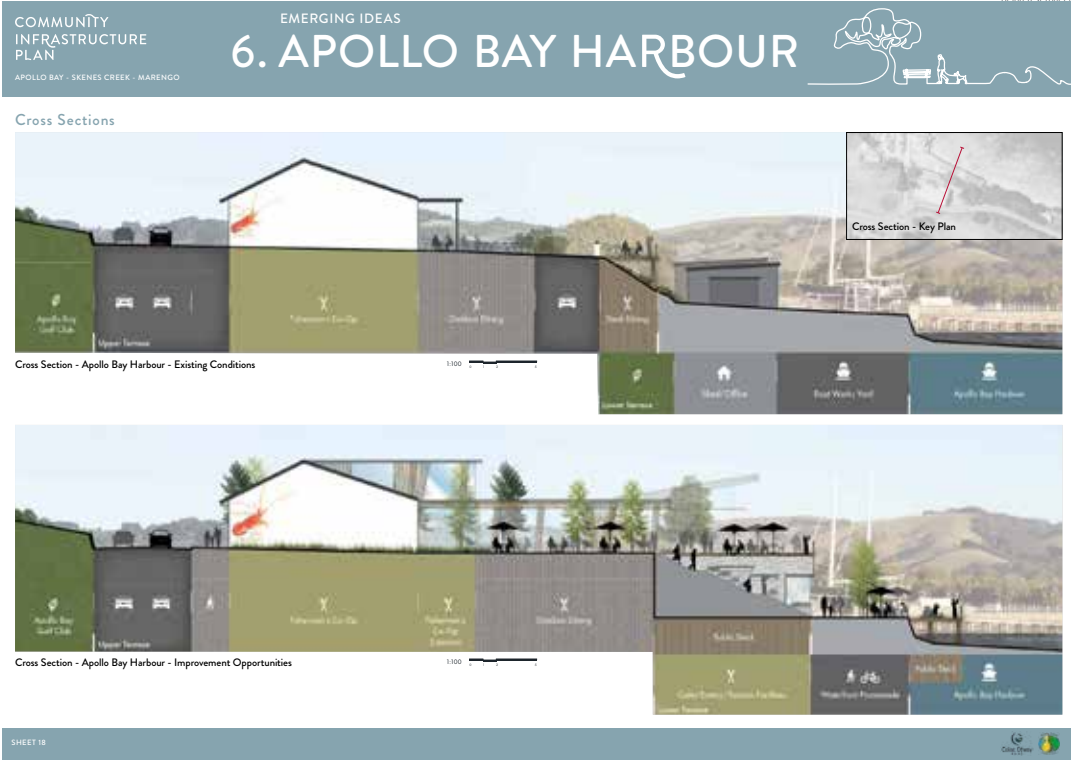
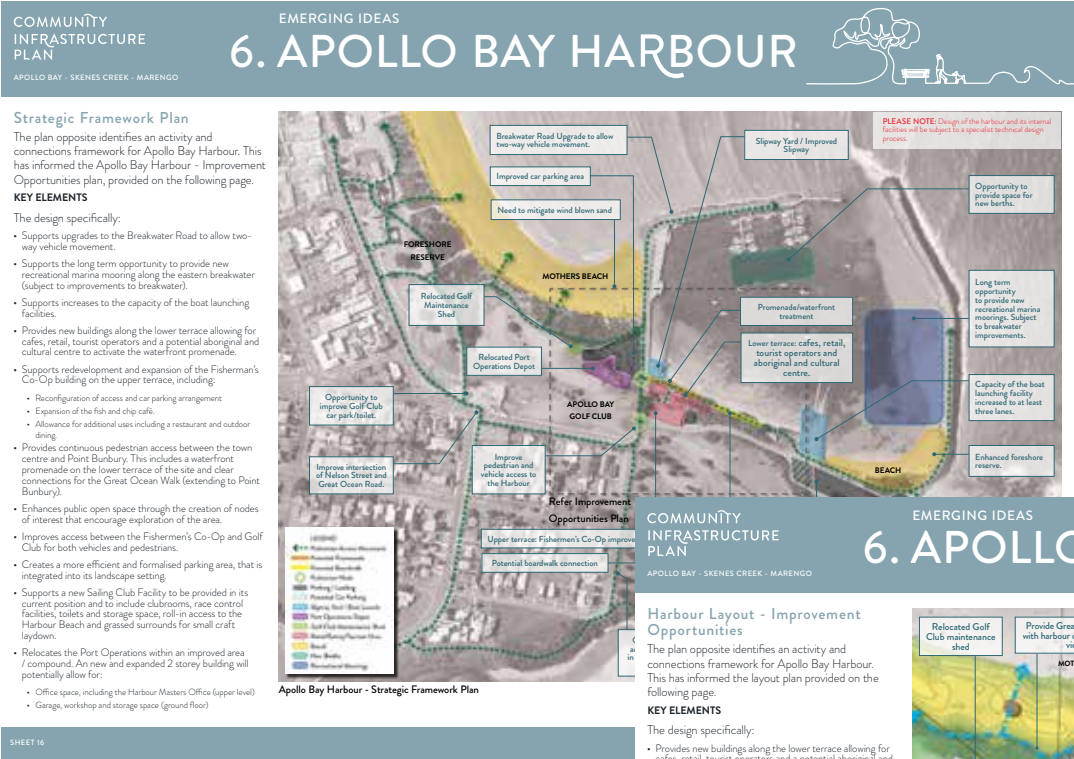
- Creates a central picnic and play area that acts as an activity focus within the Foreshore reserve for both visitors and locals.
- Creates a more efficient market space and parking area.
- Creates a larger surf club operational area and beach monitoring facility.
- Create stronger connections between the foreshore and other key destinations, such as the Harbour, community facilities and shopping precinct.
- Creates a shared use community facility that provides a community meeting room, beach change and the potential for future visitor information services i.e. kiosk, displays etc.
- Repositions the event area into a larger and more flexible space.
- Creates new beach connections and lookout points that will be attractive to locals and visitors and provide a stronger visual connection to the water.
- Creates a larger and more naturalistic dune system and a park environment which has a greater visual presence within the town centre.



6. Apollo Bay Harbour

- The top three features most strongly supported through the survey were:
 - New public toilet (84%)
 - Improved pedestrian connection from the town centre to the harbour (63%)
 - Improved Fishermen's Co-operative (47%) and with second storey and restaurant (37%)
- New public toilets and a pedestrian pathway connection between the town and the harbour were consistently mentioned and feature in many of the comments coming through the survey.
- A number of survey respondents noted the need to remove sand from the harbour and the importance of this before considering additional moorings and the like.
- One respondent felt there was a need to further explore environmental impacts of any proposed changes.
- Many comments placed emphasis on smaller scale, low rise redevelopment, with new commercial development, if permitted, focussed on the lower terrace. Some survey respondents did not support further commercial development.
- A number of participants raised the importance of the working harbour and the attraction that this can be in itself. The importance of the Fishermen's Co-op was also highlighted.
- There was some support for relocating the operations depot, but generally not to the Golf Club land.
- There were mixed comments around parking, with some suggesting more formalised vehicle access and increased parking, and others preferring grassed or gravel car parking and keeping parking off the roads surrounding the harbour.
- Many survey respondents supported improving pedestrian access and safety through the precinct.
- There was some support for a restaurant facility. There were concerns about such a facility being near the slipway.
- The significance of the precinct with regard to indigenous cultural heritage was raised.
- There were requests for the plans to show how the additional parking at the harbour would be achieved, i.e. mark the car parks on the plan. The plans should also show how the improved junction would work, i.e. cross sections, and how an increase in parking along Trafalgar Street would work south of the junction.
- There were questions about the need for a two-way vehicle access on the Breakwater. There could be a different way to access rather than by driving vehicles. The cost of providing two-way vehicle access would be considerable.
- The importance of maintaining clear access to the 'Sea Road' was emphasised when considering options about extending berthing space in the harbour.

- Other suggestions for the harbour precinct included:
 - Increase the number of boat ramps.
 - Extend the harbour wall to increase safety when entering or exiting the harbour.
 - Remove weeds, rubbish and general maintenance.
 - Retain existing vegetation.
 - Floating attractions.
 - Larger Sailing Club lease area to allow for improved facilities such as changing rooms.
 - Provision for a separate bathroom facility including shower and laundry for port permit holders (e.g. visiting yachts, not general public). This is a requirement at all marinas and ports, and will increase the demand for the port asset from visiting vessels. There is a temporary facility on site now, but a new facility needs to be provided.



7. Great Ocean Road (Collingwood Street)

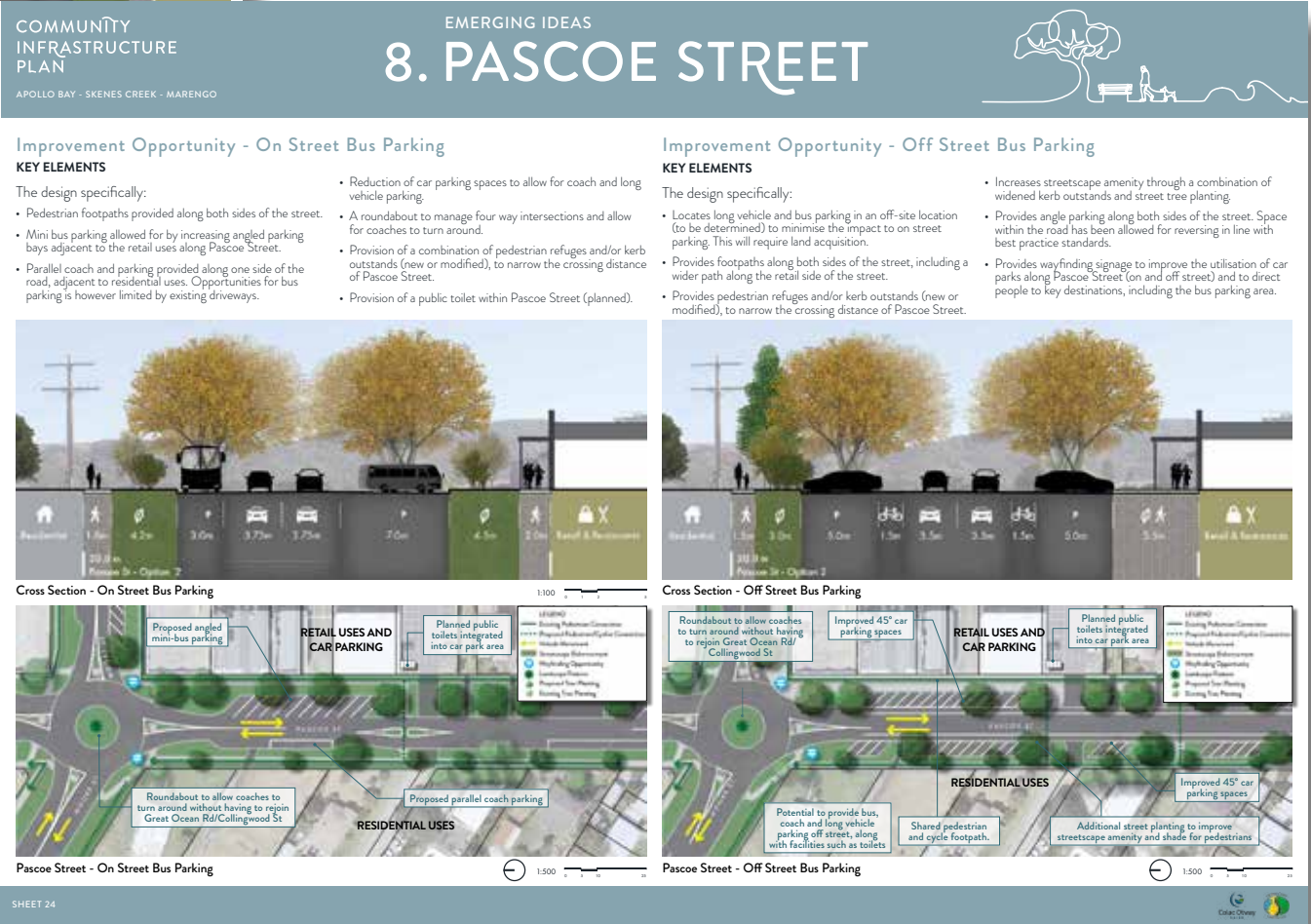
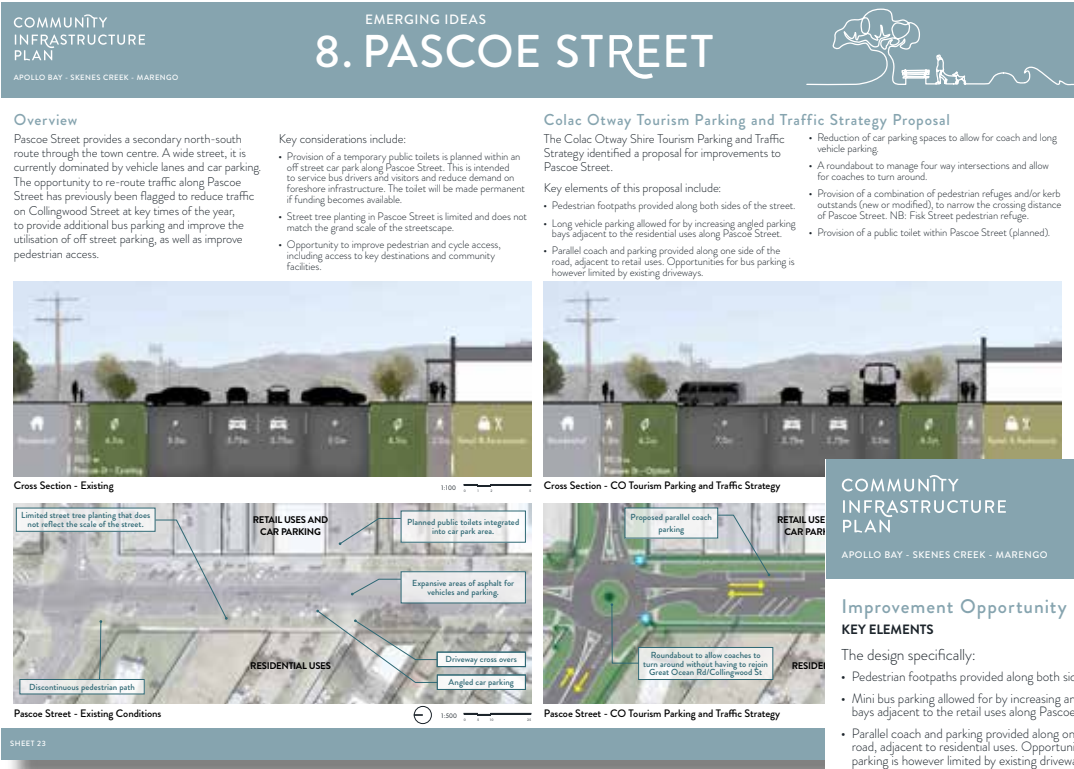
- There were mixed views on the two-way vs one way proposals put forward for the Great Ocean Road. 53% of survey respondents preferred the two-way scenario, with 47% preferring a one-way scenario. Comments at the open house sessions generally supported a one-way trial, but there were also comments that did not support one-way.
- Reasons put forward for maintaining a two-way scenario included:
 - The lack of traffic throughout most of the year.
 - It is the hub and main street in town.
 - It is best for retailers and visitors.
 - It maintains existing travel paths, avoids confusing the tourist traffic and tourist service providers, avoids moving large traffic through back streets which are not designed for high volume, heavy traffic, allows the War Memorial to be moved “off road” to a user friendly and safe space which is still visible.
 - Keeps the bulk of the traffic away from residential streets.
 - Busy streets create a buzz, one way streets are soulless.
 - As it does not impact on parking. Parking cannot be reduced.
- A number of survey respondents who preferred the two-way scenario, also suggested that measures such as timers on pedestrian crossings, roundabouts, traffic signals should be introduced to improve traffic flow and pedestrian safety.
- Some respondents suggested that one-way could be implemented only at peak times.
- Reasons put forward for changing to a one-way scenario, either permanent or temporary, included:
 - To encourage people to walk more often.
 - Reduced traffic and make the area safer for pedestrians and cyclists, reduce conflict between pedestrians and vehicles.
 - Improved amenity and experience of the area.
 - To move heavy vehicles and buses away from the foreshore environs.
 - Better for shoppers and businesses.
 - Good for businesses in Pascoe Street.
- A number of respondents thought it would be worth trialling one-way to see how the functionality worked.
- Some survey respondents suggested the area could be permanently closed to vehicle traffic.
- There were concerns raised about the proposed cyclist solutions. Cycling lanes behind reversing vehicles were considered dangerous and would be better placed adjacent to the kerb.



Open House Poster -Apollo Bay Harbour

8. Pascoe Street

- 59% of survey respondents preferred the option which suggests providing bus parking off street.
- The most common reason given for this was that buses take up too much valuable parking space.
- Suggestions for off street bus parking included the industrial estate, Crown land on Gambier Street and at the Council depot.
- Drop off points were also identified as needing improvement.
- One survey respondent felt that tourist bus parking is the responsibility of the Great Ocean Road Authority.
- The need for safe pedestrian crossings from bus parking areas was identified.
- Where on-street parking is to occur, suggested options included areas where there are no residential properties.
- It was suggested that bus operators should pay for any land acquisition required for off street bus parking.



Open House Poster -Pascoe Street

9. Nelson Street Intersection

- Similar numbers of survey respondents supported the one and two way options (40% and 33%) with only 7% supporting the Regional Roads Victoria proposal.
- There was a suggestion that proposals presented did not include the most obvious solution of a “T” junction with the Great Ocean Road.
- The primary reasons given for the one and two way options were to allow the War Memorial to remain in its current location and to reduce the impact on foreshore open space.
- Conversely participants supporting the Regional Roads Victoria proposal suggested that moving the War Memorial would allow it to be surrounded by more space and thus safer.
- There were a few suggestions for variations to these proposals including closing access altogether from Pascoe Street to the Great Ocean Road or creating partial closures for vehicles around the War Memorial.
- Some participants asserted that roundabouts are not good for pedestrians or cyclists and can slow the flow of traffic as happens in other small towns along the coast.
- Over 65% of survey respondents preferred retaining the War Memorial in its current location, and generally in an improved setting.
- Participants preferring it to be moved generally cited reasons such as improving surrounding space, providing better facilities (such as power) and creating seating.



10. Skenes Creek Foreshore

- The top three features most strongly supported through the survey were:
 - Upgraded public toilet (74%)
 - Pedestrian bridge between toilets and car parking (55%)
 - Pedestrian refuges to improve access across the Great Ocean Road (42%)
- A number of survey respondents raised pedestrian safety, crossing the Great Ocean Road and via the pedestrian bridge as very important. It was advised that the pedestrian bridge is currently a Regional Roads Victoria project.
- Top priorities for short term improvements from survey respondents were improving the foreshore car park, public toilets, and enhancing pedestrian access (including bridge).
- A number of survey respondents cited the importance of the existing café/shop to the town.
- Many participants requested a reduced speed limit along the Great Ocean Road through town.
- There was a mix of views about development of the foreshore. Many liked the proposed concepts but others felt it was over designed and not in keeping with a village atmosphere.
- Some participants were concerned with the lack of open space along the foreshore at Skenes Creek and recommended closing the foreshore caravan park.
- A couple of participants raised the issue of erosion and sea level rise and the need to consider this when deciding on future infrastructure.

- One survey respondent asked for consideration to be given to viewing ocean from car park when planting future vegetation, particularly for people with limited mobility who can't access the beach.
- The Skenes Creek Advancement Association submitted a detailed list of priorities including:
 - Create a sense of arrival at Skenes Creek “the Gateway to Apollo Bay”.
 - Reduction in the speed limit from 60kph to 50kph between Tiger Lane and Bass Crescent.
 - An architectural pedestrian bridge.
 - A splitter island / pedestrian refuge on the Great Ocean Road at Bass Crescent.
 - A splitter island / pedestrian refuge on the Great Ocean Road near the bus stop.
 - Relocation of the bulk water standpipe away from the picnic area west of the bridge.
 - A year round, convenience shop.
 - A community meeting place (ability to use in wet weather).
 - A lookout on the eastern headland overlooking the beach.
 - A drinking fountain and beach shower at main car park. Could extend grassed picnic area to also allow additional picnic tables, with all abilities access.
 - An emergency vehicle exit to the campground.
 - Reinstate visual vegetation buffer within the campground.
 - Subsidiary Great Ocean Walk starting point at Skenes Creek.

- Improved open drainage throughout the township to lessen standing water.
- A gravel path along the existing pedestrian path between Karlson Street and Motts Lane.
- A shared use gravel path along Old Coach Road to Ozone Street (part of Hickeys Cutting / Old Coach loop trail).
- A gravel path from Muller Road east to service road.
- A shared use gravel path along the foreshore from the campground to Petticoat Creek (part of Hickeys Cutting / Old Coach Loop Trail and Fairhaven to Skenes Creek trail).
- A shared use gravel path along the foreshore from Petticoat Creek to Hickeys Cutting (part of Hickeys Cutting / Old Coach Loop Trail and Fairhaven to Skenes Creek trail).
- Formalise Hickeys Cutting / Old Coach Loop Trail, install wayfinding and safety signs.
- Improve beach car park entry and exit safety, improve parking layout.

COMMUNITY INFRASTRUCTURE PLAN

APOLLO BAY - SKENES CREEK - MARENGO

EMERGING IDEAS

10. SKENES CK FORESHORE

Image and Character Ideas

Image and Character Ideas are photo examples of other places provided to generate some thoughts and ideas on how the Skenes Creek Foreshore could look in the future. The photos present a range of design ideas for the area.

