Colac Otway SHIRE

GREAT OCEAN ROAD COAST & PARKS AUTHORITY

Tract

COMMUNITY INFRASTRUCTURE PLAN

DRAFT MAY 2022

APOLLO BAY - SKENES CREEK - MARENGO

APOLLO BAY - SKENES CREEK - MARENGO

CONTENTS

Traditional Owner Acknowledgement

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

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

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

Report Authors

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

PROJECT OVERVIEW

1 INTRODUCTION

1.1 Introduction

The townships of Apollo Bay, Skenes Creek and Marengo are nestled along the Great Ocean Road (Great Ocean Road) between a dramatic backdrop of hills and the coastline. Whilst the towns have relatively small permanent residential populations; the nature of the three towns is changing and this is having a major impact overall on the Great Ocean Road and Shipwreck Coast region. Climate change, coastal erosion, governance arrangements, population growth, tourism and visitor challenges and changing community needs are placing stress on existing infrastructure. There is a need to ensure high-quality outcomes for these changing communities and that infrastructure can meet existing and future needs.

Colac Otway Shire Council (COSC), in partnership with the Great Ocean Road Coast and Parks Authority (the Authority), have prepared a Community Infrastructure Plan (CIP) for Apollo Bay, Skenes Creek and Marengo. The CIP provides overarching and strategic direction for the potential planning and delivery of key infrastructure within Apollo Bay, Skenes Creek and Marengo over the next 20-30 years.

The Great Ocean Road Coast and Parks Authority (the Authority), in partnership with the Traditional Owners, manage, protect and foster resilience of the natural, cultural and heritage values of coastal Crown land and marine waters along the Great Ocean Road.

Our role is to simplify fragmented and conflicting management arrangements and deliver on a shared vision for the future of the entire Great Ocean Road region.

Our Vision, Objectives, and the Principles from the Great Ocean Road and Environs Protection Act 2020, form our framework and guide and drive everything we do.

Figure 1. Great Ocean Road Coast and Parks Authority - Our Framework

Colac Otway Shire Council (Council) manage public land other than Coastal crown land and have a regulatory role with regard to private land. Council has adopted a long term Community Vision which guides the work of the organisation. This is outlined below:

By 2050, Colac Otway Shire will be a destination where people come to appreciate our unique and diverse environment and friendly communities.

We value the wisdom of this land's first caretakers, the Gulidjan and Gadabanud peoples, and recognise all those who have cared for the land since.

We work to preserve what makes our place special. We focus on environmental sustainability to protect our precious natural assets.

We are a proud and resilient community that values our welcoming spirit. We embrace new people, new business, new ideas. Our region is a great place to learn, live, work and play.

1.1.1 What is the CIP?

The CIP presents a long term vision, principles, and preliminary concepts and ideas for Apollo Bay, Skenes Creek and Marengo for the purposes of community and stakeholder consultation.

The CIP will be used to discuss and test the level of community and stakeholder support for a variety of concepts and ideas and to understand local priorities.

Key components of the CIP include:

- **District Plan** - outlines primary linkages between town activity nodes and destinations (recreational trails, walking and cycling connections).
- **Foreshore Masterplans** - for Skenes Creek, Apollo Bay Central Foreshore and Marengo foreshores.
- **Streetscape Plans** - for the Great Ocean Road and Pascoe Street in the commercial heart of Apollo Bay.
- **Design Guidelines** - for the Apollo Bay Streetscape with a materials and planting palette and including signage, street furniture and landscaping
- **Harbour Development Plan** - to implement a redevelopment consistent with the Special Use Zone.

The project has already delivered the Harbour Development Plan.

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

1.1.2 Why do we need a CIP?

The CIP aims to address the following key matters:

- **Facilitating active transport opportunities -** Well-planned, inviting and safe pedestrian and cycle connections provide a range of social, health, environmental and economic benefits for the community, and more broadly, allows people to develop an appreciation of place. Previous studies have identified the opportunity to expand and improve key linkages and streetscapes for walking and cycling within the three townships. Prioritising walking and cycling, as well as enhancing pedestrian amenity will help to reduce the dependency on car transport and parking, create vibrant streets, improve safety and surveillance and strengthen business activity.
- **Meeting Visitor Needs -** The three towns all experience extreme population fluctuation during peak periods, which places significant pressure on infrastructure and services. To ensure infrastructure can meet existing and anticipated visitor demand and expectations there is a need to provide a more strategic approach to the provision of infrastructure (including bus parking, toilet provision, traffic flows, streetscape amenity and pedestrian access). This also provides benefits for the local economy and for the provision of local infrastructure.
- **Foreshore Enhancements** - The foreshore reserves at Apollo Bay, Marengo and Skenes Creek provide a key leisure destination for both locals and visitors. While each foreshore reserve is unique, a coordinated design strategy is required to guide much needed upgrades to the public realm and infrastructure, as well as ensure the foreshore areas continue to provide an engaging, accessible and sustainable place for locals and visitors to enjoy into the future.
- **Apollo Bay Streetscape Improvements** - There is a need to develop comprehensive streetscape improvement plans for the key streets around Apollo Bay, in particular the Great Ocean Road and Pascoe Street. A key consideration of the CIP is to continue to investigate the recommendations of the Colac Otway Shire Tourism Traffic and Parking Strategy(2019)and to tie these to broader public realm improvements. In particular, the opportunity to improve the pedestrian amenity of the Great Ocean Road, to re-route traffic along Pascoe Street to reduce traffic along the Great Ocean Road at peak times, to provide additional bus parking and improve the utilisation of off street and on street parking, as well as improve pedestrian access.