BUILT FORM

1.1 Contemporary built form orientated to maximise views to the water.

1.2 Natural and light weight construction materials.

1.3 Simple and contemporary built form utilising materials reminiscent of its coastal location.

1.4 Built form to address and integrate with adjacent public realm.

1.5 Iconic built form with uses encouraging use and activity of the public realm.

PUBLIC REALM

1.6 Meandering paths providing access to the public realm.

1.7 Combination of paved and well as seating opportunity.

PEDESTRIAN ACCESS

1.8 Simple timber pedestrian bridge.

1.9 Contemporary and feature bridge.

Cross Sections

Cross Section - Key Plan

Cross Section - Skenes Creek Foreshore - Existing Conditions

Overview

The foreshore of Skenes Creek including the toilets area, car parking area, as well as Skenes Creek Reserve are key activity nodes. Previous studies and consultation feedback highlighted a desire to improve the appearance, functionality and amenity of these areas, while managing capacity constraints.

Key considerations include:

- Recent upgrades have been made to the pedestrian paths between Old Coach Road and the Caravan Park (across the Great Ocean Road).
- The foreshore and car park area is difficult to access due to vehicle speeds and sightlines.
- Informal car parking at the foreshore presents poorly, is limited and inefficient.
- Limited provision of amenities at the foreshore such as seating and shelter.
- Public toilets are disconnected from key picnic areas.
- 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.
- The Skenes Creek Beachfront Park occupies a premium location along the foreshore. Its entrance is shared with public access to the toilets.
- Walking and cycling connections between residential areas and the foreshore are disjointed and difficult to achieve due to the sloped terrain.
- The foreshore environment has been impacted significantly by erosion. New works provide the opportunity to rehabilitate the foreshore environment.
- Existing service infrastructure including pump station and hard stand located at the foreshore and would be difficult to relocate.

PLEASE NOTE: Any infrastructure suggested on this plan is a conceptual design and will need further investigation by the relevant authorities, particularly with regard to potential erosion and future viability.

PLEASE NOTE: Any infrastructure suggested on this plan is a conceptual design and will need further investigation by the relevant authorities, particularly with regard to potential erosion and future viability.

Improvement Opportunities

KEY ELEMENTS

The design specifically:

- Creates a larger and enhanced public foreshore space that acts as an activity focus for both for both visitors and locals. The additional public foreshore space will allow for enhanced pedestrian access, seating and passive recreational activities.
- Provides for upgraded public toilets in the current location (pump station retained and integrated into built form).
- Creates a more efficient and formalised parking area, setback from the foreshore.
- Provides a pedestrian bridge between the key picnic areas and the public toilets, allowing for continuous pedestrian access.
- Enhances pedestrian access to the beach.
- Allows for interpretation and directional signage to inform visitors about the unique environment and history and to help direct people to key facilities and destinations in Skenes Creek.
- Relocates the bus stop on the southern side of Great Ocean Road to provide for improved pedestrian access and safety.
- Provides pedestrian refuges along the Great Ocean Road to narrow the distances for crossing.
- Enhances Skenes Creek Reserve to improve the public amenity and provide additional seating, picnic facilities and footpaths.

Skenes Creek Foreshore - Existing Conditions

Skenes Creek Foreshore - Improvement Opportunities

PLEASE NOTE: Any infrastructure suggested on this plan is a conceptual design and will need further investigation by the relevant authorities, particularly with regard to potential erosion and future viability.

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Open House Poster -Skenes Creek Foreshore

11. Marengo Foreshore

- The top three features most strongly supported through the survey were:
 - A potential public toilet (78%)
 - Continuous pedestrian path along the foreshore (55%)
 - Improved connections to the Great Ocean Walk (53%)
- There were mixed views about development of the foreshore. A number of survey respondents like the current quite atmosphere without too much development while others would like to see new toilets, enhanced car parking and a shop/cafe.
- Major priorities of survey respondents were car parking, public toilets and the Great Ocean Walk.
- A number of participants supported the addition of a new toilet but not the proposed location, offering alternative solutions such as near the sewer pump station or temporary port-a-loos.
- A number of participants noted the confusing nature of the Great Ocean Walk going through the caravan park and suggested it should be located on the foreshore.
- There were mixed views about the functionality of the wetland, with some feeling it was an asset with environmental and aesthetic values, while others believing it is not functioning and overgrown with weeds.
- Some participants felt that not enough consideration had been given to erosion in the proposals for new infrastructure on the foreshore, or current use of car parking areas by sand moving vehicles.
- A couple of participants raised concerns about the safety of the proposed intersection at Telford Street, and difficulties with using the intersection in busy times.
- The potential to interfere with indigenous cultural heritage values was raised and questions around what investigations have been done.
- There was disagreement about whether the car parking proposal would improve parking and whether peak demands justify the proposal. Suggestions to include Water Sensitive Urban Design in any future proposal were recommended.
- One participant raised the absence of an appropriate long vehicle turnaround as an omission requiring attention/consideration in conjunction to entry detailing of the Marengo caravan park.
- It was suggested that connectivity of the walking path to town could be achieved with speed controlled shared zoning and slight realignment of the road to push slightly west into ‘the open lawn’.
- One participant questioned the need for a viewing platform citing higher viewing points at the caravan park gates and the track to Bayview Street.
- There was concern about moving drainage assets closer to the foreshore.

COMMUNITY INFRASTRUCTURE PLAN

APOLLO BAY - SKENES CREEK - MARENGO

EMERGING IDEAS

11. MARENGO FORESHORE

Image and Character Ideas

Image and Character Ideas are photo examples of other places provided to generate some thoughts and ideas on how the Marengo Foreshore could look in the future. The photos present a range of design ideas for the area.

PLAY OPPORTUNITIES

PASSIVE RECREATION

CAR PARKING

Cross Sections

Overview

The foreshore and car park area near Marengo Crescent is the major day use destination for the township and is heavily used by residents and visitors. Previous studies and consultation feedback highlighted a desire to improve the appearance, functionality and amenity of this area, while managing capacity constraints.

Key considerations include:

- Views to the water and relationship to the shoreline are an important feature of Marengo. These should be retained.
- The foreshore environment has been impacted significantly by erosion. New works provide the opportunity to rehabilitate the foreshore environment.
- Limited provision of amenities at the foreshore such as seating and toilets.

Improvement Opportunities

KEY ELEMENTS

The design specifically:

- Creates a significantly larger and enhanced public foreshore park that acts as an activity focus and a major destination for both for both visitors and locals. The additional space will allow for enhanced pedestrian access, seating and passive recreational activities.
- Rationalises entry to the site to reclaim additional foreshore space, improve pedestrian circulation and manage traffic.
- Provides opportunities to include a playground or nature play for locals and visitors.
- Creates a more efficient and formalised parking area, setback from the foreshore and identified assets risk areas.
- Allows for stormwater treatment to be integrated within the public realm and car parking areas providing an interesting feature.

- Provides 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 integrated the Great Ocean Walk.
- Enhances pedestrian access to the beach.
- Provides opportunities to include a public toilet within the foreshore reserve, close to beach users.
- Allows for 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.

Marengo Foreshore - Existing Conditions

Marengo Foreshore - Improvement Opportunities

PLEASE NOTE: Any of infrastructure suggested on this plan to be implemented will require further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and future usability.

12. General

A number of more general comments were also received in relation to the CIP project. Of primary concern to many participants is the erosion issue and climate change impacts. It was made clear that this is, and has continually been raised as a major issue. Other concerns included:

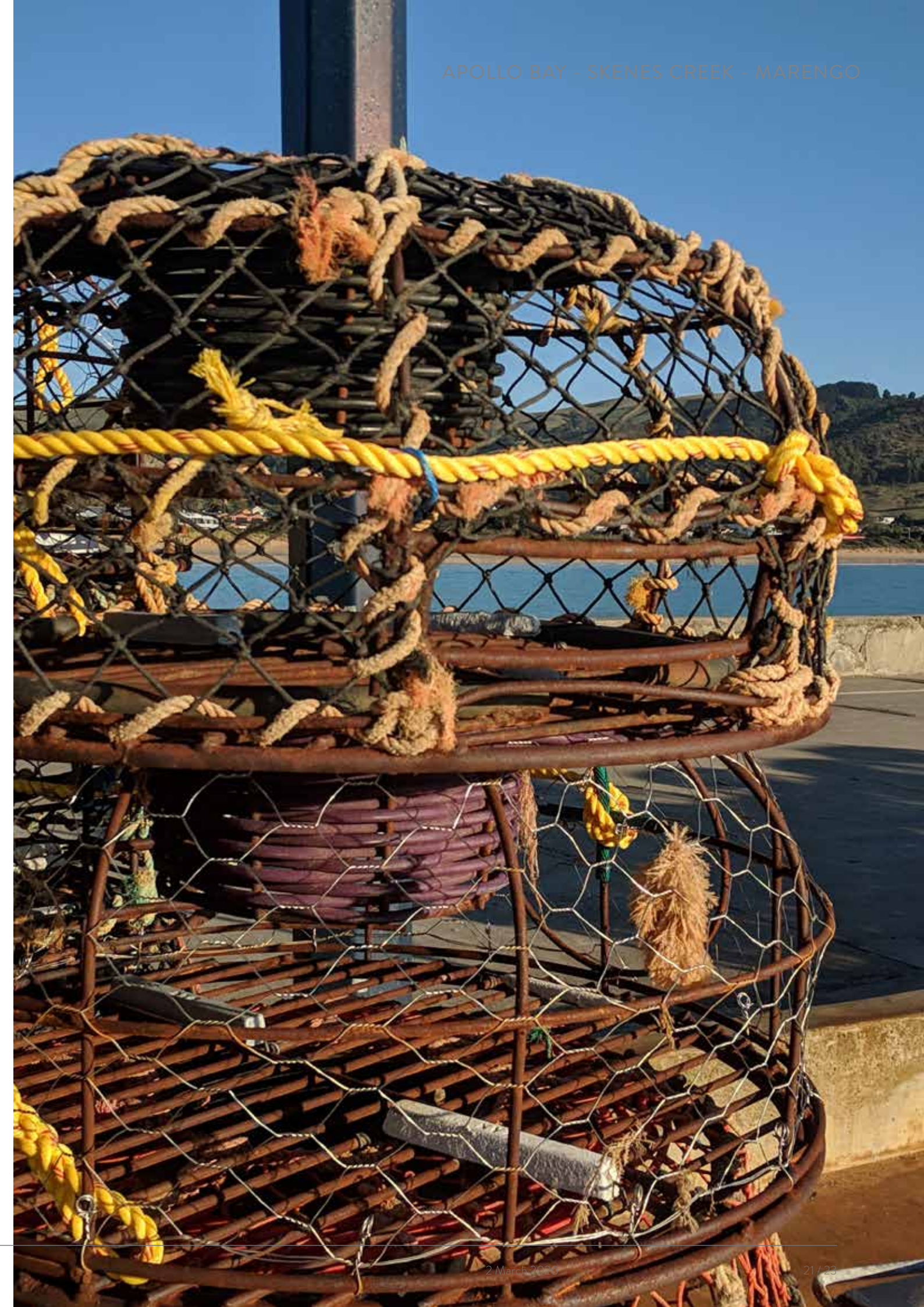
- The need for a comprehensive infrastructure plan addressing infrastructure beyond the foreshore such as roads, kerbing, drainage and footpaths.
- Funding and maintenance of proposed infrastructure.
- Whether any action will come from the CIP project given previous experience.
- Whether the plan is trying to do too much and over complicates matters.

NOTE: For further detail please refer to Appendix 1 'Emerging Ideas Survey Report'.

1.5 Next Steps

Tract Consultants will now use the feedback from Phase 2 to develop the draft Community Infrastructure Plan. Tract Consultants have been provided with a copy of all of the raw data from the community consultation, including the survey results, emails and notes from the open house sessions. It is anticipated that the draft Plan will be prepared by June 2020 at which time it will be placed on public exhibition, comprising Phase 3 of the community and stakeholder engagement.

There will be extensive advertising and notice at such time that the draft Plan is put on public exhibition.

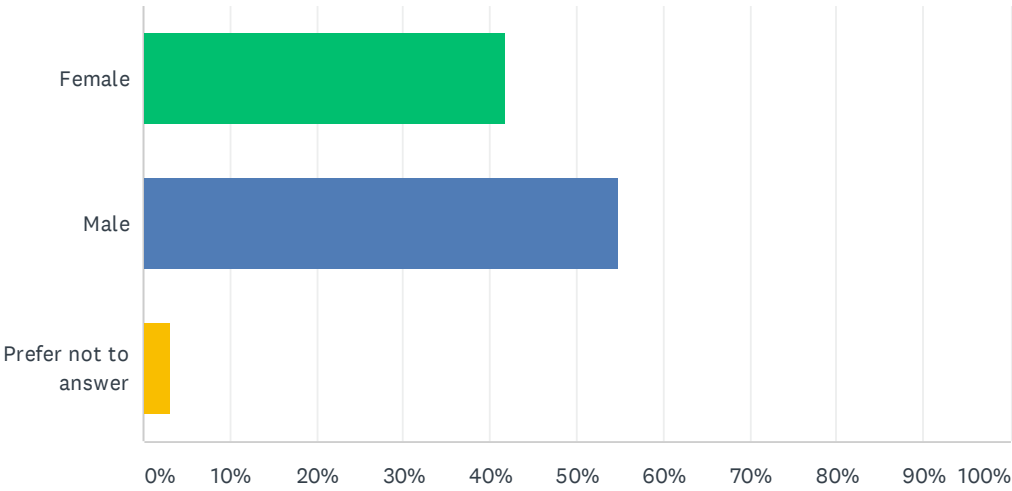


APPENDIX

Appendix 1 - Emerging Ideas
Survey Report

Q1 Please indicate your gender.

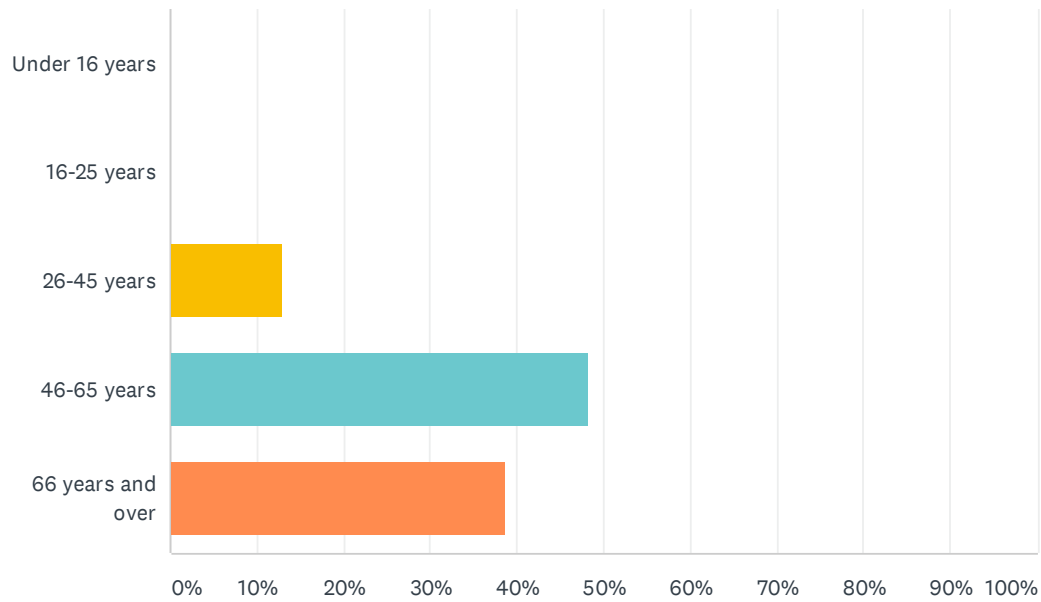
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Female	41.94%	26
Male	54.84%	34
Prefer not to answer	3.23%	2
TOTAL		62

Q2 Please indicate your age.

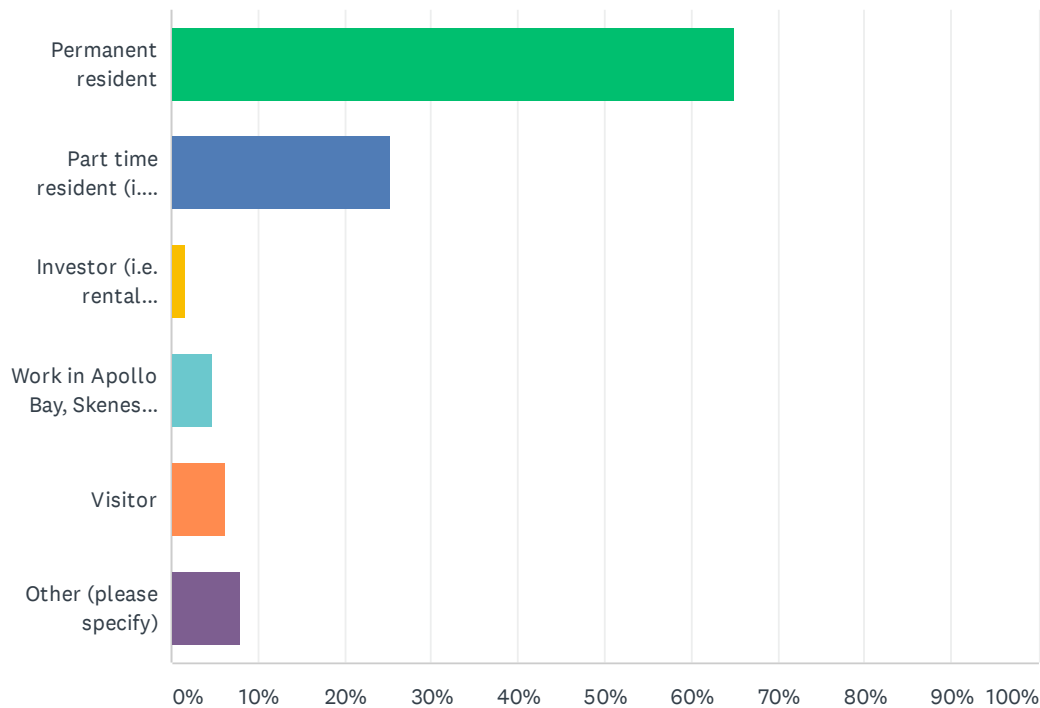
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Under 16 years	0.00%	0
16-25 years	0.00%	0
26-45 years	12.90%	8
46-65 years	48.39%	30
66 years and over	38.71%	24
TOTAL		62

Q3 What is your connection to Apollo Bay, Skenes Creek and Marengo? (Please select all that apply).

Answered: 63 Skipped: 2



ANSWER CHOICES	RESPONSES	
Permanent resident	65.08%	41
Part time resident (i.e. holiday house or similar)	25.40%	16
Investor (i.e. rental property)	1.59%	1
Work in Apollo Bay, Skenes Creek or Marengo (but not live)	4.76%	3
Visitor	6.35%	4
Other (please specify)	7.94%	5
Total Respondents: 63		

#	OTHER (PLEASE SPECIFY)	DATE
1	Resident for 50+ years	1/8/2020 12:17 PM
2	Lived here for 59 years and my family history dates back to the early 1900s.	12/5/2019 1:46 PM
3	Apollo Bay Tennis Club Inc - submission is based on those aspects of the CIP that impact on ABTC, members and visitors.	12/5/2019 11:52 AM
4	Looking to move to apollo bay area	12/1/2019 2:53 PM
5	Local rural area resident AND Returned Serviceman (ex Army)	11/27/2019 9:12 PM

Q4 Please enter your residential postcode.

Answered: 60 Skipped: 5

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

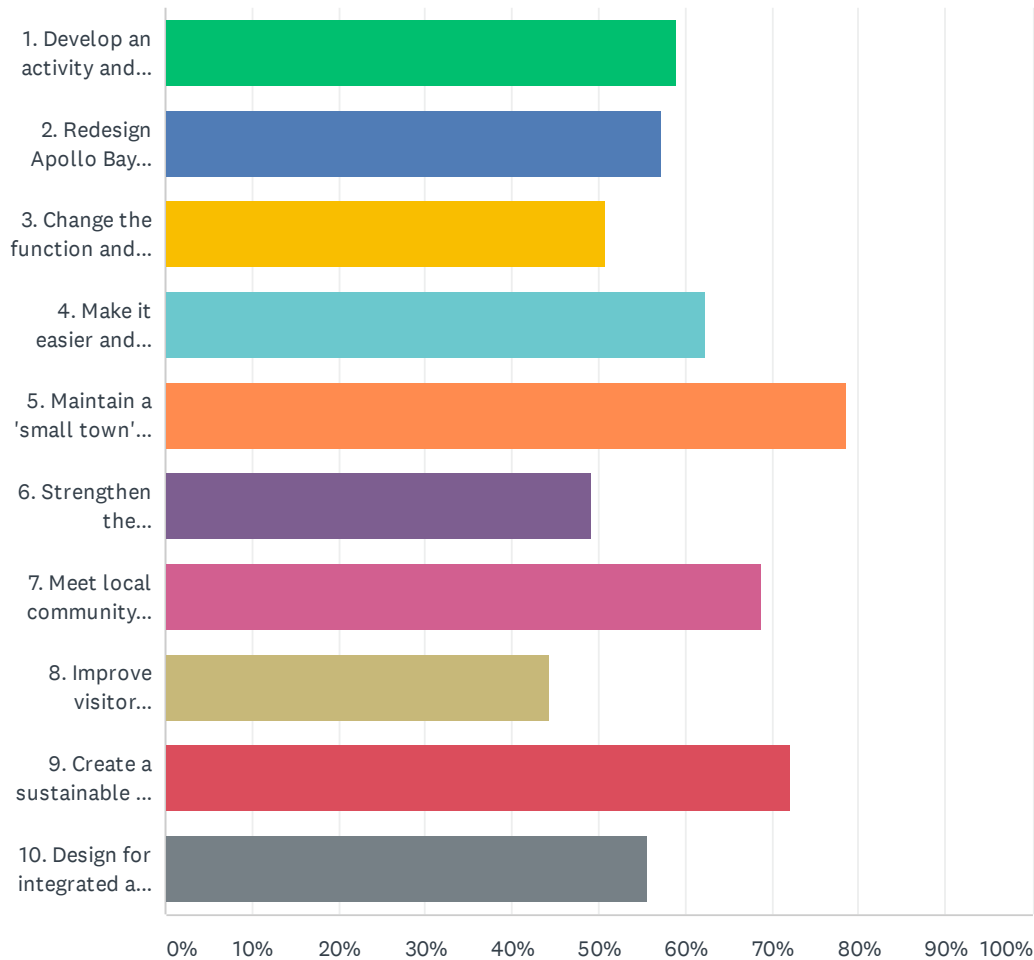
#	RESPONSES	DATE
1	3233	1/8/2020 1:41 PM
2	3233	1/8/2020 12:32 PM
3	3233	1/8/2020 12:17 PM
4	3358	12/31/2019 9:46 AM
5	3233	12/19/2019 5:19 PM
6	3016	12/19/2019 3:01 PM
7	3233	12/19/2019 9:22 AM
8	3233	12/18/2019 9:46 AM
9	3233	12/12/2019 6:47 PM
10	3429	12/11/2019 8:37 PM
11	3233	12/11/2019 6:30 PM
12	3233	12/9/2019 2:23 PM
13	3206	12/6/2019 1:19 PM
14	3233	12/5/2019 2:59 PM
15	3550	12/5/2019 2:55 PM
16	3233	12/5/2019 2:43 PM
17	3233	12/5/2019 2:29 PM
18	3233	12/5/2019 2:19 PM
19	3233	12/5/2019 2:05 PM
20	3233	12/5/2019 1:46 PM
21	3145	12/5/2019 1:37 PM
22	3233	12/5/2019 1:32 PM
23	3233	12/5/2019 1:29 PM
24	3233	12/5/2019 1:16 PM
25	3233	12/5/2019 11:52 AM
26	3233	12/3/2019 4:20 PM
27	3233	12/3/2019 11:33 AM
28	3094	12/3/2019 10:00 AM
29	3081	12/2/2019 4:38 PM
30	3032	12/1/2019 6:12 PM
31	3183	12/1/2019 2:53 PM
32	3233	11/30/2019 5:16 PM
33	3233	11/30/2019 11:04 AM
34	3760	11/28/2019 3:32 PM
35	3233	11/28/2019 3:12 PM
36	3233	11/28/2019 10:58 AM
37	3238	11/27/2019 9:12 PM
38	3237	11/27/2019 1:25 PM
39	3233	11/26/2019 10:11 PM
40	3249	11/26/2019 8:27 PM

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

41	3233	11/26/2019 7:37 PM
42	3233	11/26/2019 12:18 PM
43	3233	11/26/2019 10:06 AM
44	3233	11/25/2019 5:29 PM
45	3233	11/25/2019 5:22 PM
46	3233	11/25/2019 4:01 PM
47	3233	11/25/2019 3:37 PM
48	3140	11/23/2019 7:54 AM
49	3233	11/22/2019 4:51 PM
50	3233	11/22/2019 4:46 PM
51	3233	11/22/2019 4:27 PM
52	3216	11/22/2019 3:43 PM
53	3233	11/22/2019 3:13 PM
54	3233	11/22/2019 12:29 PM
55	3233	11/22/2019 12:18 PM
56	3068	11/22/2019 11:43 AM
57	3233	11/22/2019 11:37 AM
58	3058	11/22/2019 12:01 AM
59	3140	11/21/2019 2:28 PM
60	3250	11/21/2019 1:41 PM

Q5 Do you agree with the following guiding principles outline for the CIP project? (Tick if yes).

Answered: 61 Skipped: 4



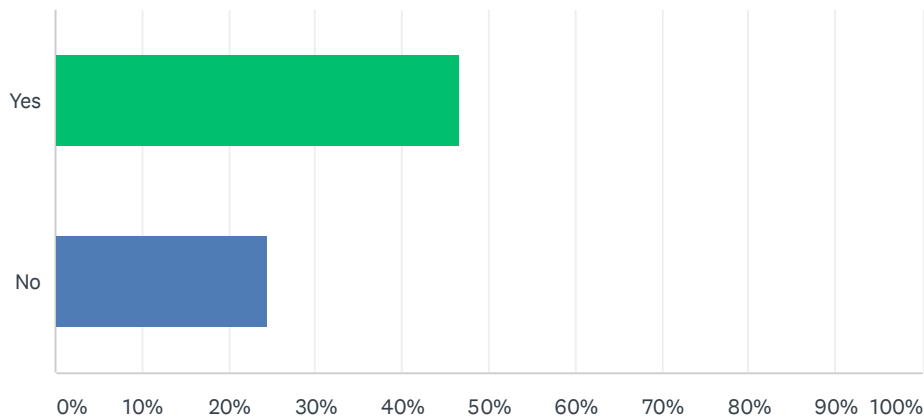
ANSWER CHOICES	RESPONSES	
1. Develop an activity and connections framework for Apollo Bay foreshore.	59.02%	36
2. Redesign Apollo Bay foreshore reserve to provide better beach access and more attractive park settings.	57.38%	35
3. Change the function and pedestrian capacity of the Collingwood Street (Great Ocean Road) retail area.	50.82%	31
4. Make it easier and safer to get around for all ages and abilities.	62.30%	38
5. Maintain a 'small town' development scale while catering to seasonal peaks in visitor numbers.	78.69%	48
6. Strengthen the relationship between townships.	49.18%	30
7. Meet local community infrastructure needs through the development of shared use facilities.	68.85%	42
8. Improve visitor wayfinding and place legibility.	44.26%	27
9. Create a sustainable and robust environment that can adapt to environmental change over time.	72.13%	44
10. Design for integrated and sustainable design.	55.74%	34
Total Respondents: 61		

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	COMMENTS	DATE
1	The plan is too grandiose. What is really needed is many more toilet facilities on the foreshore and a general tidy up to improve foreshore appearance. Remove OLD toilet block near Golf Club as is smelly and too small for 2019-20.	1/8/2020 12:19 PM
2	What does number 10 mean?	12/19/2019 5:20 PM
3	5. No high rise buildings in the township. 7. WE need better, cleaner toilet facilities even if we have to levy a small charge. 8. We need signage in Mandarin and English near Golf Club corner stating "12 Apostles" and kms.	12/19/2019 4:58 PM
4	What is the objective or purpose of the CIP? will it list and prioritise ALL community ideas? 10 "Design for ... design."?	12/13/2019 9:22 PM
5	It is important that this is a holistic approach. Very import to increase the foreshore for greater public open space and improve site lines and increase the area by reducing the sand dunes and vegetation which has occurred due to the harbor changes in the 50's . In the last 20 years dunes near the golf course and children's play ground have risen at least 6 metres or more.	12/11/2019 9:55 PM
6	9. Erosion is the number one issue. Who is responsible? We need action to avoid full catastrophe of Great Ocean Road falling fully to erosion.	12/5/2019 2:34 PM
7	Some of the ideas put forward are very impressive. The foreshore all the way to Wild Dog could do with a facelift. Reclaim some of the sand dunes to make for a larger foreshore and useable recreation area.	12/5/2019 1:48 PM
8	The proposals look over engineered. The rustic nature of aspects that are being removed are exactly what makes the town attractive. The vast car parks would only tolerable if Council installs ticket machines with revenue directly spent on amenity for locals. You are trying to pack too much into the development. I don't understand the issues with the memorial roundabout. I fail to see how routing cars through Pascoe street as a second GOR is helpful. to community life. Do they go along the McLaughlin as a third route in following years??It is unclear where the cars enter back onto the GOR. Go back and have another go. (Also, what's the obsession with playgrounds and seeing the beach? Poeple some for the seaside experience. Just install a few more windproof shelters.).	12/2/2019 4:49 PM
9	I agree with all principles	12/1/2019 6:16 PM
10	climate change impacts are accelerating so planning must also be aware of the very latest projections and not support new infrastructure in the at risk coastal zones. there must be majority community support for any new infrastructure and not just build new infrastructure to suit minority special interest groups and desperate would be federal politicians.	11/28/2019 3:23 PM
11	Leave the town looking like a small fishing hamlet. Less is more !	11/27/2019 9:21 PM
12	Too many meaningless words ... pls be more specific.	11/26/2019 8:31 PM
13	There is a lot in the CIP for tourism and visitors. A principle about visitors contributing towards provision of facilities would be good. Not a lot for residents & ratepayers - Harbour stuff is good, more toilets, and walking facilities are good. But losing the Rec Reserve for DELWP to make more \$\$ from tourists is a lousy idea	11/24/2019 8:02 PM
14	very important for us to maintain community feel, village atmosphere should be enhanced and maintained	11/23/2019 7:56 AM
15	Im interested in Skenes	11/22/2019 9:01 PM
16	no options to reduce development and care for wild life. no options to cater for an obvious dramatic increase in sea level. Waste of public money.	11/22/2019 3:18 PM
17	qkjskgjaSHGKJ	11/21/2019 1:42 PM

Q6 Are there any important guiding principles that you think are currently missing and should be included?

Answered: 45 Skipped: 20



ANSWER CHOICES	RESPONSES	
Yes	46.67%	21
No	24.44%	11
TOTAL		45

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

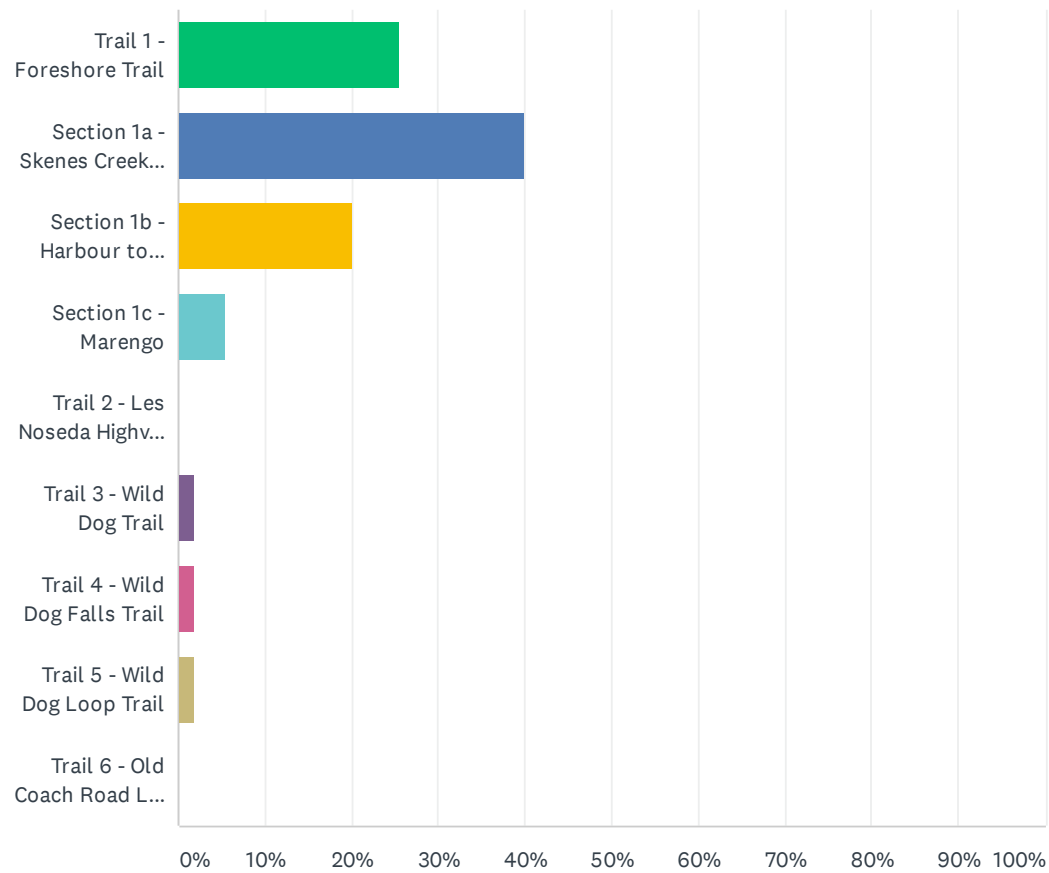
#	COMMENTS	DATE
1	Coping with sea level rise. If it gets worse, move away.	1/8/2020 12:32 PM
2	See above.	1/8/2020 12:19 PM
3	Define a maximum capacity for our towns, the environment will not cope with unlimited development and visitor numbers. Budget - need adequate funding and annual maintenance budget.	12/19/2019 5:20 PM
4	Parking for: a) The increasing number of tourist buses b) Don't take away the informal parking near the Golf Club, Anglican Church, Mechanics Institute. No roundabout - either of the other options would be preferable, even the "one way" option.	12/19/2019 4:58 PM
5	Add a principle - to build community infrastructure that enhances economic, environment and social outcomes for the community?	12/19/2019 3:03 PM
6	Improvement and broadening of active transport options, especially for bicycles Infrastructure to enhance community health and welfare	12/19/2019 9:26 AM
7	What is the objective of the CIP? Is it to progress community suggested projects with economic, social or environmental benefit to the community. Or is it to list only pet projects of agencies involved in preparation of the CIP	12/18/2019 9:49 AM
8	Missing health & welfare e.g. shade trees, sun shades, active transport facilities, ... Missing green e.g. low energy, multi-purpose buildings, renewable energy, low carbon emissions	12/13/2019 9:22 PM
9	For the last twenty years the call has been to keep the "Fishing Village " feel. Unfortunately this hasn't occurred due to poor long term planning with no long term structure. Plans have been developed, but never implemented. Many surveys no action! Long term structure and plan required. Parking- a major piece of land needs to be acquired to house large buses etc (paid for by the operators. Site such as in the main street near the two motels. In the short term expensive, but in the long term with fees not, and a great way to get heavy vehicles and buses out of Collingwood and Pascoe Streets	12/11/2019 9:55 PM
10	Ensure no loss of amenity for existing property owners, especially pertaining to coastal views	12/11/2019 8:39 PM
11	Maintain the unique character of the region.	12/9/2019 2:25 PM
12	Protection of Great Ocean Road from wave action.	12/5/2019 2:44 PM
13	This community meeting (and those previously held) are very helpful. However no-one I spoke to was able to identify who is the group responsible for plans for short and long term erosion. Where do I get that info?	12/5/2019 2:34 PM
14	Erosion, erosion, erosion	12/5/2019 2:29 PM
15	Sustainability. Long term infrastructure. More walking/cycling trails for environmental needs.	12/5/2019 2:06 PM
16	Not to overdevelop the township. Small scale upgrades are desperately needed. Toilet facilities are outdated. Foreshore paths aren't all weather resistant (puddles).	12/5/2019 1:48 PM
17	Better link between city centre and Fishermen's Co-op. Maintain greenery. Erosion of beach is a major issue. Develop facilities and dining options at Co-op.	12/5/2019 1:38 PM
18	Public toilets, e.g. none for Marengo	12/5/2019 1:29 PM
19	The Great Ocean Road.	12/5/2019 1:17 PM
20	1. CIP should reflect views of the community and visitors. Views of DELWP should be in "their" CMP not retaining community interests. 2. Improve social and sporting infrastructure for residents and visitors. Much/most of the CIP focus is on tourist and business growth and little emphasis on residents interests.	12/5/2019 11:55 AM
21	Emphasis on retaining existing infrastructure where possible to minimise environmental impact and cost.	12/3/2019 10:03 AM
22	Current amenity of foreshore is actually quite attractive. The fact it is sprawling and casual gives it its heartbeat. The starting base for design should not be "fixing problems", it should be "what town do I want to live in?". The current concept plans smell of a town planner deigning for capacity, rather than creating a place that is loved.	12/2/2019 4:49 PM
23	The most important base principle should be the total agreement of all parties in the process that development and improvement MUST happen. The CIP must go forward with some decisions. Change is essential.	12/1/2019 6:16 PM

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

24	Better long term planning, not just the next 20 year plan	12/1/2019 2:54 PM
25	see previous response above response	11/28/2019 3:23 PM
26	More heritage controls. Encourage and assist the re-installation of veranda posts on existing cantilevered shop awnings.	11/27/2019 9:21 PM
27	Bring more high spending visitors to the area; induce them to stay longer and spend more.	11/26/2019 8:31 PM
28	Minimal recognition of existing and future impact on coastline and hinterland of climate change impacts.	11/25/2019 5:31 PM
29	A principle about visitors contributing towards provision of facilities would be good. Also providing for social, sporting and recreational needs of residents The CIP should reflect the aspirations and needs of residents and visitors and not be subject to a veto by State Agencies. Or change the name to Community and Agency Infrastructure plan	11/24/2019 8:02 PM
30	If you can not stop erosion along great Ocean road !You will not be able to have visitors coming to Apollo Bay to stop in all this extra car parking you are going to provide on land which is being eroded. The dunes are the only last hope off keeping the sea from taking all our access to the bay.	11/22/2019 5:08 PM
31	The volume of visitors our sensitive environment can tolerate before irreparable damage is done.	11/22/2019 4:47 PM
32	Need to consider the number of visitors the environment can tolerate without detrimental impact.	11/22/2019 4:29 PM
33	The vision is extremely short sighted in terms of time frames. The plans seem to refer to conditions which may or may not survive 5 years henceforth. already attenuation works along the Apollo Bay foreshore are negatively impacting endangered wildlife. bitumen falling into the sea etc. I think the plans should be scrapped and some new plans drawn up that take into account the longer view of our delicate coastline.	11/22/2019 3:18 PM
34	User pays system for tourists needed	11/22/2019 12:02 AM
35	GOIUIUYI	11/21/2019 1:42 PM

Q7 Of the proposed trails identified, which one do you think should be a priority?