The CIP will also bring together a range of concurrent studies and projects affecting Apollo Bay including, but not limited to, the current work at the Apollo Bay Harbour and the Colac Otway Shire Tourism Parking and Traffic Study.

1.1.3 What has informed this CIP?

The CIP has been informed by the following key inputs:

- Community and stakeholder suggestions and feedback;
- Background technical studies including consideration of coastal process and hazards, a community infrastructure audit and assessment, and a civil infrastructure audit;
- Review of other relevant State and Local legislation, strategies and policies which inform, govern or influence infrastructure provision; and
- Background research focusing on urban design and landscape.

These inputs are summarised in the Issues and Opportunities Paper which was released to the public in November 2019 and the Phase 2 Consultation Summary released in March 2020 (both available on COSC's website).

1.1.4 How will the CIP be used?

The CIP will inform infrastructure planning relevant to each partner agencies respective management estate. The CIP will also serve as an advocacy piece, providing a clear platform for agencies, both individually and in partnership, to seek funding opportunities to support implementation.

Although the CIP purposely works across management boundaries to ensure an integrated planning approach, each agency is responsible for endorsing and delivering items within their estate, including seeking approval against statutory triggers and stakeholder permission where applicable.

The CIP's delivery horizon varies, with some items likely to be delivered in the short term whilst most across a medium to long term timeframe. Community consultation, available budget, and planning complexity will guide work priorities and inform indicative staging.

1.1.5 What matters are outside the scope of the CIP?

The following matters are outside the scope of the CIP:

- **Mitigation of erosion on the foreshore (the Department of Environment, Land, Water and Planning are addressing erosion as part of a separate 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.
- Planning for private property.
- Building heights.
- Bypass of Apollo Bay.
- Relocation of the Golf Course.
- Infrastructure not provided by COSC or the Authority including water, sewer, gas and telecommunications.
- Alignment and detailed design for the Skenes Creek to Wild Dog Creek Coast Discovery Trail (separate project).

1.2 The Study Area

The overall study area for the CIP project is focused on the townships of Apollo Bay, Skenes Creek and Marengo. The study focuses on the public realm and publicly owned land areas within the boundary; as shown on the figure opposite; including road reserves, council and crown land, the foreshore, creeks and recreational open spaces.

Detailed study areas apply to specific key deliverables for the project. Detailed study areas are outlined further in Parts A-C of the CIP.

Figure 2. Study Area

1.3 Report Structure

Figure 2 below, outlines the overall structure of the CIP.

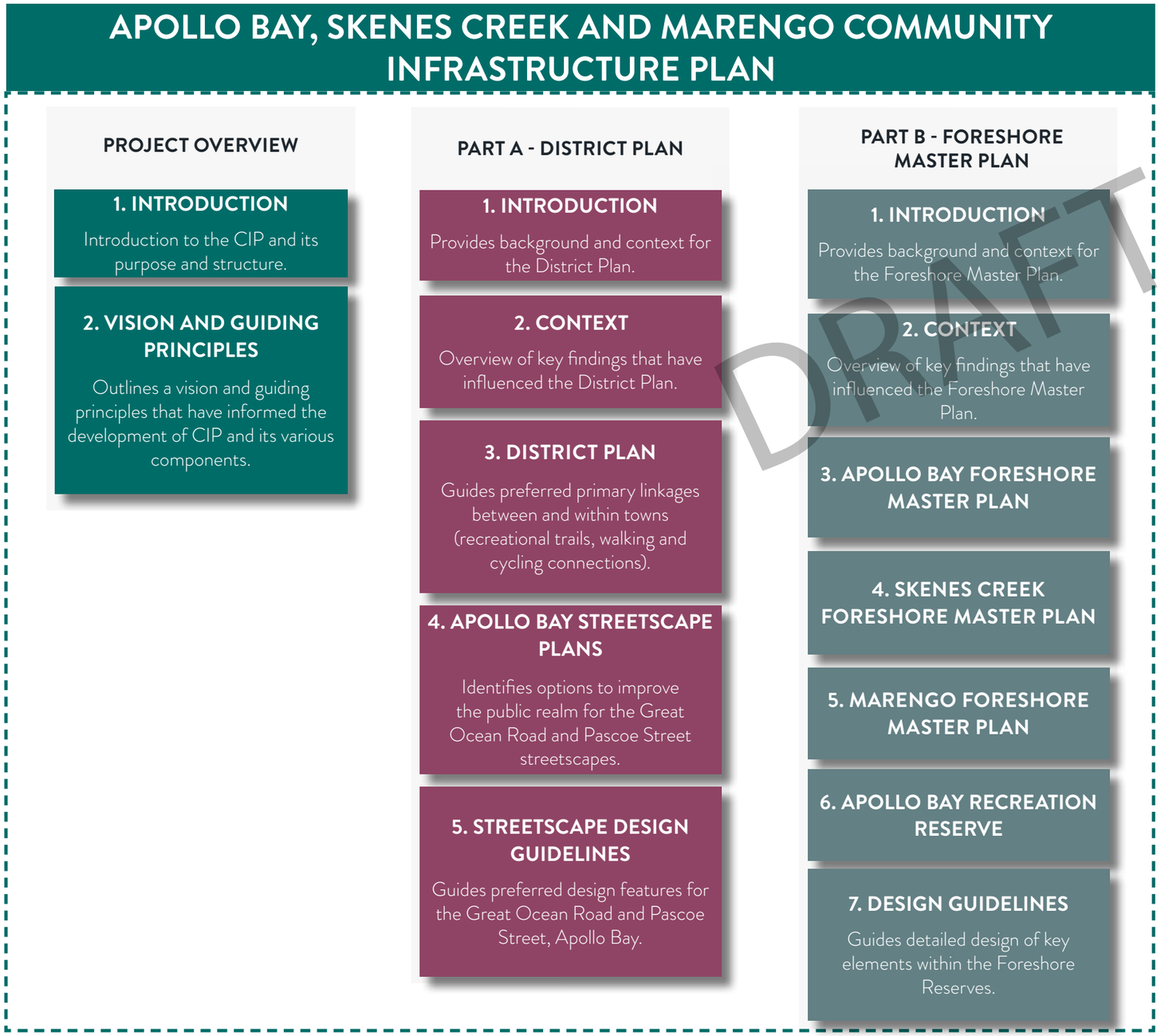


Figure 3. Report Structure

1.4 Project Process

The CIP has been developed across a number of stages as outlined below.

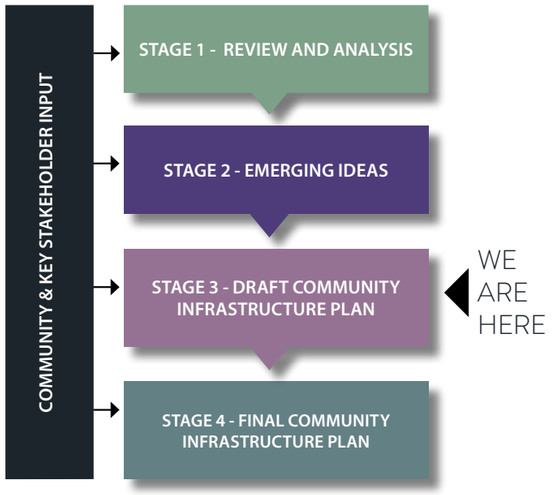


Figure 4. Project stages

1.4.1 Stage 1 - Review and Analysis

Issues and Opportunities Paper

An Issues and Opportunities Paper was prepared as part of Stage 1 to identify and understand the context, issues, processes, challenges and opportunities facing the townships of Apollo Bay, Skenes Creek and Marengo.

The Issues and Opportunities Paper was informed by specialist technical studies, along with numerous other previous reports and Stage 1 Consultation feedback.

Stage 1 Consultation

The purpose of Stage 1 Consultation was to understand, discuss and confirm the existing opportunities and issues facing the project (including negotiables and non negotiables).

1.4.2 Stage 2 - Emerging Ideas

Stage 2 - Emerging Ideas, outlined a number of preliminary thoughts and ideas for the Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan.

Stage 2 Consultation

The purpose of Stage 2 Consultation was to inform the community of preliminary and emerging ideas and seek feedback with regards to these ideas.

For further details on the Stage 1-2 Consultation, the Issues and Opportunities Paper Or the Emerging Ideas, please visit https://www.colacotway.vic.gov.au/Planning-building/Strategic-planning/Current-Strategic-projects/Community-Infrastructure-Plan-Apollo-Bay-Skenes-Creek-Marengo

Example of consultation material for Stage 2.

2 VISION AND GUIDING PRINCIPLES

2.1 The Vision

The vision provides a preferred long term vision for Apollo Bay, Skenes Creek and Maregno and a sense of how the three towns will look, function and feel into the future.

The vision has been influenced by community input and feedback to ensure it represents the local community aspriations for their collective townships.

This Vision has provided high level guidance throughout the development of the CIP.

Apollo Bay, Skenes Creek and Marengo will become unique and enjoyable places for both local residents and visitors, across all seasons.

The three towns will be highly connected places, each with their own authentic form, identity and sense of place. Apollo Bay will continue to play its vital role as a key service centre for the surrounding community, offering a range of community facilities, while maintaining its small fishing village character. Marengo and Skenes Creek will provide a relaxed coastal lifestyle for all.

The three towns will form part of and enhance the Great Ocean Road and Shipwreck Coast experience, offering a range of enjoyable destinations and journeys for visitors and improving the benefits, both direct and indirect, associated with tourism for local residents.

The landscape and environment will continue to provide a framework for the three towns. It will inform the role and function of public spaces and contribute to their visual identity. The three towns will lead as an example for environmental sustainability, preserving and enhancing their natural environment for generations to come.