Answered: 55 Skipped: 10



ANSWER CHOICES	RESPONSES	
Trail 1 - Foreshore Trail	25.45%	14
Section 1a - Skenes Creek to Wild Dog Creek Discovery Trail	40.00%	22
Section 1b - Harbour to Apollo Bay Town Centre	20.00%	11
Section 1c - Marengo	5.45%	3
Trail 2 - Les Nosedas Highview Walk	0.00%	0
Trail 3 - Wild Dog Trail	1.82%	1
Trail 4 - Wild Dog Falls Trail	1.82%	1
Trail 5 - Wild Dog Loop Trail	1.82%	1
Trail 6 - Old Coach Road Loop Trail	0.00%	0
TOTAL		55

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

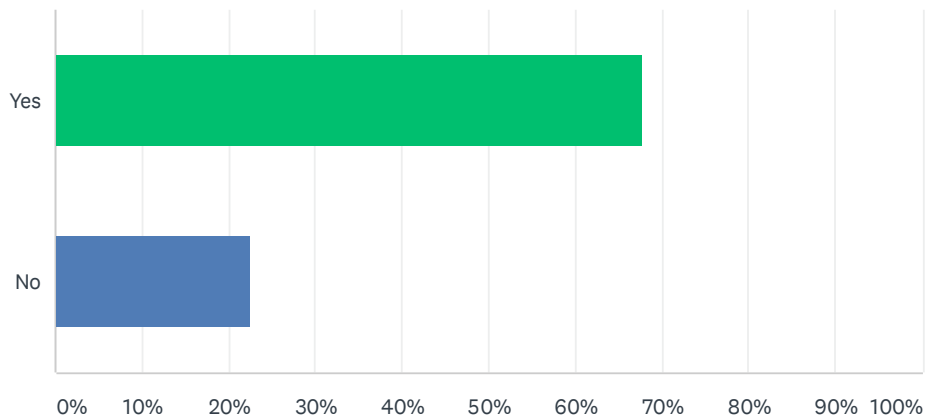
#	WHY?	DATE
1	The harbour is the feature of our town. A trail (off main roads) from the shops to the harbour would allow walkers to experience the dunes, the beach and the harbour. However sea level rise will have an effect as with all other near sea trails.	1/8/2020 1:43 PM
2	Also, Trails 5 and 6. So people can enjoy the forest.	1/8/2020 12:33 PM
3	Has been discussed for many (20+) years and still no action - why?	1/8/2020 12:20 PM
4	Also priorities - 2. Trail 1 - Foreshore trail, 3. Trail 1a - Skenes Creek to Wild Dog Creek Coast Discovery Trail, 4. Section 1c - Marengo. Section 1b should be the priority because we need to connect the township with the harbour.	12/19/2019 5:02 PM
5	It will improve community health and safety, and will help protect the environment	12/19/2019 3:15 PM
6	Principle 4 Makes it easier and safer to get around	12/19/2019 9:31 AM
7	Why is this Skenes Ck Trail listed here? The background doc says it's not part of the study, and besides its already funded. Anyway it has been shown to have a big economic benefit, whereas the others are unlikely to give the same benefit.	12/13/2019 9:25 PM
8	the current trail from the Service Station to Wild Dog Creek is usable but is spoilt by the fence and netting and also the rough crushed rock on the path which my dog does not like. The fence has no purpose as it is not catching the sand and is an eyesore and soon gets damaged by erosion. Rocks on the foreshore will stop erosion and a small bridge over the rocks every 100 metres to provide access to the beach. A small barrier to warn people against walking on the rocks. Hervey Bay in Queensland has this with rocks dumped rather than individually placed saving cost.	12/12/2019 7:00 PM
9	This is the shortest and would be the easiest to cycle and would cater for a larger variety of riders than the others. Easy trails first to encourage riding. This then should be followed by Marengo and Skenes Creek to encourage people to use bikes over cars to come into "The Bay" especially in holiday time thus reducing the number of vehicles.	12/11/2019 9:55 PM
10	And 1b and Trail 4. Trail 2 needs to be seriously looked at regarding residential traffic using Tuxion Road. The road is extremely narrow and dangerous in its current state. Adding pedestrians in the mix would be unsafe without widening (possibly not practical).	12/5/2019 3:01 PM
11	And Section 1b I have concerns about the feasibility of recreation trails on the coast due to rising sea levels/higher tides. As much as I would like the Skenes to Wild Dog Train to operate successfully.	12/5/2019 2:56 PM
12	1a, 1b and 1c. All residents and visitors must be able to walk between the 3 communities. This would take away vehicle congestion in the main shopping area particularly over the peak season.	12/5/2019 2:45 PM
13	And 1c Marengo. I realise there are funding and insurance issues. Charge for admittance.	12/5/2019 2:36 PM
14	And Section 1b. Trail 1 would be the most utilised for short stay visitors and a pleasant daytime or evening stroll for those tourists staying for longer. Very manageable for all ages and abilities (including wheelchairs and prams).	12/5/2019 2:21 PM
15	Above, I would like to see ALL these trails go ahead. Apollo Bay, Skenes Creek and Marengo area has such potential to become known as a walking area rather than becoming known as the 12 Apostles lunch stop/toilet stop. Skenes Creek needs an off road access track as beach is cut off at high tide and the Great Ocean Road is too dangerous to walk on.	12/5/2019 2:09 PM
16	And Section 1b. Connecting Skenes and Wild Dog to Apollo Ba would be a real tourist attraction and very beneficial to the township. Harbour and town would help with safety issues, getting walkers off the main roads.	12/5/2019 1:49 PM
17	1. Currently very dangerous for pedestrians along and beside golf course (traffic and golf balls). 2. Road intersection near church is dangerous for pedestrians and confusing for car drivers.	12/5/2019 1:39 PM
18	And Section 1c	12/5/2019 1:33 PM
19	1a, 1b and 1c - connects towns.	12/5/2019 1:30 PM
20	Holiday makers walk from the caravan park and holiday houses into Apollo Bay. The path along the foreshore at Marengo is not up to standard for walking through low spots full of water in wet weather.	12/3/2019 4:23 PM
21	To get cyclists off the made road and safe	12/3/2019 11:37 AM

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

22	Disconnection and difficult entry points for the Great Ocean Walk through the town and Marengo requires significant improvements given it is both a high profile attraction and great existing opportunity. All of these Recreation trails are fantastic opportunities, especially connections along the foreshore. These provide opportunities to enjoying the foreshore and providing eco-friendly transport options to destinations and accessing beach.	12/3/2019 10:18 AM
23	Practical and has adventure	12/2/2019 4:50 PM
24	The first 4 are needed.	12/1/2019 6:18 PM
25	Primarily for tourism this should be a priority. Tourists provide valuable dollars to the community. Otherwise I would suggest the foreshore trail through to Skenes Creek	11/28/2019 3:36 PM
26	no new trails to be built that are unsustainable due to sea level and increasing storm surge duration and strength. try to save existing trails by building long permanent rock groynes as suggested in last GHD report oct 2018. this is far and away the most important infrastructure needed at apollo bay	11/28/2019 3:27 PM
27	To allow visitors to access even more of our beautiful coastline	11/28/2019 11:00 AM
28	The priority of tourist visitors (and probably many locals) is to walk along a foreshore	11/27/2019 9:22 PM
29	Because the Foreshore trail would not only provide a new experience allowing people to stay longer in town but also offer a better linkage/connection/circulation between those areas, to the benefit of not only the visitors but also the residents.	11/27/2019 1:58 PM
30	Give visitors access to more of our beautiful coastline	11/26/2019 4:17 PM
31	Costing should drive priority decision making along with sustainability of the trail	11/25/2019 5:34 PM
32	The trails marked as 1, 1b, 1c, 2 and 3 would all be great for the town.	11/25/2019 3:42 PM
33	Links to existing foreshore trail and GOWalk. Meets a clear need for visitors and residents. Feasibility Study already successfully completed with feasible alignment selected - and funding and support of federal, State and local government secured. Most of the CIP is ideas with no funding identified. This trail (besides being a priority) has actual funding for delivery so - an opportunity to actually deliver something. Rather than just have the idea.	11/24/2019 8:07 PM
34	Best value for money as far as visitors and locals go for usage	11/23/2019 7:58 AM
35	Please make this a priority or we will have to walk on the road .This has erroed so much in the last 3 years and the plastic barriers do not stop erosion!	11/22/2019 5:17 PM
36	we need to protect the trail we have from erosion before developing new ones.	11/22/2019 4:49 PM
37	None. You do not provide an option of none.	11/22/2019 3:18 PM
38	our holiday house is there and we frequently drive to wild dog and then walk to apollo bay	11/22/2019 12:28 PM
39	Apollo Bay requires more recreational trails - Trails 1, 1a,. 1b,1c and 2 should all be added.	11/22/2019 12:25 PM
40	It's a wasted opportunity if this trail is not built. Views and experience would be spectacular.	11/22/2019 12:05 AM
41	JKJGK	11/21/2019 1:42 PM

Q8 Are there additional opportunities for recreation trails not currently identified?

Answered: 31 Skipped: 34



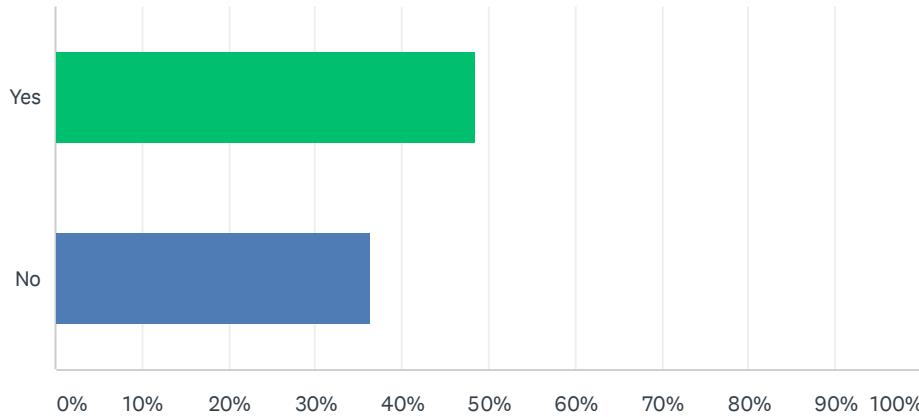
ANSWER CHOICES	RESPONSES	
Yes	67.74%	21
No	22.58%	7
TOTAL		31

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	IF YES, WHERE? (PLEASE DESCRIBE)	DATE
1	Re-open Marriners Falls Track at end of Barham River Road.	1/8/2020 12:20 PM
2	I would like to see the forehshore trail linked to the harbour and continued around the perimeter of the golf course as part of the 'Great Ocean Walk' linking up wiht the Apollo Bay/Marengo walking path. This would be a beautiful scenic start to the Great Ocean Walk. The Apollo Bay Golf Club has been paying funds towards this which now amount to over \$60k. See OCC.	12/19/2019 5:02 PM
3	1. A riverside walking trail from Barham River Rd to the Barham River mouth, and connecting to the proposed Pt Bunbury and Harbour Trails back into the town centre. 2. A coastal foreshore trail from Skenes Ck beach to Petticoat Creek beach, and connecting to the proposed Hickeys Cutting / Old Coach Rd Loop Trail back to the Skenes Creek campground (this loop would then have all there is to offer around Apollo Bay rolled up into one trail: beaches, coastal heathland and views, sea birds, large mana gum and messmate trees, tree ferns, koalas, high panoramic views to harbour, whale watching, back to the campsite for a well deserved swim or coffee at the campground shop, ...).	12/19/2019 3:15 PM
4	A shared foreshore path east of Skenes Ck to Petticoat Ck for connect with proposed Fairhaven Trail	12/19/2019 9:31 AM
5	Coast walk from Skenes Ck beach to Petticoat Ck beach. This fits with the proposed Fairhaven to Skenes walk, and also connects to the proposed Old Coach Rd loop trail.	12/18/2019 10:04 AM
6	Barham Rd to Marriner's falls. Flat and fairly quiet area to cycle. In the interim speed limit needs to be reduced from 100km to say 60KM to protect riders and walkers.	12/11/2019 9:55 PM
7	walk to Marriners Falls could be reopened	12/6/2019 1:23 PM
8	Use of public land maybe?	12/5/2019 3:01 PM
9	Barham River waterfalls and Paradise.	12/5/2019 2:45 PM
10	I know that if we are truly wanting to attract tourists who pay to maintain this gorgeous area you should reopen and maintain and charge for the trail to Marengo Falls. There is huge potential. Lets capitalise on one of our best trails and resources.	12/5/2019 2:36 PM
11	Marriner's Falls Walk should be improved and reopened. It is close to town and a manageable bush walk for families and people without the time or inclination or ability for the longer trail.	12/5/2019 2:21 PM
12	Hickeys Cutting Loop. In town loop.... Nelson, Costin, Thompson, Collingwood - square walk for an evening walk for visitors staying in town. Bunbury clifftop walk behind the golf club (money was paid to the OCC for this - \$66,000 but it has not been built and should be).	12/5/2019 2:09 PM
13	Skenes Creek to Marengo	12/5/2019 1:17 PM
14	Barham River Rd to Paradise and falls.	12/3/2019 10:18 AM
15	A fitness trail.	12/2/2019 4:50 PM
16	Probably, but I am not aware of any although I am sure a lot of other people would have knowledge	11/28/2019 11:00 AM
17	Trail along the Barham River to Marriners Falls	11/27/2019 1:58 PM
18	I don't know myself but I am sure there are others that eill	11/26/2019 4:17 PM
19	Marriners Falls on Barham River	11/25/2019 5:34 PM
20	Potentially a trail up to Marriners Lookout from the beach to the car park , as currently one needs to walk most of the way up the road. The section between Eagles Nest and the car park is very dangerous.	11/25/2019 3:42 PM
21	Marriners Falls walk. Beautiful safe forest walk. Currently 'closed' by Parks Victoria on dubious grounds. Widely popular heavily used by visitors and locals	11/24/2019 8:07 PM
22	I think the currently identified trails are good and would be beneficial to our communities.	11/22/2019 4:49 PM
23	Consider a path up the road to Marriners Lookout	11/22/2019 12:25 PM
24	IHLIIH	11/21/2019 1:42 PM

Q9 Are there any gaps (or opportunities) that have been missed in the township connections for Apollo Bay, Skenes Creek and Marengo that should be considered?

Answered: 33 Skipped: 32



ANSWER CHOICES	RESPONSES	
Yes	48.48%	16
No	36.36%	12
TOTAL		33

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	COMMENTS	DATE
1	Along the river then across the river to Marengo through Heathfield Reserve.	1/8/2020 12:34 PM
2	The proposed walkway from Skenes to Apollo is a waste of money, when we have so many other pressing needs.	12/19/2019 5:21 PM
3	Seems that the opportunities between towns have been overlooked e.g. - Pirates Cove (between Wild Dog Creek and Skenes Creek) for picnics looking towards harbour entry and whale watching, - Barham River and Wild Dog Creek estuaries for bird watching trails and bird hides	12/19/2019 3:21 PM
4	A shared foreshore path east of Skenes Ck to Petticoat Ck for connect with proposed Fairhaven Trail Enhanced Pirates Cove viewpoint and sheltered beach carpark and seating	12/19/2019 9:33 AM
5	Way points such as Pirates Cove viewpoint needs better carpark and picnic facilities. Connecting trails need rubbish bins strategically located along the way.	12/13/2019 9:29 PM
6	complete the concrete path from Apollo Bay to Marengo. A path to Skenes Creek would be too costly and is not necessary.	12/12/2019 7:04 PM
7	NO	12/11/2019 9:56 PM
8	Erosion and plans - somehow I can't find out this key info today.	12/5/2019 2:36 PM
9	Wild dog foot bridge.	12/5/2019 1:18 PM
10	Probably, insufficient time to review all options.	12/5/2019 1:04 PM
11	Existing connections from Cartwright St and Gambier St to the recreation reserve are shown as proposed not existing. These thoroughfares are important for kids to walk or cycle to the recreation reserve. And for adults too once they've had a beer after footy or tennis!	12/5/2019 11:57 AM
12	1. Trails to encourage eco-friendly transport and connections between centres. 2. Foreshore to improve parking access and connection to community facilities.	12/3/2019 10:21 AM
13	bike paths. Also, if make lot of car parks, you will have view of lots of car parks. People don't love apollo bay for its car parks, but actually, the lack of asphalt.	12/2/2019 4:52 PM
14	Looks like the connections between Ab and SC and AB to Marengo have been looked into, however, the east of Apollo Bay doesn't link at all to Apollo Bay's CBD. Items to consider: - extending the proposed path along the Great Ocean Road from Joyce Street to Pisces. Pedestrians currently need to walk down the road from town. - Created a linked trail up Marriners Lookout Road - The current pedestrian crossing points from the coastal path to the east of town are misaligned and there's only a couple of beach access points. It would be good to amend so visitors and community can walk down a road, cross safely and walk on to the beach. Throughout Apollo Bay the footpaths are sporadic, ie that start and stop in really random places on individual roads. Some paths are in poor condition too.	11/25/2019 4:22 PM
15	The heavily used footpath links to the rec reserve are marked a proposed rather than existing for some reason. The golf club has provided \$65k so far to DELWP/DSE to build the path around Point Bunbury so really funding is already held by DELWP for that trail	11/24/2019 8:16 PM
16	Gaps !! You mean erroed parts off walk ways?	11/22/2019 5:22 PM
17	THE number of roundabouts proposed are ridiculous.	11/22/2019 4:52 PM
18	The main township area of Apollo Bay isn't well connected to east side of Apollo Bay.	11/22/2019 12:29 PM

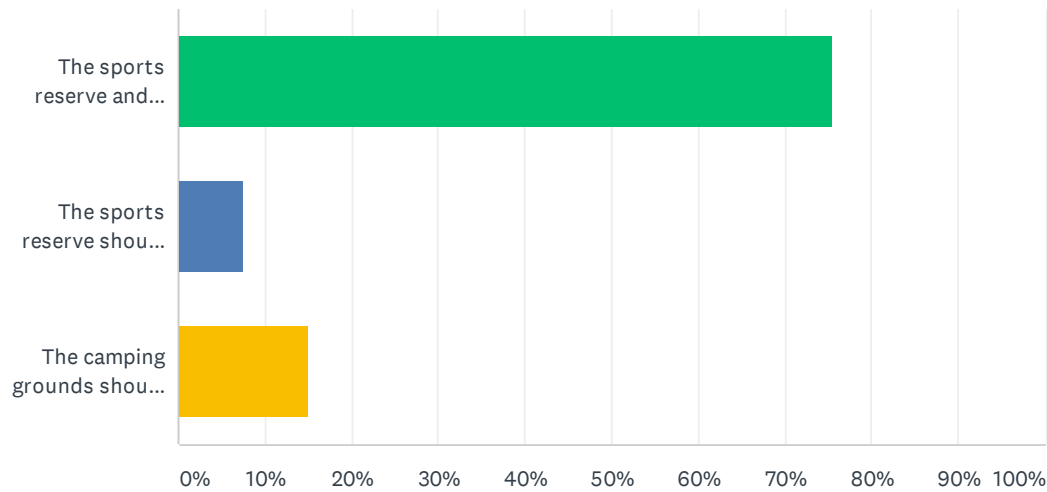
Q10 Where should we start and what do you think should be the first step(s) to deliver the township connections?

Answered: 27 Skipped: 38

#	RESPONSES	DATE
1	A road between towns which is not in danger of being washed away as the sea level rises.	1/8/2020 1:44 PM
2	See last page.	1/8/2020 12:20 PM
3	Complete the Wild Dog to Skenes Creek Trail for connection to all above townships.	12/19/2019 5:03 PM
4	Build the connection trail to Skenes Ck	12/19/2019 3:21 PM
5	Trail to Skenes Ck	12/19/2019 9:33 AM
6	9 Can't type in above square. Pirates Cove is an elevated waypoint opportunity between Apollo Bay and Skenes 10 First steps is to create a continuous coast path from Marengo (connect GOW) to Skenes Ck (or further Petticoat Ck)	12/18/2019 10:04 AM
7	Build the foreshore trail to Skenes Ck	12/13/2019 9:29 PM
8	improve the Apollo Bay to Marengo path. This is also used by Great Ocean walkers.	12/12/2019 7:04 PM
9	Marengo	12/11/2019 9:56 PM
10	Skenes Creek to Wild Dog very important.	12/5/2019 2:45 PM
11	As above	12/5/2019 2:36 PM
12	Improved pedestrian access between the townships.	12/5/2019 2:22 PM
13	Build the Skenes Ck - Wild Dog track and then develop more environmentally sustainable access connections after that. If you make this a priority it will work.	12/5/2019 2:10 PM
14	The walking trail connecting the townships.	12/5/2019 1:50 PM
15	Start with Apollo Bay for connection to Harbour and then connection to Skenes Creek.	12/5/2019 1:40 PM
16	Rock wall the sea to maintain the Great Ocean Road.	12/5/2019 1:18 PM
17	Trails	12/3/2019 10:21 AM
18	bike trail	12/2/2019 4:52 PM
19	The construction of board walks etc. must be of high quality. Eg. Burnie in Tasmania	12/1/2019 6:19 PM
20	Improve Apollo Bay's connections for pedestrian, cycling, cars and busses circulation and parking	11/27/2019 2:04 PM
21	Skenes Creek	11/26/2019 10:08 AM
22	No idea	11/25/2019 4:22 PM
23	Pedestrian bridge across Skenes Creek together with a speed limit of 50kph like there is in other townships (Apollo Bay, Kennett River, Wye/Sep etc.) 50kph in Marengo too for safety of residents and tourists	11/24/2019 8:16 PM
24	Wild Dog and Skenes Creek trail	11/23/2019 7:59 AM
25	Repair exciting part ways !	11/22/2019 5:22 PM
26	pedestrian paths	11/22/2019 4:52 PM
27	Skenes creek trail	11/22/2019 12:06 AM

Q11 Which of the following statements do you most agree with?

Answered: 53 Skipped: 12



ANSWER CHOICES	RESPONSES	
The sports reserve and camping ground should be retained and enhanced in their current location.	75.47%	40
The sports reserve should be retained in its current location, while the camping grounds should be relocated.	7.55%	4
The camping grounds should be retained, enhanced and expanded in its current location, while the sports reserve, pony club and associated facilities should be relocated.	15.09%	8
TOTAL		53

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	OTHER? ADDITIONAL COMMENTS	DATE
1	Again, sea level rise will have an effect on the reserve.	1/8/2020 1:44 PM
2	Retain as is!	1/8/2020 12:34 PM
3	Relocate camping ground to old tip site at Marengo. Leave oval as is.	1/8/2020 12:21 PM
4	Where else is there for camping, sports and Pony Club? This is visible, close to shops and facilities.	12/19/2019 5:04 PM
5	The recreation reserve was created in its very convenient location for sports. I don't want to have to drive my kids to training and games three times a week (6 trips at least). Why isn't the camping income all spent on the upkeep of sports and agricultural show facilities as used to happen before it was plundered by DELWP?	12/19/2019 3:31 PM
6	Need to ring fencing camp revenue for use to develop and better maintain sports facilities Management of reserve by Shire to prevent leakage of revenue that should be used for sports facilities	12/19/2019 9:39 AM
7	Hand over the recreation reserve and camping over to council, it's not coastal crown land or core business for DELWP. Council can use the camp revenue to fund the community sports facilities (as was done by the rec reserve committee up until 2001 before the shameless revenue grab by DELWP)	12/18/2019 10:28 AM
8	Third option is ridiculous. The land was set reserved for sports. Give the recreation reserve to the shire to manage, its their job. They can use the camping fees to improve the sports facilities.	12/13/2019 9:34 PM
9	the pony club is ok in its current location and is doing little harm to the environment.	12/12/2019 7:07 PM
10	The community doesn't have any open space except near the air field all is under the control of the Victorian Government. The town needs it own recreation area not only to house the current groups, but a recreation centre. Like COPAC and the Blue fitness centre. Have a mega centre with room for bowls, parent/ seniors. Other indoor activities	12/11/2019 9:56 PM
11	I would not support any development on the adjacent sloping area that was at a height that interfered or obstructed ocean and valley views to the properties in Gambier St	12/11/2019 8:45 PM
12	The sports complex should only be moved if and when there is a suitable alternative and the funding to do so is available. It should remain until such time as new facilities are located and built.	12/5/2019 3:02 PM
13	Or the third option.	12/5/2019 2:56 PM
14	At the moment the area of Gambier Street is not used at all. Develop this area.	12/5/2019 2:46 PM
15	Leave that pony club - too pristine a resource to change its location. It is a uniquely and joyous addition to the foreshore. Could we create a riding stable and charge tourists?	12/5/2019 2:38 PM
16	Recreation reserve is also used by Apollo Bay & Otway Agricultural Society for its annual show and the Industrial Hall is located within this precinct. Their needs also need to be considered.	12/5/2019 2:23 PM
17	The recreation reserve land was given to the community way back for sports. It should remain as such. It has suffered complete neglect as Council/OCC have not maintained it. The sports facilities should be upgraded, and if the campground is upgraded for high class cabins then that is fine. But the priority should be OUR sports facilities.	12/5/2019 2:12 PM
18	The netball/tennis courts aren't up to standard. These could be relocated to the under used area on the hill overlooking the oval. Starting from scratch would be a much better option than trying to fix what's there. The current courts have already 3 layers of asphalt on them and poor drainage.	12/5/2019 1:51 PM
19	Pony Club should have access to the reserved land on Heathfield Estate, Marengo.	12/5/2019 1:34 PM
20	Or option 2, retain sports reserve.	12/5/2019 1:05 PM
21	The recreation reserve was selected in the 1870s for community recreation. Tennis courts have been there since 1915 or earlier. The oval pre-dates Federation! Both pre-date the Great Ocean Road. So if DELWP want more camping and accommodation suggest they should look elsewhere. We have 3 junior tennis teams and adults playing in local league. The principle that easy foot/cycle links should be established/maintained is good and Shared Use also happens.	12/5/2019 12:12 PM
22	The sports reserve was given by an early land owner for recreation purposes to the	12/3/2019 4:24 PM

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

	community and is owned by the community for that purpose.	
23	improve sports ground drainage to avoid flooding and increase safe usability of the surface	12/3/2019 11:39 AM
24	From my perspective it looks like it works quite well, however I don't have a van down there. We watch the local footy and quite enjoy it. Some enhancements would be great.	11/28/2019 3:38 PM
25	The Rec Reserve is an embarrassment to our town, it needs upgrading NOW , it's a disgrace	11/26/2019 7:40 PM
26	Answer is dependent on where sports reserve and pony club could be relocated to	11/25/2019 5:38 PM
27	The recreation reserve accommodation needs to be bull dozed and redeveloped. The area next to Gambia Street would be perfect for some attractive accommodation units. Potentially, area's within the recreation reserve, or, the industrial area needs to be ear marked as low cost workers accommodation.	11/25/2019 4:32 PM
28	The sports and camping reserve looks drab - but this is because DELWP has used the camping as a revenue source for the town foreshore rather than funding the foreshore properly. Starving the rec reserve and camping of any investment has undoubtedly led to a poor facility. But that is due to poor management and lack of re-investment of revenue rather than due to co-location. A shared sports and camping ground is a standard (maybe iconic) feature of most Australian country towns. There is nothing incompatible between the two. The rec reserve was selected for the town in the 1870's. There is no compelling reason to relocate sporting facilities - other than DELWP wants the land to raise revenue and bugger the townsfolk. DELWP/DSE had camping elsewhere on the foreshore until they (against the wishes of the community) relocated it all to the rec reserve about 25 years ago. The current site of the sporting facilities fits well with guiding principles - shared use, easy walking cycling access for kids, seniors. Easy for people to have a drink after footy and walk home. Do the guiding principle have value - or do they only apply when it suits?	11/24/2019 8:28 PM
29	Improvement to camp ground and sports reserve is good but where are they going to be relocated too. I know there is a proposal for the sports reserve but what about the pony Club? You can't suggest moving facilities until all plans are confirmed.	11/22/2019 4:54 PM
30	Biased again. What if you do not agree with any human activity directly next to the foreshore.	11/22/2019 3:20 PM
31	The derelict camping grounds need urgent investment	11/22/2019 12:31 PM

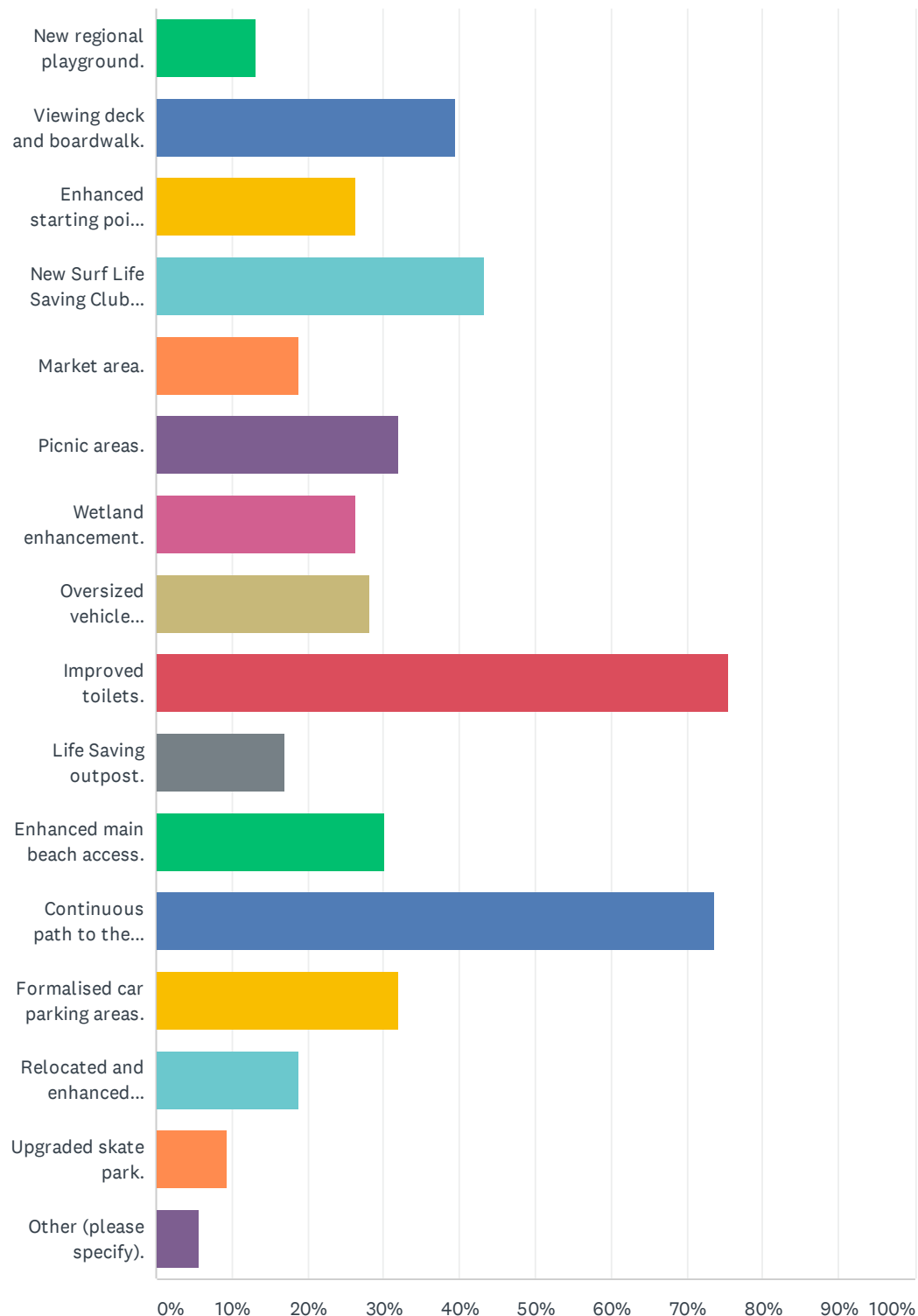
Q12 If you believe relocating the sports reserve is a good idea, where would be a suitable location and why? Comments

Answered: 19 Skipped: 46

#	RESPONSES	DATE
1	Soon it will all be under water. It is a very important community asset. Relocate to school, there is room and parking space.	12/19/2019 5:22 PM
2	Don't move it, its a silly pipe dream of those who don't use the sports facilities	12/19/2019 3:31 PM
3	Ridiculous idea to relocate. The sports facilities are ideally located for easy pedestrian access, important for junior training.	12/19/2019 9:39 AM
4	I consider it a half-baked thought-bubble without very limited community support. What is the rationale? It has not been proposed in any previous planning documents to date.	12/18/2019 10:28 AM
5	Its current location is the most convenient for the community.	12/13/2019 9:34 PM
6	Needs to be close to town. Hard to answer because too many opportunities have been lost. Maybe near the school or Montrose Ave	12/11/2019 9:56 PM
7	What possibilities are there?	12/5/2019 3:02 PM
8	NO	12/5/2019 2:46 PM
9	Not sure and not qualified to comment.	12/5/2019 2:38 PM
10	I haven't an answer to that!	12/5/2019 2:23 PM
11	NO. It cannot go on the old tip site. Too far from town. No access. Brownfield site. Spend money on upgrading current facilities.	12/5/2019 2:12 PM
12	Don't believe relocating is an option. There isn't any area with enough flat land available and close to town.	12/5/2019 1:51 PM
13	None	12/5/2019 1:30 PM
14	Most country Australian towns has shared camping/recreation reserve - it works well. DELWP/DSE have starved the campsite of investment for 30 years taking the cash flow to maintain the foreshore. That's why it looks old and shabby. Needs a professional operator.	12/5/2019 12:12 PM
15	Behind town, end of Moore St.	12/3/2019 10:24 AM
16	Locating on a 1/50 year flood plain is a good use of such land.	12/2/2019 4:53 PM
17	Develop the current school sports ground. It would be good planning sense to have a sporting precinct near the pool/sports hall etc.	12/1/2019 6:21 PM
18	Perhaps the farm land on Marriners Lookout Road might be better. It is elevated and probably be a better spot for a community sporting precinct - a natural amphitheatre could also be created at this area. This would be a better use than more potential AirBnB housing when it gets developed.	11/25/2019 4:32 PM
19	Bear in mind that the oval is where the air ambulance land. Please do not stymie the maintenance of the rec reserve by an unfunded idea of an unknown site. We have seen with the harbour that the prospect of an unknown, unagreed, unfunded development can cripple any maintenance and progress for 30 years plus. Dont do it to the rec reserve. Even if DELWP do want to steal the communit's sports reserve	11/24/2019 8:28 PM

Q13 Are there elements of the Apollo Bay Foreshore - Improvement Opportunities, that you like in particular?

Answered: 53 Skipped: 12



Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

ANSWER CHOICES	RESPONSES	
New regional playground.	13.21%	7
Viewing deck and boardwalk.	39.62%	21
Enhanced starting point for the Great Ocean Walk.	26.42%	14
New Surf Life Saving Club including shared use community facility.	43.40%	23
Market area.	18.87%	10
Picnic areas.	32.08%	17
Wetland enhancement.	26.42%	14
Oversized vehicle parking.	28.30%	15
Improved toilets.	75.47%	40
Life Saving outpost.	16.98%	9
Enhanced main beach access.	30.19%	16
Continuous path to the Harbour.	73.58%	39
Formalised car parking areas.	32.08%	17
Relocated and enhanced festival and events area.	18.87%	10
Upgraded skate park.	9.43%	5
Other (please specify).	5.66%	3
Total Respondents: 53		

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	COMMENTS	DATE
1	Sea level rise will affect the foreshore. Perhaps there will be little foreshore left as in the early days.	1/8/2020 1:45 PM
2	Most points are good, but NO oversize vehicles on main foreshore area, unless near Thomson Street.	1/8/2020 12:22 PM
3	The foreshore is for people not buses and cars. Formalised car and bus parking should be made at the back of town with drop off areas in town, not the foreshore.	12/19/2019 5:23 PM
4	Get rid of all dangerous oversized vehicles from foreshore area, and use the area to create more small vehicle parking	12/19/2019 3:33 PM
5	More large trees to create pleasant micro-climate Improve path layout, especially for GOW walkers who suffer geographical challenges in the first 500m Stop bus and large vehicle from parking on foreshore	12/19/2019 9:44 AM
6	Definitely no oversized vehicle parking. Get the buses off the foreshore.	12/18/2019 10:33 AM
7	Shade trees, sunshade over playground	12/13/2019 9:38 PM
8	I would like the sand hills to be removed to provide views to the ocean from the shops and foreshore. They were originally not there. The same could be done all the way to the harbour and also to Wild dog creek to provide ocean views from the road. The scrub should be removed and replaced with more coastal low plants and lawned areas. Currently they do not provide any protection from wave erosion. The young fir trees and all non-native trees should be removed as soon as possible. The large sculptured fir trees are dangerous and it is a matter of time before one falls down again.	12/12/2019 7:20 PM
9	It is important to keep the foreshore SIMPLE. It need to be open space increased by reducing the dunes and claiming this space. With increasing visitor numbers we need to keep or increase open space. NOT reducing. There is no need for a new life saving facility. The current one should be demolished and a smaller one with the equipment required should be built The current arrangement is not required as the social activities can be in the new recreation reserve if ever built including the Skate Park. Oversize vehicle parking in question 1. Other options out in the industrial estate. If Nelson Street was closed at the War Monument end, the area between Pascoe St could be use for many passenger vehicles if angle parking was implemented. It would also enable easy access to many near by attractions	12/11/2019 9:57 PM
10	Exercise equipment at both ends.	12/5/2019 2:47 PM
11	The playground is great as it is. Move oversized vehicle parking to the back of town. The starting point of the Great Ocean Walk is ok but hard to follow to Marengo. The current Surf Club is an eye-sore and too small. Thank you. Whatever is done the design must be coherent - Lorne looks great, we can do better. Aim - "small", clean, updated.	12/5/2019 2:40 PM
12	I do actually like most of the elements outlined in your foreshore idea. I like the one way Collingwood & extra cafe seating. I like the coach parking on Pascoe. The only worry I have is that you are very focussed on dealing with coaches all the while. Shouldn't you concentrate first on the people who live and work here rather than concentrating first on tourist coaches.	12/5/2019 2:14 PM
13	Enhancing what is already established would be great, the need for better toilet facilities is desperate. Bus parking is one of Apollo Bay's main problems, perhaps having a depot near the industrial estate would be a good idea, drop off and pick up in town, park out of town. Playground where it is seems practical and easily accessible. Surf Club could do with a facelift. Beach access could be improved with some sand dunes being reduced.	12/5/2019 1:54 PM
14	Re: Apollo Bay retail along Collingwood Street - please remove all racks of clothing on the footpath of Collingwood Street. These are an extreme hinderance to pedestrian flow and are an extreme eye-sore. Must be removed ASAP.	12/5/2019 1:41 PM
15	Tourist bus and car parking with improved toilets amalgamated together near Council office.	12/5/2019 1:19 PM
16	Extra toilets.	12/5/2019 1:06 PM
17	This facility is under-used and not equipped for greater community use; enlarge to include a genuine sports club personality with appropriate gender specific change and rest room facilities, include for a second floor complete with a public bar/restaurant (like NSW surf clubs!!) to take better advantage of the sea side aspect for locals and tourists AND to provide wider perspective viewing for the life savers.	12/3/2019 11:48 AM
18	The concept is way over developed. Design in space, "nothing", and country appeal. Building	12/2/2019 4:57 PM

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it out, even if you think you're being clever is still made. Be different - allow it to have its own natural character and charm, not a landscape designers next resume stuffer.

19	We have unique opportunity to develop this spacious foreshore area. Quality design is paramount. I listed many of the concept possibilities on display. The playground could be so imaginative. Adventure playgrounds are great tourist attractions. Often local tradies will donate time for construction. Please no more coloured tube style. We can do better. Eg. Essendon Boulevard Pirate Ship.	12/1/2019 6:27 PM
20	The oversized vehicle parking shouldn't be on Collingwood Street (or for drop off only but located before Thomson Street). You don't want the town entry with its natural/coastal scenery to be dominated by the sighting of big touristic vehicles. Those medium to big size busses should be, as soon as possible, redirected towards Pascoe Street (via Thomson and Nelson Street). Any formalized car and bus parking areas should be accommodated with easily accessible bins.	11/27/2019 2:23 PM
21	Ignores diminishing beach and impact of high tides and storm surges. Important that foreshore treatment reflects a seaside village character not a resort.	11/25/2019 5:40 PM
22	All of the above really - if the surf club was redeveloped potentially the building could also have some retail and conference space..... and a cafe overlooking the ocean to create revenue. Currently the town doesn't really have any where where tradies with trailers can park. Most long vehicle parking is normally taken up by caravan and motor homes/ buses. This frustrates the local building industry.	11/25/2019 4:37 PM
23	Don't turn the foreshore into a bus park/car park. Modern town planning acknowledges that there will never be enough parking unless you concrete the whole town. Hence park and ride in tourist areas. A pedestrian path through to the harbour will transform the linkages in town. Pls include the fact that the foreshore is the only designated safe place in bushfires for Apollo Bay, Skenes Creek, Marengo	11/24/2019 8:32 PM
24	Like the design but wonder if 6 oversized parking spaces is enough? Parking for RVs is already a huge problem and not sure current plans are sufficient to address this problem.	11/22/2019 5:00 PM
25	no	11/22/2019 3:20 PM
26	Everything looks well planned	11/22/2019 12:34 PM
27	KSH	11/21/2019 1:42 PM

Q14 Where should we start and what do you think should be the first step(s) to improve the Apollo Bay foreshore?

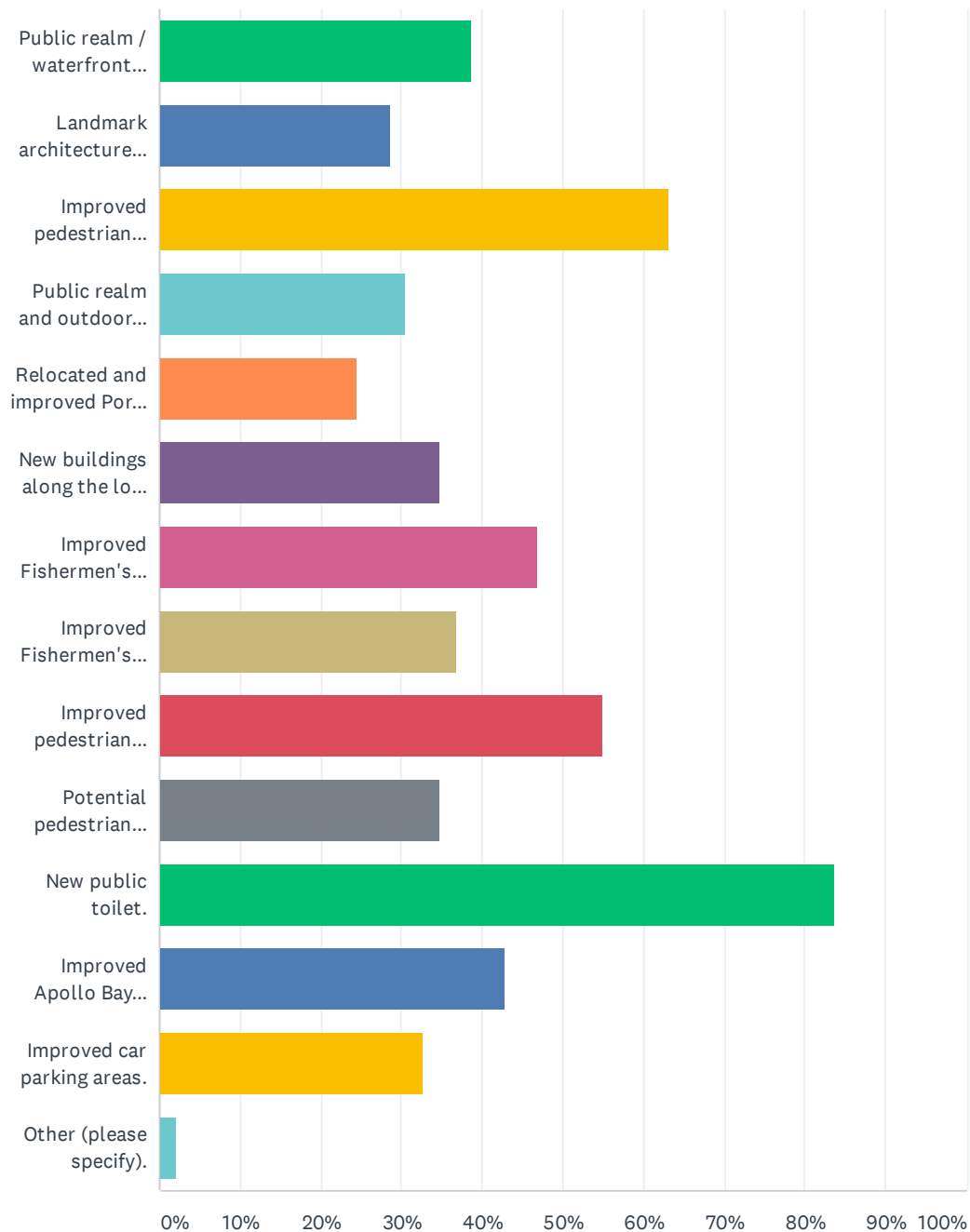
Answered: 34 Skipped: 31

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#	RESPONSES	DATE
1	Ready to move items if sea level rise increases and buildings!	1/8/2020 12:34 PM
2	Increase toilet capacity.	1/8/2020 12:22 PM
3	Protect it from climate change.	12/19/2019 5:23 PM
4	Toilets and parking.	12/19/2019 5:04 PM
5	Build a boardwalk trail to the harbour behind the dunes	12/19/2019 3:33 PM
6	Plants trees, rationalise pathways, remove buses and large vehicles	12/19/2019 9:44 AM
7	Continuous and well marked walking path as part of GOW. The current path layout causes walkers to get lost more than once in the first 0.5 km of a highly promoted 100 km walk	12/18/2019 10:33 AM
8	Aside from get rid of OCC? then improve the toilets, rebuild the surf club, plant shade trees	12/13/2019 9:38 PM
9	remove parts of the sand hills and replace with lawns and low native vegetation	12/12/2019 7:20 PM
10	Address the dunes and as a result increase the public space	12/11/2019 9:57 PM
11	Improve beach access	12/6/2019 1:25 PM
12	Oversize vehicle parking by extending the car parking from Moore Street to top pub only. This is a non peak solution.	12/5/2019 2:47 PM
13	1. New Surf Club 2. Viewing deck and boardwalk	12/5/2019 2:40 PM
14	Toilets!! Continuous path to the harbour.	12/5/2019 2:24 PM
15	Develop the idea/expand the idea of extra cafe seating and one way Collingwood St.	12/5/2019 2:14 PM
16	Paths and toilets. Some of the reclaimed (sand dunes) land under vegetation could be removed as this is only encouraging vermin and weed problems.	12/5/2019 1:54 PM
17	1. Address beach erosion as a priority. 2. Improve main beach access.	12/5/2019 1:41 PM
18	The above.	12/5/2019 1:19 PM
19	New Surf Club.	12/3/2019 4:24 PM
20	Design and Construct elevated tide and all weather proof foreshore embankments to protect the travelling public (pedestrians,cyclists , impaired persons), the foreshore, the foreshore surrounds and the existing road width/surface)	12/3/2019 11:48 AM
21	1. Enhanced starting point to Great Ocean Walk. 2. New surf life saving and community facility. 3. Main beach entry 4. Festival and events area 5. Path to Harbour	12/3/2019 10:27 AM
22	Wind proof shelters. Art/Sculpture	12/2/2019 4:57 PM
23	You have done a wonderful job of the boat car park, thankyou. Maybe more beach parking and a better connection from the Harbour to town.	11/28/2019 3:39 PM
24	More toilets and bus parking	11/28/2019 11:02 AM
25	Toilets, parking, life saving club house and main beach access	11/27/2019 2:23 PM
26	Start at the toilet block at the Golf Course , it is in desperate need of an upgrade, please get us some much needed cash injection to our area	11/26/2019 7:43 PM
27	Improve toilet facilities	11/25/2019 5:40 PM
28	The management model needs to be addressed.	11/25/2019 4:37 PM
29	Toilets, path through to harbour and re-route Great Ocean Walk along point bunbury walk	11/24/2019 8:32 PM
30	Improve the amenity	11/23/2019 8:01 AM
31	Decent toilet facilities and parking for visiting public!	11/22/2019 5:27 PM
32	Thomson Street end of plan	11/22/2019 5:00 PM
33	Sack the coastal committee and find yourselves a big bucket of funds.	11/22/2019 12:34 PM
34	Boardwalk into town centre	11/22/2019 12:07 AM

Q15 Are there key elements of the Apollo Bay Harbour - Improvement Opportunities, that you like in particular?