They will celebrate the region's culture and heritage, a source of food, resources and materials for the Eastern Maar, to the region's rich fishing and timber history.

The foreshores, streets and public spaces will be convenient, exciting and safe for people to use, and visually vibrant, both day and night all year-round.

2.2 Guiding Principles

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

The Guiding Principles, along with the Vision, will be used to direct and assess all future planning and design outcomes within the precinct to ensure that future development is consistent with the vision and the community's aspirations.

NOTE: All images are indicative only.

GUIDING PRINCIPLE 1

Maar Living Culture

WHAT DOES THIS MEAN FOR THE CIP?

- No harm to cultural heritage.
- Reintroduction of original names.
- Enhanced opportunities for story telling in built infrastructure.

Collaboration with the Eastern Maar will continue to shape the outcomes of the CIP to ensure they can continue to assert their rights and interests. Although these three principles will remain central to the implementation of the CIP throughout its lifespan, the CIP must remain responsive to additional elements and opportunities as our partnership with Traditional Owners continues to grow.

GUIDING PRINCIPLE 2

Create a sustainable and robust environment that can adapt to environmental change over time

WHAT DOES THIS MEAN FOR THE CIP?

- Re-establish the quality and viability of coastal ecological reserves through the repositioning of road and trail infrastructure and formalising / rationalising beach access points.
- Ensure existing and future infrastructure considers the impacts of climate change, particularly erosion and sea level rise.
- Encourage environmentally sustainable initiatives to be incorporated into new buildings and development i.e. renewable energy, low carbon emissions etc. Water sensitive urban design to be incorporated in public spaces and car parking areas.
- Utilise the most current and best available coastal modelling around climate change when redesigning foreshore areas.

The CIP has considered the best available data to ensure the process is responsive to climate change pressures. However, given the lifespan of the CIP, prior to the implementation of individual actions further investigations will be undertaken to ensure the actions remain appropriate and continue to align with Principle 2.

GUIDING PRINCIPLE 3

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 separation of development areas and the visual relationship between the landscape and ocean that defines Apollo Bay and related coastal settlements. The landscape should always be a visually dominant part of the visual 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.
- Public toilets should be provided at key activity nodes. They should be functional, accessible, well designed and integrated into the surrounding built form and landscape setting.
- Limit the spread of road and parking infrastructure and the visual impacts associated with these uses.
- Design for the individual as well as the group. Apollo Bay and its coastal settlements should always provide a personal experience.

GUIDING PRINCIPLE 4

Strengthen the identity and authentic character qualities of each township

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 and individual 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 5

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.
- Where possible and appropriate, retain existing infrastructure to minimise environmental impact and cost.
- Build community infrastructure that enhances economic, environment and social outcomes for the community.

GUIDING PRINCIPLE 6

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.
- Limit the impacts of future parking. Where possible, people should be directed to park where there is existing capacity. Additional parking demand should be accommodated through the formalisation of existing parking areas and / or streetscape improvements.
- 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.
- Improve pedestrian and cyclist safety and amenity. Provide shade and shelter to a level where it encourages pedestrian and cyclist movement.

GUIDING PRINCIPLE 7

Design for integrated and sustainable design outcomes

WHAT DOES THIS MEAN FOR THE CIP?

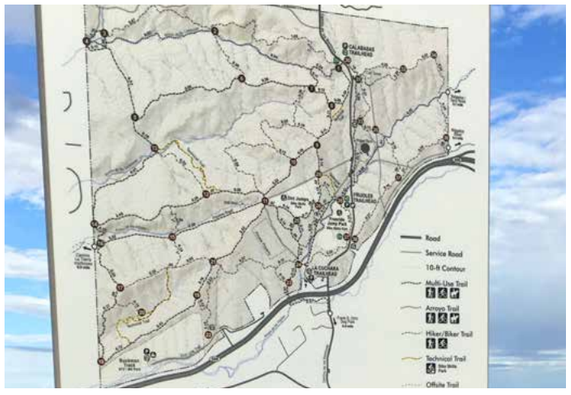
- Design for integrated responses to coastal protection, environmental, infrastructure and leisure needs rather than individual system based design responses.
- Ensure the roles and responsibilities for maintaining community facilities and public spaces within the study area are clear.
- Provide adequate funding and maintenance budgets that allow for the delivery and upkeep of the community facilities and public spaces.

GUIDING PRINCIPLE 8

Improve visitor wayfinding and place legibility

WHAT DOES THIS MEAN FOR THE CIP?

- Improve the visitor arrival experience within the foreshore and Great Ocean Road retail setting. Information should be available at multiple locations and, along with the trail system, provide visitors with multiple activity options.
- Each key destination should provide information about the local and regional destination network.
- The landscape of each key visitor destination and the connecting network should visually link visitors to the environment.
- Ensure a consistent design, message and branding across the townships.
- Ensure signage is legible, adopts universal design principles and assists in overcoming language barriers (i.e. English and Mandarin).



GUIDING PRINCIPLE 9

Develop an activity and connections framework for the three towns

WHAT DOES THIS MEAN FOR THE CIP?