Answered: 49 Skipped: 16



Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

ANSWER CHOICES	RESPONSES	
Public realm / waterfront promenade.	38.78%	19
Landmark architecture feature on upper terrace allowing for restaurant / outdoor dining.	28.57%	14
Improved pedestrian connection from the town centre to the harbour.	63.27%	31
Public realm and outdoor dining on upper terrace.	30.61%	15
Relocated and improved Port Operations.	24.49%	12
New buildings along the lower terrace allowing for cafes, retail, tourist operators and a potential aboriginal and cultural centre.	34.69%	17
Improved Fishermen's Co-operative.	46.94%	23
Improved Fishermen's Co-Operative including a second storey and restaurant.	36.73%	18
Improved pedestrian connection from the town centre to the harbour.	55.10%	27
Potential pedestrian connection to Point Bunbury.	34.69%	17
New public toilet.	83.67%	41
Improved Apollo Bay Sailing Club.	42.86%	21
Improved car parking areas.	32.65%	16
Other (please specify).	2.04%	1
Total Respondents: 49		

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	COMMENTS	DATE
1	In the 1980s there were requests for toilet facilities at the harbour. 40 years later, proper facilities have still not been provided, after many, many harbour studies and surveys.	1/8/2020 1:46 PM
2	Sand removed to land sites (limited). New buildings along the lower terrace allowing for potential aboriginal and cultural centre (not cafes, retail, tourist operators).	1/8/2020 12:36 PM
3	Ok to relocated Port Operations, as long as not on Golf Club leased land.	1/8/2020 12:23 PM
4	The public deck and Fisherman's Co-op area are sufficient without overcrowding with other commercial buildings, on the top level. The lower level has potential but where will everyone park to access these facilities? Also the Fishing Co-op is a \$million exporting business. How would they get their transport vehicle to access their products if the area is taken up with superfluous buildings?	12/19/2019 5:08 PM
5	Don't see the point of a second story of the co-op, it's already elevated.	12/19/2019 3:35 PM
6	Prefer no two story buildings.	12/18/2019 10:37 AM
7	Why does it need a landmark architectural feature, isn't the harbour the attraction? I would not like to see a second story on the co-operative Gravel or grassed parking areas preferred, they are low carbon and not too hot for beach goers	12/13/2019 9:44 PM
8	Fishermen's Co-operative and improving surround clear up blackberries , weeds and rubbish. Seal the roadway and make a "Shared Zone". Limit vehicles except for those that need to launch boats.	12/11/2019 9:57 PM
9	Increase number of boat ramps. Extend harbour wall to increase safety of entering and exiting the harbour when the sell breaks across the mouth	12/11/2019 8:48 PM
10	I do like the proposal you have drawn as a starting point to redevelop a very underused but beautiful part of our town. Smartening up the HM office. Using that space for retail/upmarket restaurant. Better Mother's Beach facilities. All are very good ideas.	12/5/2019 2:15 PM
11	Again, keep it simple. Pedestrian connection would help keep walkers off the main roads. The Co-op are already making some great improvements to the precinct. The restaurant idea would be good, such a great location. The car park at the harbour could be sealed and be more formalised. A better marina, improve the boating facilities for visiting vessels and local boats. More moorings.	12/5/2019 1:56 PM
12	Retain existing vegetation	12/5/2019 1:30 PM
13	Pedestrian walkways	12/5/2019 1:20 PM
14	The current toilet is a disgrace.	12/5/2019 1:06 PM
15	Implement Option 1 to relocate the War Memorial and Realign the road for thru traffic	12/3/2019 12:07 PM
16	you have the same option in twice.	12/2/2019 4:59 PM
17	La Bimba is the only place in the Main Street where the beach is visible. There is so much opportunity.	12/1/2019 6:29 PM
18	Additional parking shouldn't be allowed in the roads around the harbour. Car parking should be concentrated exclusively in designated formal car parks (with easily accessible bins). The open character of those surrounding roads with their mutual connection to/from the golf course and the quite and peaceful atmosphere that comes with it should be preserved.	11/27/2019 2:41 PM
19	Good luck getting any improvements done , this had been talked about for years and nothing done , a toilet last year , that has taken over 10 years !	11/26/2019 7:47 PM
20	Maintain and facilitate a working harbour. Minimal tourist operations. There is a local Museum near Wild Do Creek with an Aboriginal display developed in collaboration and approval of local Aboriginal people. Point Bunbury has significance for Aboriginal people.	11/25/2019 5:45 PM
21	Maybe some floating attractions (obviously away from commercial or recreational use). - could be some pontoons or slides - floating decks for fishermen - space for commercial watersport operators - installation of a surfers groin to create a new wave away from the harbour entrance	11/25/2019 4:43 PM
22	Harbour proposals look good. Sailing Club lease area will need to be bigger to allow for improved facilities (just area to allow basic change rooms for girls and boys would be a start!).	11/24/2019 8:36 PM
23	Where is the improvement to the groins so that the harbour does not fill with sand. There can	11/22/2019 5:05 PM

be no increase in marina facilities until sand build up can be reduced. Recreational mooring opportunities suggested are a pipe dream without this being addressed.

Q16 Where should we start and what do you think should be the first step(s) to improve the Apollo Bay Harbour?

Answered: 33 Skipped: 32

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

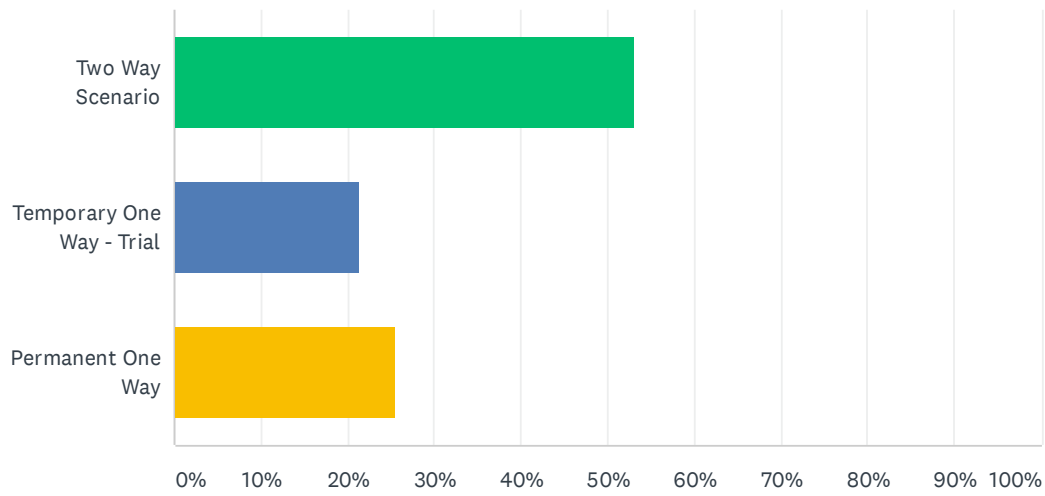
#	RESPONSES	DATE
1	Toilet facilities.	1/8/2020 1:46 PM
2	Leave most as is so people can enjoy in peace.	1/8/2020 12:36 PM
3	Improve access even further. Boat area parking no good, but unfinished at ocean end of park - why?	1/8/2020 12:23 PM
4	Address the practical side of development first: parking, vehicle access, toilets. The Fish Co-op are responsible for deck maintenance etc. where would extra businesses fit into this scenario?	12/19/2019 5:08 PM
5	Build the connecting trail to the town centre	12/19/2019 3:35 PM
6	Shared path connection from town centre	12/19/2019 9:45 AM
7	Shared path connection behind dune to town centre	12/18/2019 10:37 AM
8	Relocate works shed, and build trail from town and promenade to big breakwater	12/13/2019 9:44 PM
9	new public toilets and improved parking	12/12/2019 7:24 PM
10	Clean up area and seal road surfaces.	12/11/2019 9:57 PM
11	Improve safety Of the Harbour mouth	12/11/2019 8:48 PM
12	Not qualified to comment.	12/5/2019 2:41 PM
13	Walking paths from foreshore to harbour and on to Point Bunbury. Toilets!! Improved car parking.	12/5/2019 2:25 PM
14	A walking connection from town to harbour.	12/5/2019 2:15 PM
15	Properly dredged, to make it a safe port of call. Paths from boat ramp to town, so pedestrians aren't on the road.	12/5/2019 1:56 PM
16	1. Access for pedestrians from city centre to Harbour. 2. Improve good work started with dining at Co-op.	12/5/2019 1:42 PM
17	Public toilets. Lower terrace for cafes and aboriginal cultural centre (NO retail or tourist operators).	12/5/2019 1:35 PM
18	Tourist access	12/5/2019 1:20 PM
19	New toilets.	12/3/2019 4:25 PM
20	1. Engage environmental professionals from the outset who know and fully understand the ecology, the impacts of change on the 'whole environment' and the enduring impacts of providing easier human access to the foreshore environs so that the predictable negative human behaviours that arise from doing so can be catered for so as to actually 'improve' the Harbour precinct and not denigrate its existing 'coastal character'. 2 Develop a Plan with high level local (not tourist business interests) consensus that by intent MINIMISES the footprint of change and allows NO further commercial development on the foreshore side of the thru road.	12/3/2019 12:07 PM
21	Pedestrian connections to town centre and and Point Brunbury. Public toilet	12/3/2019 10:29 AM
22	paedestrian access, more places to sit down near coop.	12/2/2019 4:59 PM
23	Improved toilets	11/30/2019 5:36 PM
24	Toilets	11/28/2019 11:03 AM
25	Improved pedestrian connection from the town centre to the harbour.	11/27/2019 2:41 PM
26	Toilets , safe walking path to centre of A/Bay	11/26/2019 7:47 PM
27	Fix the infrastructure of the harbour	11/25/2019 5:45 PM
28	Public toilets, links to the town and clean up the area in front of the Co-op	11/25/2019 4:43 PM
29	Pedestrian connection from foreshore to harbour and point bunbury. Improve Coop and sailing club as the improved maritime facilities will spur on improvement. Need to keep focus on maritime functions as the tourists want to visit a live active working harbour. Not just another retail space.	11/24/2019 8:36 PM
30	facelift	11/23/2019 8:03 AM

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

31	Stop sand migration into harbour!	11/22/2019 5:31 PM
32	connecting boardwalks	11/22/2019 5:05 PM
33	KHLIKHIK	11/21/2019 1:42 PM

Q17 Of the options provided for Collingwood Street, which do you prefer?

Answered: 47 Skipped: 18



ANSWER CHOICES	RESPONSES	
Two Way Scenario	53.19%	25
Temporary One Way - Trial	21.28%	10
Permanent One Way	25.53%	12
TOTAL		47

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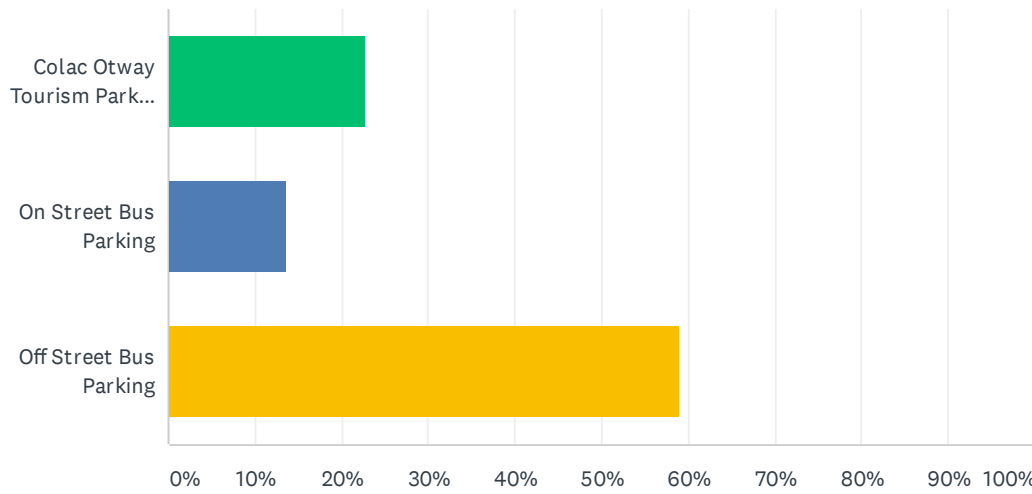
#	WHY?	DATE
1	Because most of the year, the street is not crowded or busy and parking is available.	1/8/2020 1:47 PM
2	So people walk more.	1/8/2020 12:36 PM
3	Best option, but need timers on pedestrian crossings to regulate traffic flow better.	1/8/2020 12:24 PM
4	Two way scenario up to McLaren Parade, to avoid building round-about and losing informal parking. Traffic from west enters Nelson Street, around Pascoe Street round-about then McLaren Parade to Main Street with appropriate signage.	12/19/2019 5:09 PM
5	It will halve the amount of traffic and make safer for bikes and pedestrians	12/19/2019 3:36 PM
6	It will improve pedestrian and bicycle safety, and improve amenity	12/19/2019 9:47 AM
7	Reduce potential conflict between vehicles and perpendicular pedestrian movements	12/18/2019 10:38 AM
8	make more safe for pedestrian movement between shops and foreshore / beach	12/13/2019 9:45 PM
9	only a problem at busy times with lots of pedestrians crossing the road. A roundabout at the Service Station would provide easy bypass around the shops.	12/12/2019 7:26 PM
10	Collingwood St is the hub main Street in the town it should remain TWO way for passenger cars only and for those who want to stop and have a coffee or buy something from the market or shops. The street from Hardy to McLaren Pde should be a shared Zone with vehicles only going into the area to partake in what's on offer. Angle parking should be on the shops side and the street should be for very limited movement. It could almost be made into a mall with restrictive car movement. Traffic signals should be at Thompson Street for the majority of through traffic, continuing up Cartwright St into Noel (road is wide enough) with traffic lights at the COR (Sylvester Street) for a way for traffic wishing to travel through. This route is used during the Great Ocean Road Marathon and other events which require Collingwood to be closed and works very well. This should be given serious consideration for the town's long term future.	12/11/2019 9:58 PM
11	Worth trying - possibly it should be permanently closed both ways - the road area could be attractively redesigned as extended cafe/outdoor eating gardens.	12/6/2019 1:28 PM
12	Can't see any good reason to have no traffic along the shopping precinct. One way would reduce pedestrian congestion.	12/5/2019 3:03 PM
13	Two is the best for all visitors and retailers in the town. During peak time all buses should be diverted along Pascoe Street - including 22 seaters. The pedestrian lights made a stop/go at all times. This means traffic is not controlled by pedestrians the through light is set to a cycle.	12/5/2019 2:48 PM
14	Tourists visit Apollo Bay all year. A permanent one way would mean large buses and smaller buses wouldn't be able to park in Collingwood Street. It would be a much nicer experience for locals and tourist and encourage browsing of the shops and an improved retail experience.	12/5/2019 2:26 PM
15	Wouldn't like to see a one way street.	12/5/2019 1:56 PM
16	1. Continuation of Great Ocean Road. 2. Need better parking and safer pedestrian crossings.	12/5/2019 1:43 PM
17	The name Collingwood St was made obsolete 20 years ago. All addresses are now GOR. Just replace the first pedestrian crossing lights with a normal timed traffic light. This would allow road traffic to move more freely through town. At present during summer/autumn months and weekends traffic backs up as far as Milford St with only 2 or 3 cars able to drive through at a time.	12/5/2019 1:09 PM
18	Maintains existing travel paths, avoids confusing the tourist traffic and tourist service providers, avoids moving large traffic thru the back streets, minimises large vehicle traffic on back streets not designed for high volume heavy vehicular traffic, moves the War Memorial 'off road' to a user friendly and safe space that still practically speaking resides on the road reserve with similar visibility that respects our heroes and the RSL as a lead protector of our war time saviours and their surviving families.	12/3/2019 12:15 PM
19	Keep traffic on GOR	12/3/2019 10:30 AM
20	leave it alone.	12/2/2019 4:59 PM
21	We are fortunate to have a suitable alternative in Pascoe Street. Traffic can be redirected. This street already has commercial activity as part of the town centre.	12/1/2019 6:31 PM
22	Better access to shops. It would be better if during the busy holiday periods there were	11/30/2019 5:42 PM

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	pedestrian lights (stop and go) for crossing the road	
23	Seems to work OK to me, even when busy. We often use the street behind Collingwood Street but I think the bulk of the traffic should be on the main road rather than past residential properties. Making Collingwood Street a one way street only increases the traffic on residential streets and possible danger to pedestrians, children, older people, dogs etc.	11/28/2019 3:43 PM
24	Busy streets create a buzz. One way streets are soulless. Look at area around Footscray market for how to ruin atmosphere by one-way streets	11/27/2019 9:25 PM
25	One way would make the town experience so much greater and a permanent option allows for a much better quality development	11/27/2019 2:44 PM
26	Please don't change the Main Street	11/26/2019 7:47 PM
27	Best enhances the pedestrian experience	11/25/2019 5:46 PM
28	I'd be keen to see a trial to see if the situation would work long term. Ideally it would be good to landscape and activate the business precinct.	11/25/2019 4:46 PM
29	No brainer. 30kph one way safer for pedestrians, cyclists. Better for shoppers and businesses. Through traffic diverted round through Pascoe St. Just do it!!! Good for businesses in Pascoe St too So out of date to have busy main road through traffic going through main shopping street Trial it if you must - but just do it.	11/24/2019 8:39 PM
30	traffic flow and parking	11/23/2019 8:04 AM
31	because it does not impact on parking. We cannot reduce what parking we have as we already do not have enough.	11/22/2019 5:06 PM

Q18 Of the options provided for Pascoe Street, which do you prefer?

Answered: 44 Skipped: 21



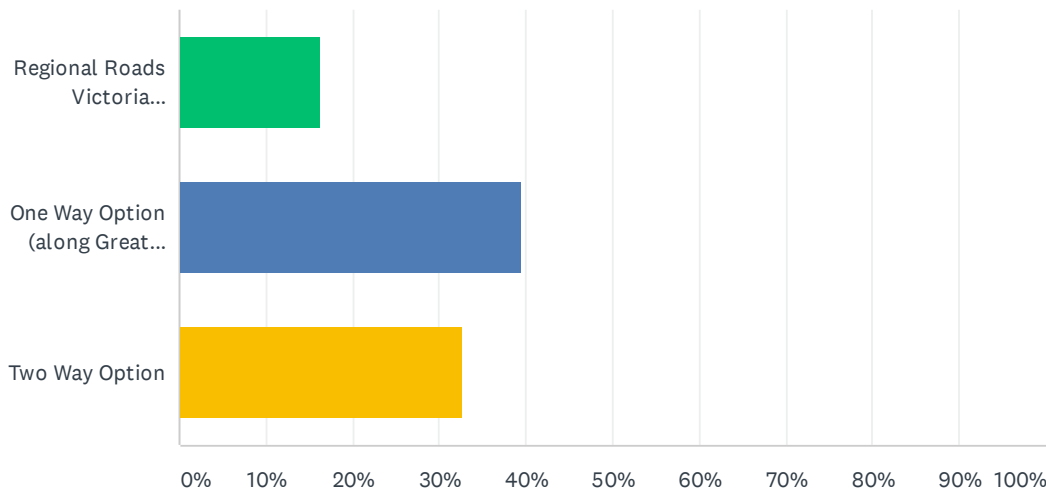
ANSWER CHOICES	RESPONSES	
Colac Otway Tourism Parking and Traffic Strategy Proposal	22.73%	10
On Street Bus Parking	13.64%	6
Off Street Bus Parking	59.09%	26
TOTAL		44

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	WHY?	DATE
1	The buses take up valuable parking space for cars in the busy period.	1/8/2020 1:47 PM
2	So many buses visiting. Bus parking in industrial zone.	1/8/2020 12:37 PM
3	Definitely no bus parking in Pascoe Street OR Great Ocean Road. Special area needed - near industrial area?	1/8/2020 12:25 PM
4	What is the difference between the first two options?	12/18/2019 10:41 AM
5	I have not seen the first option. Pascoe Street is OK most of the time. Off street bus parking is needed to prevent the smaller buses parking next to the shops.	12/12/2019 7:31 PM
6	Buses are a hazard for other road users , better to keep in one holding area refer to earlier comments	12/11/2019 9:58 PM
7	Buses parked on street simply take up too much of the road.	12/5/2019 3:03 PM
8	Bus parking made to fit - 22 seaters. All larger buses have a drop off zone and a time to pick up passengers. Maybe the Gamier Street (rec land) can be an alternative bus parking as well as caravan parking with toilet facilities.	12/5/2019 2:50 PM
9	The round-about was a good option. Bus drop off area, with parking elsewhere would be better.	12/5/2019 1:57 PM
10	Bus parking and drop off points is terrible at the moment.	12/5/2019 1:43 PM
11	Tourist bus parking is Government Great Ocean Road responsibility, not local Council. Parking. Tourist Information.	12/5/2019 1:22 PM
12	Every car park here is occupied from Dec-April and buses should not be allowed in such close proximity. Put them in the back of town. If they are allowed & Pascoe St becomes the alternate route through town there will be accidents with all travellers on buses. There are literally near misses daily now.	12/5/2019 1:12 PM
13	Safety of the travelling public including for prescriptive pedestrian pathways to and from the designated bus parking bays that will presumably be located on the west side only of the (wide section of) Pascoe Street complete with one or two only new designated pedestrian crossings that would be under traffic officer control to guide random tourist behaviours. Avoid over sized vehicles parking in the main street occupying the vehicle lanes and intruding into the lines of sight for other drivers and pedestrian traffic.	12/3/2019 12:27 PM
14	Need bus parking and keep away from clogging foreshore	12/3/2019 10:31 AM
15	Better outcome	11/27/2019 2:49 PM
16	Buses should have a drop off and pick up point in the town and park out of town centre, eg near Recycling Centre	11/25/2019 5:47 PM
17	Move the buses to the Council car park that is never used and build a toilet there. Remove the curb and channeling in this area and create a more scenic walk through to Collingwood street. This area could hold over 30 mini buses. The whole of Pascoe street could get angled parking and coach parking could be created in areas that don't have residents. ie - on Pascoe after Montrose Ave - On Thompson Street between the petrol station and Pascoe Street. One the Great Ocean road from the the current bus stop to opposite the petrol station.....and there's probably other areas like this in town which are close to businesses that would hold coaches The plan also proposes several roundabouts, will these fit in the desired locations and will they be able to service large coaches and trucks. Also	11/25/2019 5:35 PM
18	Off Street bus park is the answer but it will take Shire 5-10 years to buy a site and do it and the need is NOW. In the shorter term on street would help, though there is clearly not near enough space for even the current volume of buses. Obviously bus operators rather than ratepayers need to pay for the cost of bus parking provision. Also important to have pedestrian crossings on Pascoe St as it is bad to see the tourists trying to cross but shocking to see the elderly residents unable to get from their homes to the post office or Foodworks across the wide expanse of Pascoe St. Shocking and shameful. And totally against your guiding principles.	11/24/2019 8:50 PM
19	ease congestion	11/23/2019 8:05 AM
20	Seen this work very well overseas in other high tourist areas and does not impact on car parking.	11/22/2019 5:08 PM

Q19 Of the options provided for Nelson Street Intersection, which do you prefer?

Answered: 43 Skipped: 22



ANSWER CHOICES	RESPONSES	
Regional Roads Victoria Proposal	16.28%	7
One Way Option (along Great Ocean Road)	39.53%	17
Two Way Option	32.56%	14
TOTAL		43

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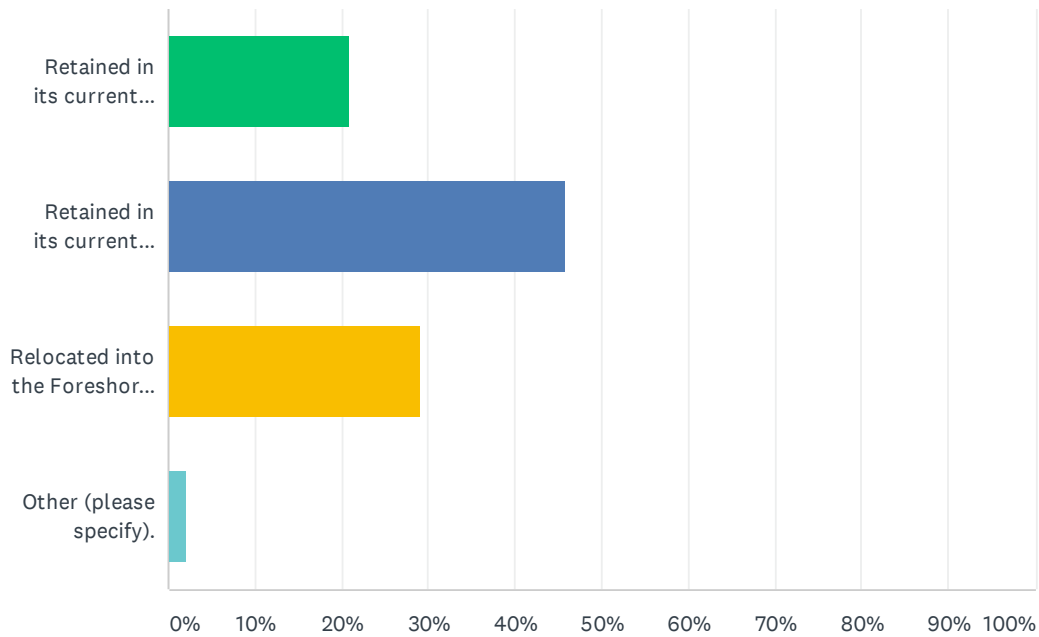
#	WHY?	DATE
1	Close Nelson Street from the west to Ocean Road.	1/8/2020 12:37 PM
2	The war memorial is a significant historical, and valued statue, and should remain where it is. Destroying all is not necessarily progress.	12/19/2019 5:24 PM
3	As above at 7.	12/19/2019 5:11 PM
4	Halves the amount of traffic in Collingwood St	12/19/2019 3:38 PM
5	Retains current location of historic war memorial	12/18/2019 10:48 AM
6	Preserve and respect town history, its our heritage	12/13/2019 9:48 PM
7	would be the safest and best option for quickest traffic flow	12/12/2019 7:38 PM
8	The RRV proposal takes too much open space foreshore and informal parking near the Golf club , Roundabouts are not good for pedestrians and cyclists. It would also cause this area to become congested as what occurs in Lorne and Anglesea. It would also mean the removal of the historic war memorial which was paid for and placed there by the community to show the end of the original GOR. The memorial is a community asset and doesn't belong to one group organisation. As it is one of the only pieces of "old Apollo Bay this and the other historic buildings should not be compromised. The ONE Way option should be adopted as it has the least impact on the area. BUT the area between Nelson Street and McLaren Pde should be TWO Way with Nelson Street being closed to make a park type area and as commented before providing angle parking for those who wish to visit the attractions. This would have very little impact on traffic as there are many locations where vehicles can enter exit the GOR (Thompson Hardy Moore McLaren Noel and Gambier Streets, with these latter two allowing alternative access to the the harbour and distributing traffic over a larger area) If a one way is to be implement it should be between Moore and Hardy	12/11/2019 9:58 PM
9	Leave as is, particularly WW1 memorial. Dedicated to end of Great Ocean Road.	12/5/2019 2:58 PM
10	Do not remove the war memorial.	12/5/2019 2:51 PM
11	Not necessary for round-about. Take away the road between the monument and the old PO building. Make only one entry point.	12/5/2019 1:58 PM
12	But must have the upgrade of the round-about.	12/5/2019 1:44 PM
13	NO to the RRV proposal.	12/5/2019 1:36 PM
14	Simplify intersection. Block off south side of war memorial.	12/5/2019 1:31 PM
15	Leave as it. Bus amenities on Great Ocean Road therefore no diversification to Pascoe Street.	12/5/2019 1:23 PM
16	Leave our memorial where it is. Historically it was the end of the GOR - the longest war memorial in the world. I have lived here since 1970 - there has never been a fatality at this intersection in that time.	12/5/2019 1:13 PM
17	Two way option to VicRoads design, retains existing travel paths, moves the War Memorial off the road and provides clearer definition of travel paths; safer.	12/3/2019 12:29 PM
18	The memorial stays where it is and has improved area for community activities.	11/30/2019 5:51 PM
19	Nelson Street intersection is a tricky little devil. I think it would be a good idea to close off the road area between the statue and Collingwood St - so there are not two entrances and exits to Nelson Street. This would also provide more room when events are happening at the statue.	11/28/2019 3:46 PM
20	The memorial needs to be relocated to allow greater access and safety.	11/28/2019 11:06 AM
21	LEAVE the War Memorial where it is. There is NO need for a roundabout. The significant Great Ocean Road traffic flow should not be interrupted by a minor side street (Pascoe Street) which carries minimal traffic. In fact, why cannot Pascoe Street not be blocked off altogether from the GOR and the War Memorial be surrounded by parkland. Regardless, there has only been one accident at the intersection in the last 10 years. There are far more dangerous sections of the GOR that money should be spent on. Come and spend a day overlooking the slow vehicle passing lane and bend at Ford River, Glenaire for daily "near misses".	11/27/2019 9:36 PM
22	Much better aesthetical value and practicability. Also in accordance with a permanent one way option for Collingwood St.	11/27/2019 2:53 PM

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

23	Minimal disturbance of War Memorial and foreshore area	11/25/2019 5:50 PM
24	Either the one way or two way options - an option with a one way Collingwood street should of also been provided. Be good to create some park/ alfresco space in front of new businesses that is been built.	11/25/2019 5:39 PM
25	Good solution. Joins memorial to wider psace rather than leaving it marooned on an island. Also maintains the position of the historic memorial at the end of the main street. This site pre-dates the Great Ocean Road - let along all the tourist coaches. Haven't seen the governement moving the Shrine in Melbourne to facilitate Metro rail. So why move our memorial? So, good solution. Well done. Have a chat with VicRoads and ask them to stop trying to rail-road through their solution which is all about providing a roundabout for big coaches. And not needed once we get our main street to one-way.	11/24/2019 8:50 PM
26	removes the need for a roundabout on this corner which would slow traffic down Collingwood street causing worse congestion than we have on busy days already. NONE OF THE OPTIONS INCREASE PARKING AT THE CHURCH AND MOONTIDE! This is a fallacy. They also make getting long vehicles (Limos and hearses) into the church almost impossible. We need parking for 10 vehicles at a minimum for just locals attending church. Over Christmas and Easter we need parking for 50 vehicles at least. You have given us 5!!!	11/22/2019 5:17 PM

Q20 Do you have a preferred location for the War Memorial?

Answered: 48 Skipped: 17



ANSWER CHOICES	RESPONSES	
Retained in its current location.	20.83%	10
Retained in its current location, within an improved setting.	45.83%	22
Relocated into the Foreshore Reserve.	29.17%	14
Other (please specify).	2.08%	1
TOTAL		48

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

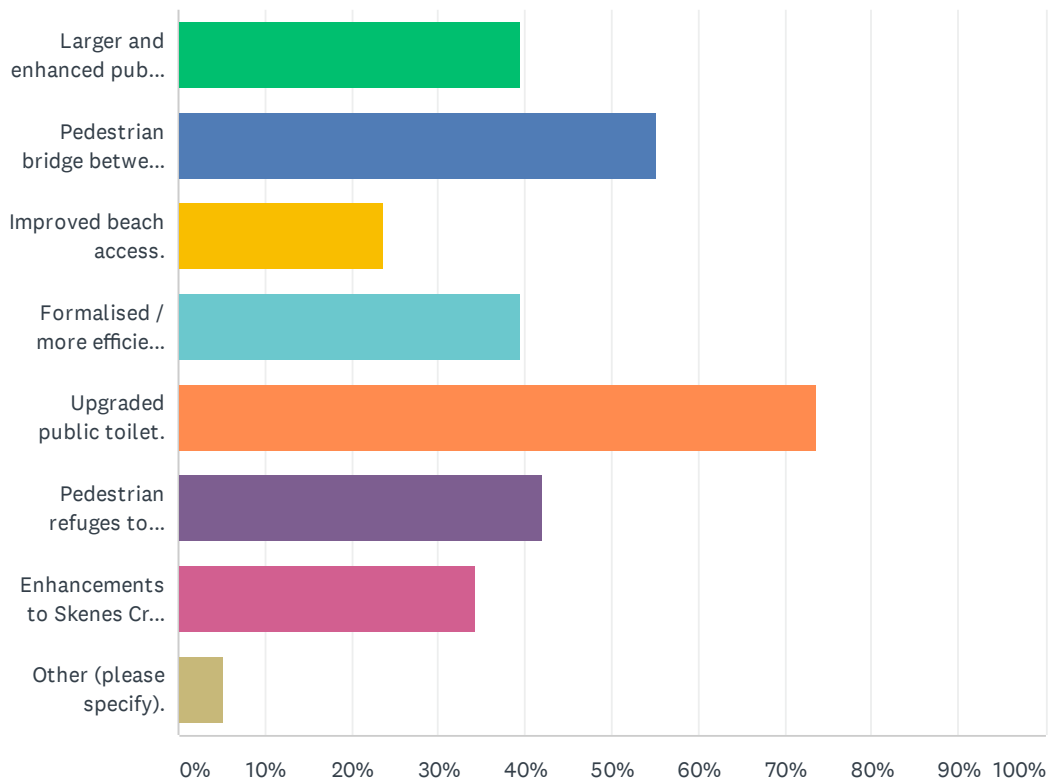
#	WHY?	DATE
1	It is an historical monument overlooking Collingwood Street. If foreign drivers had to complete tests (as my grandchildren have) before they could drive here, they would not be confused. Well situated.	1/8/2020 1:53 PM
2	As in above question.	1/8/2020 12:37 PM
3	Historical relevance for current location and safety issues could be addressed with improved setting.	12/19/2019 5:11 PM
4	Its prominent location is part of Apollo Bay's cultural heritage	12/19/2019 3:38 PM
5	Respect for our local history	12/19/2019 9:48 AM
6	To relocate would lessen its poignancy as a memorial. Would you relocate the Australian War Memorial in Canberra off centre from Anzac Pde? Or move the Shrine of Remembrance in Melbourne off centre from Swanston St?	12/18/2019 10:48 AM
7	Preserve and respect town history, its our heritage	12/13/2019 9:48 PM
8	enable the roundabout to be built and provide safer access to it.	12/12/2019 7:38 PM
9	Part of the town's history in Apollo Bay and is well known for its special location . It is what is "Apollo Bay" Many individuals and groups including the Historical Society don't wish it to be relocated. A number of older residents are upset as there are many whose relations, family members are listed on it . The ONLY reason for it's removal is for RRV to get their mega \$3.5 million roundabout constructed. They have gained the support of the RSL (who use but don't own the War Memorial) by offering incentives. The RSL don't represent the majority view of the community and don't want it moved. The fact that there are other options for doing works in this area without relocating the memorial. Under the Heritage Victoria and Government legislaio it can only be removed if there are NO other options available which in this situation is NOT the case. RRV had also developed at least one alternative plan which would allow the monument to remain in its current location.	12/11/2019 9:58 PM
10	Current situation is difficult to enter the Great Ocean Road (Collingwood St).	12/5/2019 3:04 PM
11	At the moment the traffic flow is ok. Enhance to improve the quality of the road around the area.	12/5/2019 2:51 PM
12	Or relocated to the foreshore reserve. Very picturesque and appropriate in current location.	12/5/2019 2:42 PM
13	The war memorial should stay as put and just add extra grass seating onto the old Garden of Eden site.	12/5/2019 2:16 PM
14	Retained would be good for historical reasons. I'm aware some of the RSL members are keen to have it moved. Not that passionate about where the memorial is positioned.	12/5/2019 1:58 PM
15	Need the round-about option done ASAP. It is a dangerous and confusing intersection.	12/5/2019 1:44 PM
16	View it regularly as it is at the head of Collingwood Street.	12/5/2019 1:31 PM
17	It belongs here.	12/5/2019 1:13 PM
18	Leave at its present site and shift the road to fit in with it.	12/3/2019 4:26 PM
19	Currently in awkward location	12/3/2019 10:32 AM
20	move closer to pub corner, but still angled to main street	12/2/2019 5:01 PM
21	No preferred location.	12/1/2019 6:32 PM
22	That is where I would rather it be	11/30/2019 5:51 PM
23	It is the end of the Great Ocean Road that was built by the soldiers. A landmark. If changes were made to Nelson Street to allow only one entry/exit to Nelson Street then there would be room without danger for events at the statue.	11/28/2019 3:46 PM
24	The current location of the memorial is just a clump of earth with the memorial on top so ascetically it is lacking in appeal to visit and you can't take a photo without having to stand in the middle of the road. I have seen drivers use the intersection as a roundabout driving on the wrong side of the road.	11/28/2019 12:48 PM
25	If relocated we could have better facilities around ie power access and flatter seating for the older people in our community and have a place where parents can safely take their children to learn about the sacrifices that our veterans made for this community.	11/28/2019 11:06 AM

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

26	LEAVE the War Memorial where it is. There is NO need for a roundabout. The significant Great Ocean Road traffic flow should not be interrupted by a minor side street (Pascoe Street) which carries minimal traffic. In fact, why cannot Pascoe Street not be blocked off altogether from the GOR and the War Memorial be surrounded by parkland. Regardless, there has only been one accident at the intersection in the last 10 years. There are far more dangerous sections of the GOR that money should be spent on. Come and spend a day overlooking the slow vehicle passing lane and bend at Ford River, Glenaire for daily "near misses".	11/27/2019 9:36 PM
27	Historical significance and respect for pioneers who selected the site and the families of people listed on the memorial	11/25/2019 5:50 PM
28	Not fussed - but if it pleases the community don't move it?	11/25/2019 5:39 PM
29	Also maintains the position of the historic memorial at the end of the main street. This site pre-dates the Great Ocean Road - let along all the tourist coaches. Haven't seen the government moving the Shrine in Melbourne to facilitate Metro rail. So why move our memorial? So, good solution. Well done. Have a chat with VicRoads and ask them to stop trying to rail-road through their solution which is all about providing a roundabout for big coaches. And not needed once we get our main street to one-way.	11/24/2019 8:50 PM
30	This memorial is not yours to move!	11/22/2019 5:34 PM
31	It placement is historically important and there is room to improve the surrounds where it stands making it safer to access and much more appealing and more respectful memorial to our service men and women. Moving it goes against Heritage Victoria and government policy.	11/22/2019 5:17 PM

Q21 Are there key elements of the Skenes Creek Foreshore - Improvement Opportunities, that you like in particular?