- Develop a more diverse series of key destinations (multi-use settings) and access networks to meet the needs of a wide range of visitors and locals. These should represent the best qualities of the study area and its region.
- Connect places by road and pedestrian / bike trail. There should always be a pedestrian access alternative.
- Design places and facilities that allow for shared visitor and local use.
- Develop integrated design responses that simultaneously consider environmental, leisure and infrastructure needs.
- Create a flexible design response that anticipates seasonal variations in the level of use and long-term environmental change.

GUIDING PRINCIPLE 10

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

WHAT DOES THIS MEAN FOR THE CIP?

- 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.
- The foreshore will be a major destination in Apollo Bay. It will be a visually distinctive place and well designed space that provides a welcoming, safe, exciting and quality public space for all kinds of people and all age groups.
- Provide a clear and connected trail between the foreshore and the Harbour, as well as the shops.

GUIDING PRINCIPLE 11

Change the function and pedestrian capacity of the 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 Great Ocean Road 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.

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COMMUNITY INFRASTRUCTURE PLAN

PART A DISTRICT PLAN

DRAFT

DRAFT MAY 2022

APOLLO BAY - SKENES CREEK - MARENGO

CONTENTS

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1 INTRODUCTION

1.1 Introduction

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

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

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

1.1.1 What is the District Plan?

The District Plan comprises:

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

1.1.2 Why do we need a District Plan?

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

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

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

1.1.3 How will the District Plan be used?

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

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

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

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

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

1.2 CIP & Report Structure

The CIP consists of four parts:

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

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

Figure 1. The parts of the CIP

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

PART A - DISTRICT PLAN

1. INTRODUCTION

Provides background and context for the District Plan.

2. CONTEXT

Overview of key findings that have influenced the District Plan.

3.DISTRICT PLAN

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

4. APOLLO BAY STREETSCAPE PLANS

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

5. STREETSCAPE DESIGN GUIDELINES

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

Figure 2. Part A - District Plan Structure

1.3 The Study Area

The Study Area for the District Plan is:

District Plan Study Area

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

Apollo Bay Streetscape Plan and Streetscape Design Guidelines Study Area

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

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

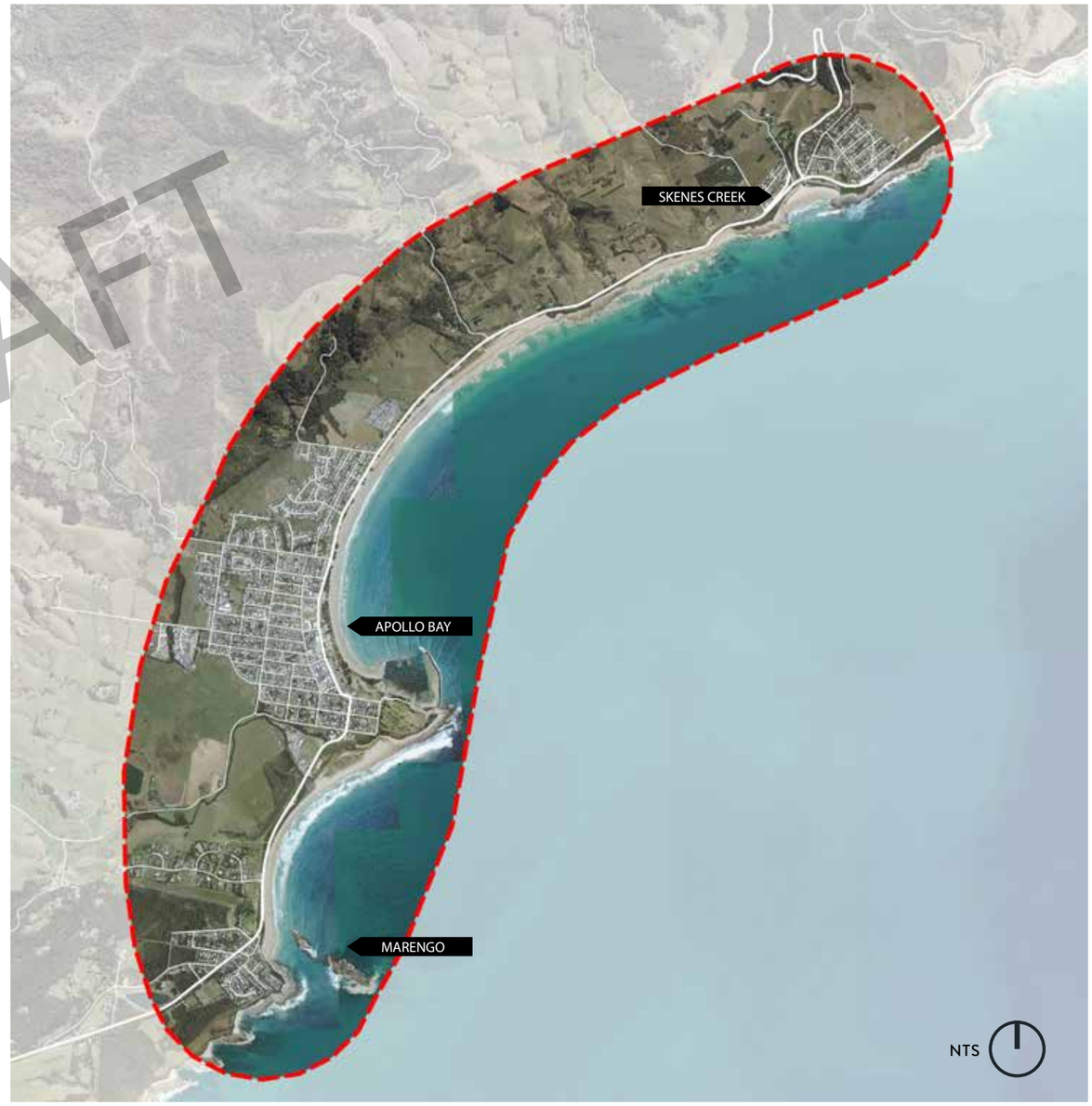


Figure 3. Study Area - District Plan

Figure 4. Study Area - Streetscape Plan

2 CONTEXT

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

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

2.1 Colac Otway Shire Tourism Parking and Traffic Strategy, 2019

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. Healthy & Active Ageing

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

2. Arts, Culture & Events:

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

3. Open Space

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

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

1. Youth Infrastructure

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

2. Healthy & Active Ageing

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

3. Community Halls & Meeting Spaces

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

4. Arts, Culture & Events

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

5. Emergency Services

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

6. Education

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

7. Health Services and Infrastructure

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

8. Open Space

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

The CIA is available as a background document.

2.4 Key Analysis and Community and Stakeholder Findings

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

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

2.5 Supporting and Background Documents

The following documents provide background for this District Plan:

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

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

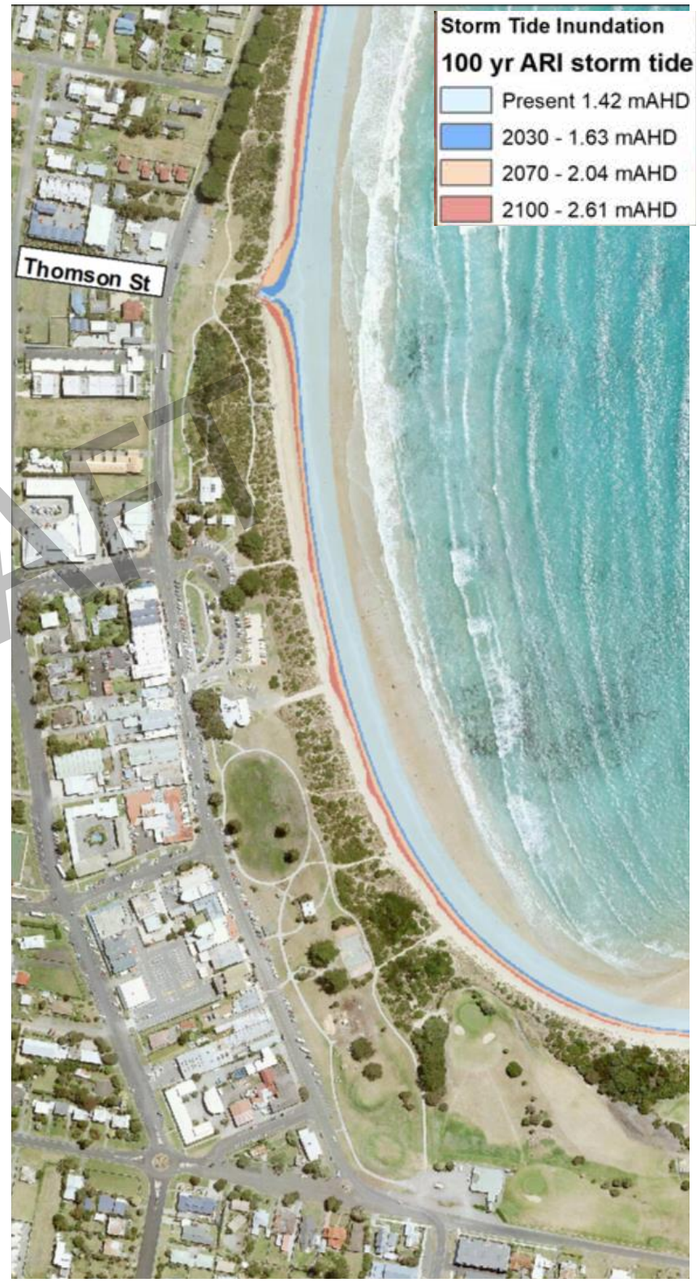


Figure 5. Apollo Bay Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

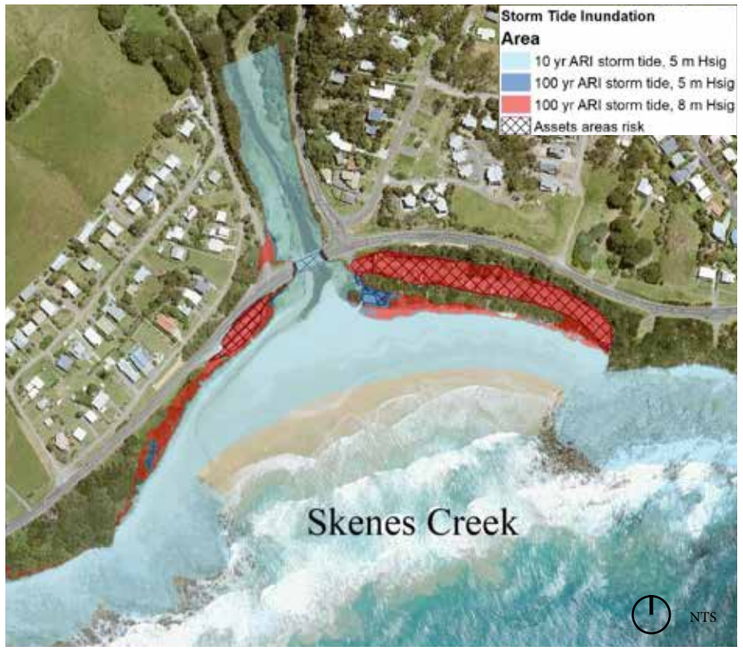


Figure 6. Skenes Creek Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

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

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

2.6 Recent Projects and Studies

2.6.1 Apollo Bay Early Years Hub

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

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

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

2.5.1 Apollo Bay to Skenes Creek Coastal Discovery Trail

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

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

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

2.5.2 Pascoe Street Toilet

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

2.6.2 Parklet Trial in Apollo Bay

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

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

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

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

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

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

3 DISTRICT PLAN

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

NOTE: All images are indicative only.