Answered: 38 Skipped: 27



ANSWER CHOICES	RESPONSES	
Larger and enhanced public foreshore park.	39.47%	15
Pedestrian bridge between toilets and car parking.	55.26%	21
Improved beach access.	23.68%	9
Formalised / more efficient car parking area.	39.47%	15
Upgraded public toilet.	73.68%	28
Pedestrian refuges to improve access across the Great Ocean Road.	42.11%	16
Enhancements to Skenes Creek Reserve.	34.21%	13
Other (please specify).	5.26%	2
Total Respondents: 38		

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	COMMENTS	DATE
1	Sea level taken into account.	1/8/2020 12:38 PM
2	The caravan park should be closed and made open space for ALL the community. There is no open space at the moment.	12/19/2019 5:26 PM
3	Slow GOR traffic - try crossing the road during busy times in a wheelchair, or with a pram, small kids, and surfboards in tow Extend the small car park picnic area towards Apollo Bay with filtered views over the beach, that area is flat and only covered with unsightly weeds and scrubby regrowth. Provide this area with a water tap. What about improving the opens drains in Skenes Creek?	12/19/2019 3:54 PM
4	Remove water standpipe from picnic reserve Install drinking fountain and beach shower at carpark Extend picnic area south of carpark further to south with views over beach though large trees Elevated viewpoint on headland at eastern end if beach Permanent shop as part of campground	12/19/2019 9:55 AM
5	Pedestrian bridge is a current project. Lower GOR speed limit Implement recommendations of Tourism & Parking Study	12/18/2019 10:51 AM
6	Combine campground booking office with shop, cafe, surf hire and public toilet, preferably all overlooking the beach (even the toilets using oneway glass windows, ha, ha) Put in a viewing platform on the headland	12/13/2019 9:52 PM
7	Don't plant too much high vegetation which "cuts " out sea views from the car park especially for those people with limited mobility and who are unable to leave vehicles.	12/11/2019 9:59 PM
8	Don't go to Skene's Creek beach, so no informed preference	12/6/2019 1:31 PM
9	A pedestrian bridge is of utmost priority here and a walking/cycle trail into town.	12/5/2019 2:17 PM
10	No commenyt	11/25/2019 5:50 PM
11	Most important thing is to maintain/improve our existing cafe/shop community hub at the campground. We have little enough community services - good for the oldies to buy their newspaper & coffee and for kids to get icecreams etc. Location could be where it currently is or adjoining the existing pumping station. DELWP may not like it - but this is our Community Infrastructure Plan - not DELWP's plan!	11/24/2019 8:57 PM
12	Curved solid green arrow going under bridge to the west of the creek suggests this pedestrian connection between north and south of the Great Ocean Road (GOR) is existing. I don't believe it is but think it's great idea . Also proposed pedestrian bridge south of road bridge a good idea . What about an under-road-bridge pedestrian connection on east side of creek coming up to Forrest Road . That way residents on east side of creek accessing beach can avoid crossing GOR altogether	11/22/2019 9:10 PM
13	I think these plans make really good use of a small area.	11/22/2019 5:19 PM
14	IUTI7UT8IU	11/21/2019 1:43 PM

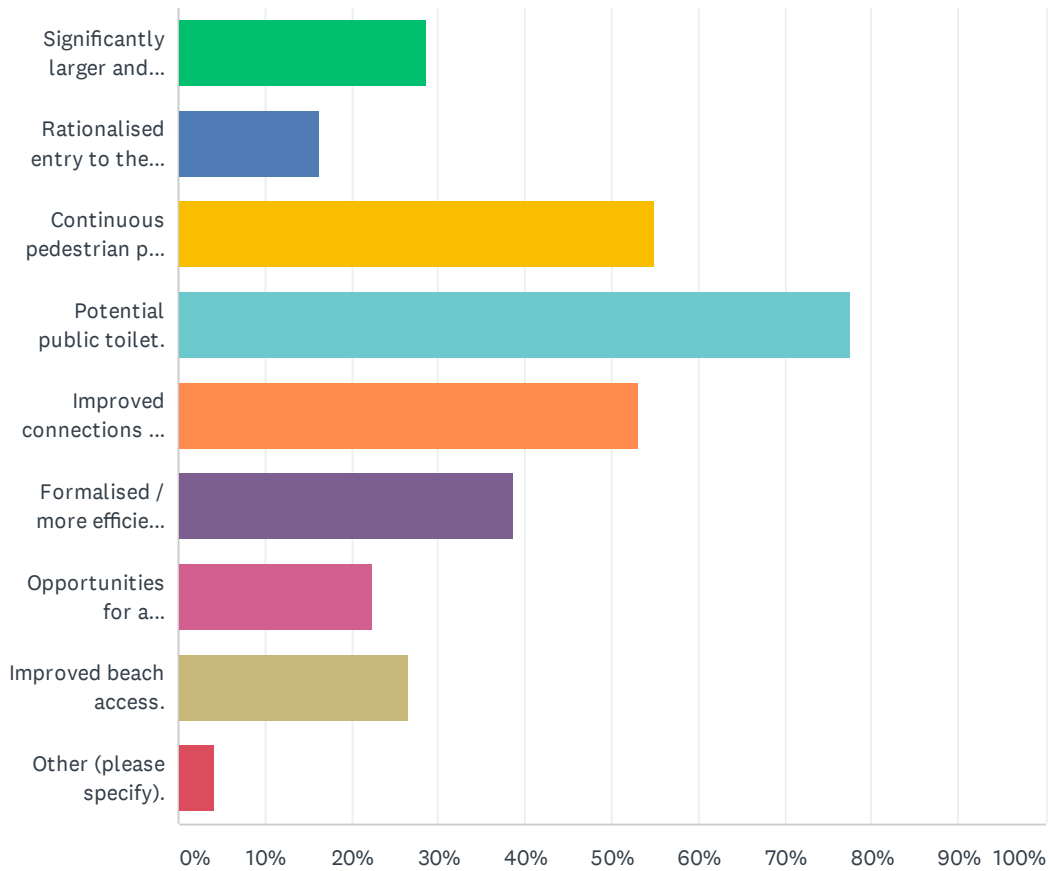
Q22 Where should we start and what do you think should be the first step(s) to improve the Skenes Creek Foreshore?Comments

Answered: 21 Skipped: 44

#	RESPONSES	DATE
1	Ready to move coastal infrastructure.	1/8/2020 12:38 PM
2	Upgraded public toilet.	12/19/2019 5:26 PM
3	Larger, enhanced public foreshore park.	12/19/2019 5:12 PM
4	Improve the toilets, and incorporate an information kiosk, cafe and surf hire shop	12/19/2019 3:54 PM
5	Drinking fountain & shower at carpark	12/19/2019 9:55 AM
6	Improve toilets	12/18/2019 10:51 AM
7	see above comment	12/13/2019 9:52 PM
8	Seal the car park	12/11/2019 9:59 PM
9	Walking track, e.g. boardwalk from Skenes Creek car park to Wild Dog Creek.	12/5/2019 2:51 PM
10	Car parking and toilets.	12/5/2019 2:26 PM
11	A pedestrian bridge is long long long overdue.	12/5/2019 2:17 PM
12	Sealing the car park area and making a separate walk way across the creek fro the bridge.	12/5/2019 1:59 PM
13	Formalised and efficient car parking.	12/5/2019 1:44 PM
14	Pedestrian bridge will create more efficient car parking.	12/5/2019 1:24 PM
15	More efficient car parking, enhanced foreshore and public toilets.	12/3/2019 10:34 AM
16	weather protected picnic areas	12/2/2019 5:02 PM
17	Larger and enhanced public foreshore park	11/27/2019 2:54 PM
18	Anywhere - make it safe and accessible	11/25/2019 5:40 PM
19	Reduce the speed limit to 50kph to improve safety Add pedestrian refuge at Bass Crescent and opposite beach car park. Enhance the existing cafe/shop/community hub (could fund this by granting new lease on campground?) All these hings will help make SC a safe, attractive destination to visit on the AB Skenes Creek Trail	11/24/2019 8:57 PM
20	car parking	11/22/2019 5:19 PM
21	Formalised car parking	11/22/2019 12:10 AM

Q23 Are there key elements of the Marengo Foreshore - Improvement Opportunities, that you like in particular?

Answered: 49 Skipped: 16



ANSWER CHOICES	RESPONSES	
Significantly larger and enhanced public foreshore park.	28.57%	14
Rationalised entry to the site.	16.33%	8
Continuous pedestrian path along foreshore.	55.10%	27
Potential public toilet.	77.55%	38
Improved connections to the Great Ocean Walk.	53.06%	26
Formalised / more efficient car parking area.	38.78%	19
Opportunities for a playground or nature play.	22.45%	11
Improved beach access.	26.53%	13
Other (please specify).	4.08%	2
Total Respondents: 49		

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	COMMENTS	DATE
1	Points above all make sense.	1/8/2020 12:27 PM
2	The Great Ocean Walk has enormous potential for tourists to keep them in the area longer, so maintenance of the walking track, parking and toilets are equally important.	12/19/2019 5:13 PM
3	Add Drinking water fountain and beach shower	12/19/2019 9:55 AM
4	Combine campground booking office with shop, cafe, surf hire, kayak tour office and public toilet, preferably all overlooking the beach (even the toilets using oneway glass windows, ha, ha) Put in a viewing platform on the headland	12/13/2019 9:54 PM
5	development should be kept to a minimum as the beach as no life savers and can be dangerous to swimmers. A lot of people have unrestrained dogs on this beach which would get worse with more people visiting the area.	12/12/2019 7:45 PM
6	Sealed car park and toilet needed ASAP. Get rid of the small failed wet land attempt by the Coastal Committee only hides snakes. Replace with toilets and change room.	12/11/2019 9:59 PM
7	The new much larger car park will impact views and general amenity (noise) of houses nearby which enjoy a quiet atmosphere. Also to make parking larger the wetland will have to be removed. Toilets will also increase the number of overnight people who sleep in their vehicles.	12/9/2019 2:36 PM
8	Minimise car parking redesign. It's enjoyable as it is!	12/2/2019 5:03 PM
9	Take the GOW out of the caravan park.	11/25/2019 5:41 PM
10	A cafe /kiosk would be good. GOW should follow beautiful coastline rather than going through the campground. Toilets needed as DELWP demolished the old ones without bothering to put together a plan to replace them And action on coastal erosion too!	11/24/2019 8:59 PM
11	We need public toilets	11/22/2019 5:37 PM
12	To have a toilet and improved parking would be great	11/22/2019 5:21 PM

Q24 Where should we start and what to you think should be the first step(s) to improve the Marengo Foreshore?Comments

Answered: 25 Skipped: 40

#	RESPONSES	DATE
1	Toilet	1/8/2020 12:38 PM
2	Larger and enhanced public foreshore park and efficient parking.	12/19/2019 5:13 PM
3	Public toilet, then the path around Hayley Pt	12/19/2019 3:54 PM
4	Path around Hayley Point to connect to GOW	12/19/2019 9:55 AM
5	Public toilet to replace that removed without consideration of community and visitor needs	12/18/2019 10:52 AM
6	above	12/13/2019 9:54 PM
7	just tidy it up a bit and maybe a toilet facility.	12/12/2019 7:45 PM
8	Sealing the car park and toilets	12/11/2019 9:59 PM
9	Protect dune erosion	12/11/2019 8:51 PM
10	First and foremost address the erosion issue.	12/5/2019 3:05 PM
11	Car parking with public toilets.	12/5/2019 2:51 PM
12	Clean up and even out parking.	12/5/2019 2:43 PM
13	Toilets and car parking.	12/5/2019 2:27 PM
14	Toilets and Great Ocean Walk signage along the path. Enhance the connection to town.	12/5/2019 2:18 PM
15	Access and car parking.	12/5/2019 1:45 PM
16	Public foreshore park. Seating. Trees.	12/5/2019 1:36 PM
17	Formalisation of car parking.	12/5/2019 1:25 PM
18	Improved connections to Great Ocean Road Walk. Pedestrian path along foreshore	12/3/2019 10:35 AM
19	clarity on ocean walk	12/2/2019 5:03 PM
20	JUST grade the gravel carpark now and again. Not rocket science !!	11/27/2019 9:37 PM
21	Significantly larger and enhanced public foreshore park.	11/27/2019 2:56 PM
22	Consider the impact of climate change. Proposal is largely impractical in light of current conditions	11/25/2019 5:52 PM
23	Public foreshore park	11/25/2019 5:41 PM
24	A cafe /kiosk would be good. GOW should follow beautiful coastline rather than going through the campground. Toilets needed as DELWP demolished the old ones without bothering to put together a plan to replace them And action on coastal erosion too!	11/24/2019 8:59 PM
25	Toilet and parking	11/22/2019 5:21 PM

Q25 Are there any priorities for development / change within the three towns?Comments

Answered: 26 Skipped: 39

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	RESPONSES	DATE
1	Public toilets. Car parking. Bus parking.	1/8/2020 1:58 PM
2	Trying to retain what is there (sea level rise).	1/8/2020 12:39 PM
3	Connect them all up with a safe walking/bike trail - so get the Skenes Creek - Wild Dog Trail going. A walking / bike trail along the Barham River Road as far as Paradise.	12/19/2019 5:16 PM
4	Charge visitors fees for parking and use of toilets to pay for upkeep of facilities.	12/19/2019 3:55 PM
5	Fix open drains in Skenes Ck, they stink and attract mosquitos and snakes. The open drain at corner of Karlson St and Helen Crt frequently overtops and floods properties further down the hill.	12/19/2019 10:02 AM
6	Make all Infrastructure more accessible for those with small children or disabilities. Apollo Bay is ideally suited and disposed to become a bike friendly town.	12/18/2019 10:56 AM
7	Connect to Skenes Ck Complement trails with interpretive signs, viewing platforms, public art and rubbish bins.	12/13/2019 10:00 PM
8	Have a long term plan / vision and do what is achievable in the next few years.	12/11/2019 10:01 PM
9	Opportunity to develop the land below Seymour Cres into a wetlands park. Why not have a wildlife facility for tourists to be able to see koalas in an organised fashion.	12/6/2019 1:34 PM
10	The moving of sand by trucks is the biggest waste of money. Understand why the sand is moving and fix it. It started with the smoothing of the outside wall of the harbour - extending the harbour and the non removal of sand from the groyne.	12/5/2019 2:54 PM
11	EROSION	12/5/2019 2:31 PM
12	Wild Dog car park needs to be improved. 80km zone should start to the east of Wild Dog Road not Pisces Street as it does now. New Wild Dog bridge needs to be built - dangerous as it is now - narrow with no pedestrian access and very poor visibility when accessing Great Ocean Road from Wild Dog Road.	12/5/2019 2:28 PM
13	Connect Skenes Creek - Apollo Bay - Marengo with a trail. Provide tourist toilets (more needed). Charge buses for parking to pay for it all (including mini buses and coasters).	12/5/2019 2:19 PM
14	Apollo Bays lack of good recreational facilities is very noticeable when travelling to other towns in the country. Good sporting grounds is important to the town and visitors.	12/5/2019 2:04 PM
15	1. Beach erosion is first priority. 2. Toilets in each town upgraded and improved. 3. More frequent clearing of public rubbish bins during the peak holiday periods. 4. More appropriate tree planting and replacement.	12/5/2019 1:46 PM
16	Rock wall the sea to maintain the Great Ocean Road and town amenities. Sand is now answer. Governments skuttle ships to create dives strip, crush car bodies to make a sea wall.	12/5/2019 1:28 PM
17	Nose to kerb in Collingwood Street allows more cars to park and less people walking across the street. Also easier access for passengers as it restricts opening door with all the table and chairs on the footpath.	12/3/2019 4:29 PM
18	Continuous designated off road pathways for non vehicular traffic	12/3/2019 12:33 PM
19	beach access/stairs, good bike/walking paths, activated wlkaing areas.	12/2/2019 5:05 PM
20	Improved bus parking with toilet facilities	11/30/2019 5:53 PM
21	LESS is MORE	11/27/2019 9:38 PM
22	Public toilets and Walking track	11/26/2019 7:50 PM
23	Erosion control at Marengo and Apollo Bay. Fortunately not an issue between Wild Dog Creek and Skenes according to DELWP research. User pays to provide funding. Community (and/or Councillor) representation on GORA rather than just DELWP appointees	11/24/2019 9:04 PM
24	Walk ways and our road access to this area No out dated tracks	11/22/2019 5:40 PM
25	Protection of roads from erosion.	11/22/2019 5:23 PM
26	TYFUYRFUY	11/21/2019 1:43 PM

Q26 Are there any other comments you would like to make about the Emerging Ideas?Comments

Answered: 21 Skipped: 44

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

#	RESPONSES	DATE
1	Sea level rise is a threat to roads, trails and buildings near the coast. Sea level rise does not seem to be taken into consideration in these proposals.	1/8/2020 1:58 PM
2	This plan is NOT a comprehensive plan for Apollo Bay (including Marengo and Skenes Creek), but is a foreshore plan. We need a proper plan as the Shire Council is decades behind in providing good infrastructure. I have lived here for 50+ years and am still to see good roads, kerbing, drainage and footpaths. About time this was addressed. Millions of dollars spend in Colac in that time - very little here. Pedestrians forced to walk on roads in most of this area. Very dangerous and unsafe, especially for older people, people with prams, young children, etc. Improve immediately. Bus parking another matter - has been getting worse for last 10 years at least, and Colac Shire, Vic Roads and tourism bodies have ignored it. Now a very real problem and neither Great Ocean Road nor Pascoe Street are suitable areas. Need a dedicated space away from commercial area.	1/8/2020 12:31 PM
3	Even if these plans take some time to complete - at least we know something is happening to enhance our area. We have beautiful natural attractions in our beaches and foreshore areas which, in the past have been sadly neglected, often appearing second class when compared with similar places interstate. Thank you for addressing the issues however complex!	12/19/2019 5:16 PM
4	The CIP seems to ignore who will pay for the relocation, new buildings and upkeep of recreation reserve facilities if relocated? The sports clubs? No way!! If it's not broke, don't fix it. Hand the reserve over to the Shire to run so they can use all the camp revenue to improve the sports facilities.	12/19/2019 3:55 PM
5	Would like to see a recognition and listing of all ideas proposed by the community for future reference regardless of final status in the CIP.	12/19/2019 10:02 AM
6	List ALL ideas proposed for future reference	12/18/2019 10:56 AM
7	All of the proposed ideas should be listed in the CIP, not just the one the agencies want.	12/13/2019 10:00 PM
8	Make this plan happen!! Don't let it be just another glossy document that ends at that. We have had far too many of these in the past. Lets make it happen!	12/11/2019 10:01 PM
9	Improve access to Apollo Bay from both the Great Ocean Road and from Forrest. Road condition and passing lanes are abysmal for number of users.	12/5/2019 3:05 PM
10	Exercise equipment on the foreshore. Buses to Pascoe Street. Pedestrian crossing to stop/go all year. Up grade skate park. War Memorial is sacred. Walkway from Skenes Creek to Wild Dog very important. Trucking sand is to stop - find a better solution.	12/5/2019 2:54 PM
11	Erosion - No Road, No Apollo Bay.	12/5/2019 2:31 PM
12	Some of the ideas look fantastic. Did notice some of the photos used were of the Esperance foreshore that was enhanced 4 years ago. Their foreshore was improved to stop erosion. The harbour precinct has potential for future development, but with community consultation is/would be great. The recreational facilities have been long overdue for an upgrade. The fences around the oval aren't good. The courts aren't up to Netball Vic standards. The roads in the reserve area aren't good either. The potential at the Rec Reserve could be so much better with an upgrade to the facilities. It looks unkempt and uninviting. Just sealing some car parks and foreshore paths would be a great improvement. Some clearing of vegetation on the foreshore would allow for some more open picnic areas. Keeping the area tidy. Updating the toilet facilities is a priority.	12/5/2019 2:04 PM
13	Leave the Nosedda trail as a road for future fire responsibilities. It creates a loop access to Tuxion Road if road is upgraded. Council has no trail (footpath) up Montrose Avenue up to the industrial estate and local tip. Land holders do use and lease this road. Road before walk track.	12/5/2019 1:28 PM
14	Insufficient time to consider all options and plans. These need to be available for more than a few hours - preferably at least a week. Please inform viewers that they need to fill in these forms as they view.	12/5/2019 1:15 PM
15	The Rec Reserve land should be managed by the Shire. It is a local sporting facility. It is not foreshore as it is >100m from shoreline and separated from the coast by the Great Ocean Road. The current management by DELWP/OCC has been poor as they have taken camping revenue to pay for foreshore maintenance rather than maintain/invest in rec reserve and camping facilities. We don't want our sports facilities to move out of town. We don't want a delay on improving our courts while location is "discussed". e can see at the harbour it can take 30 years to resolve issues, particularly when no funding is on the table and there is no	12/5/2019 12:20 PM

Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan

economic or social case for relocation. Anna Dixon, President, ABTC, Bruce Atkinson, Vic President, ABTC, Tim Cobb, Secretary, ABTC, Chris Holter, Treasurer, ABTC

16	Do something	12/3/2019 12:33 PM
17	trying to do too much to solve problems but will create their own problems. Foreshore has been "over thought" - keep it simple. There is also more to infrastructure than the elements unpacked here.	12/2/2019 5:05 PM
18	The stop/go lights for pedestrian crossing of the GOR to avoid traffic build up and congestion	11/30/2019 5:53 PM
19	I am disappointed that the emerging ideas have mostly ignored the impact of climate change which was number one issue raised in the previous community consultation. Other ideas put forward have also been rejected by the community in previous consultations. We are not all dead yet.	11/25/2019 5:55 PM
20	The COS team doing the Community Infrastructure Plan are doing a great job. The influence of other State Government bodies in the plan is unclear as they (particularly DELWP) seem to feel entitled to veto community ideas without actually buying into the CIP as a whole but instead producing their own plan - which may or may not include some community input. To ensure transparency the final CIP report needs to include the following - A list of the community suggestions and ideas which were vetoed by State Agencies or the Shire and rejected from the plan - The reason for the rejection of the idea - The name of the government body that vetoed the idea. Just a couple of examples so far include requests for lower speed limits removed for CIP ideas by VicRoads and the Skenes Creek cafe/shop/community hub vetoed by DELWP. Since all our open space is on the foreshore, DELWP should not be able to veto community aspirations in the CIP without transparency. Particularly as DELWP will then produce it's own report and so has no commitment to take on the ideas in the CIP at all.	11/24/2019 9:04 PM
21	DON't over complicate things. Lets keep things simple and not waste what little money we have to improve our environment.	11/22/2019 5:23 PM