3.1 Destinations Plan

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

3.1.1 Visitor Experience

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

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

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

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

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

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

3.1.2 Open Space

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

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

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

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

3.1.3 Access and Connections

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

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

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

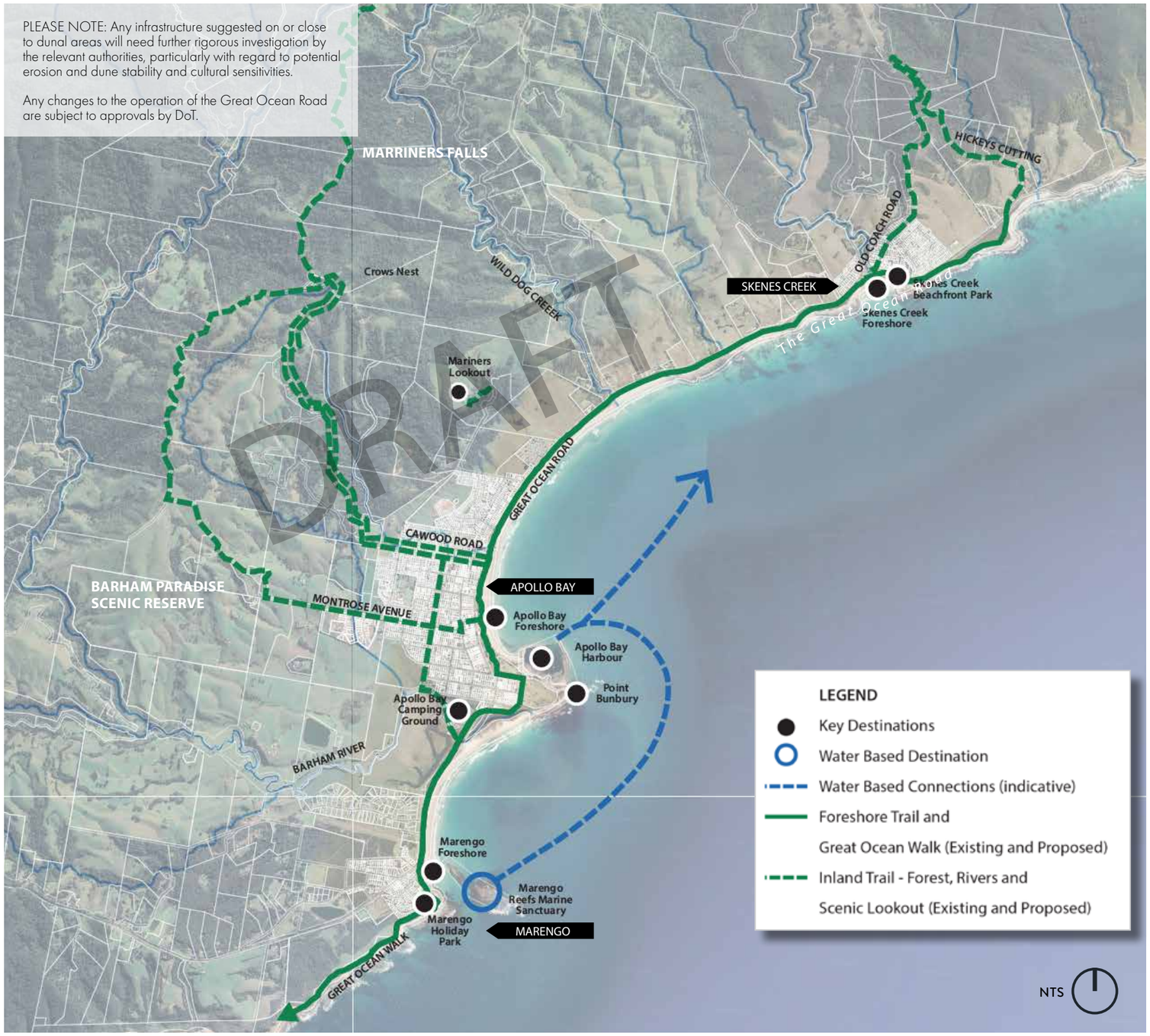


Figure 8. Destination Plan - The Three Towns

3.1.4 Landscape Setting

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

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

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

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

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

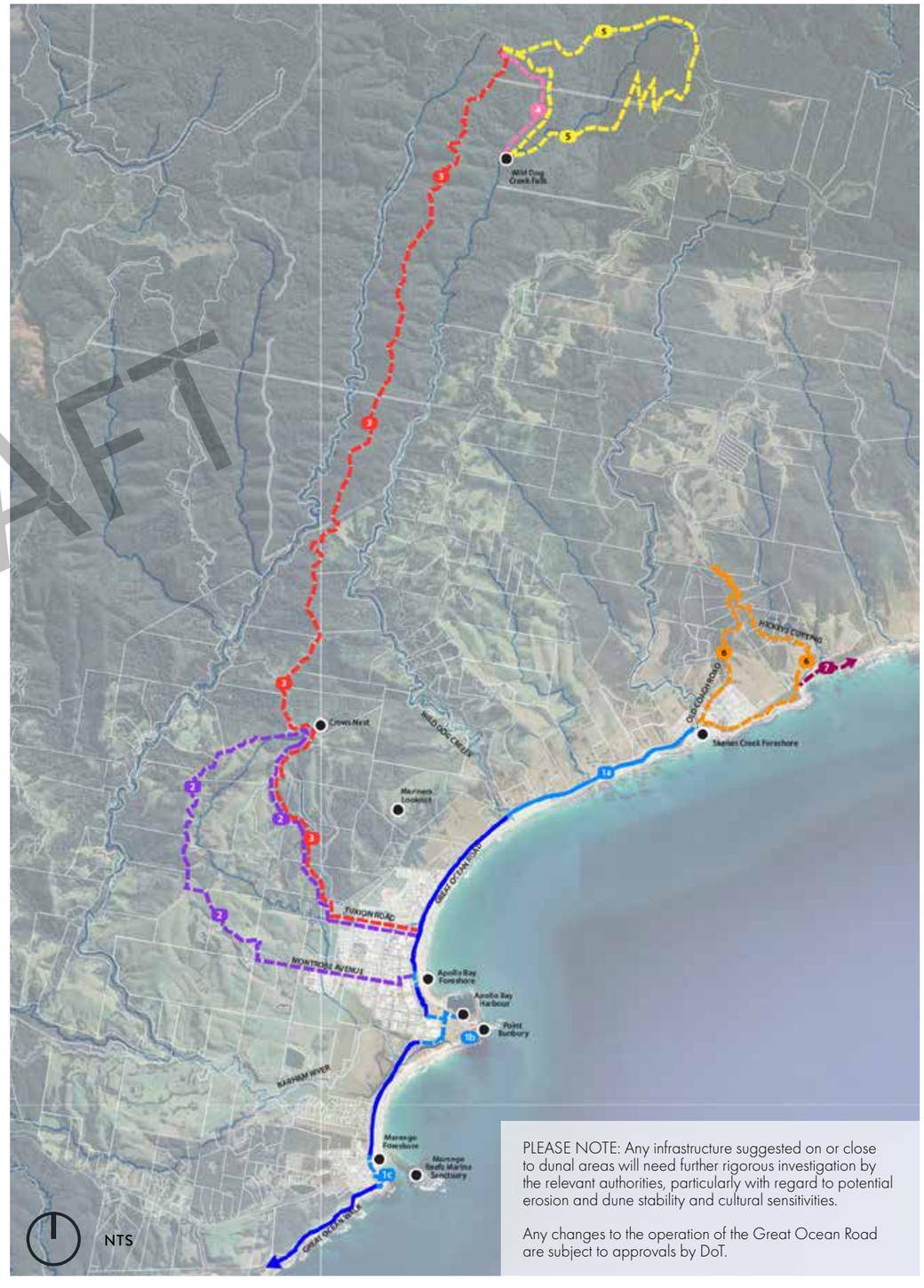
3.2 Recreational Trails

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

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

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

These recreational trails are outlined opposite.



LEGEND

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

Figure 9. Recreational Trails

3.2.1 The Recreational Trails

The proposed Recreational Trails outlined in Figure 9 include:

Trail 1 - Foreshore Trail

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

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

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

Trail 2 - Les Noseda Highview Walk

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

Trail 3 - Wild Dog Trail

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

Trail 4 - Wild Dog Falls Trail

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

Trail 5 - Wild Dog Loop Trail

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

Image 4. Apollo Bay Coastal Trail

Trail 6 - Old Coach Road Loop Trail

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

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

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

Image 3. Foreshore Trail

3.2.2 Key Challenges for Trail Delivery

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

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

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

3.3 Apollo Bay

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

3.3.1 Apollo Bay Movement Plan

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

Key elements identified on the Apollo Bay Movement Plan include:

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

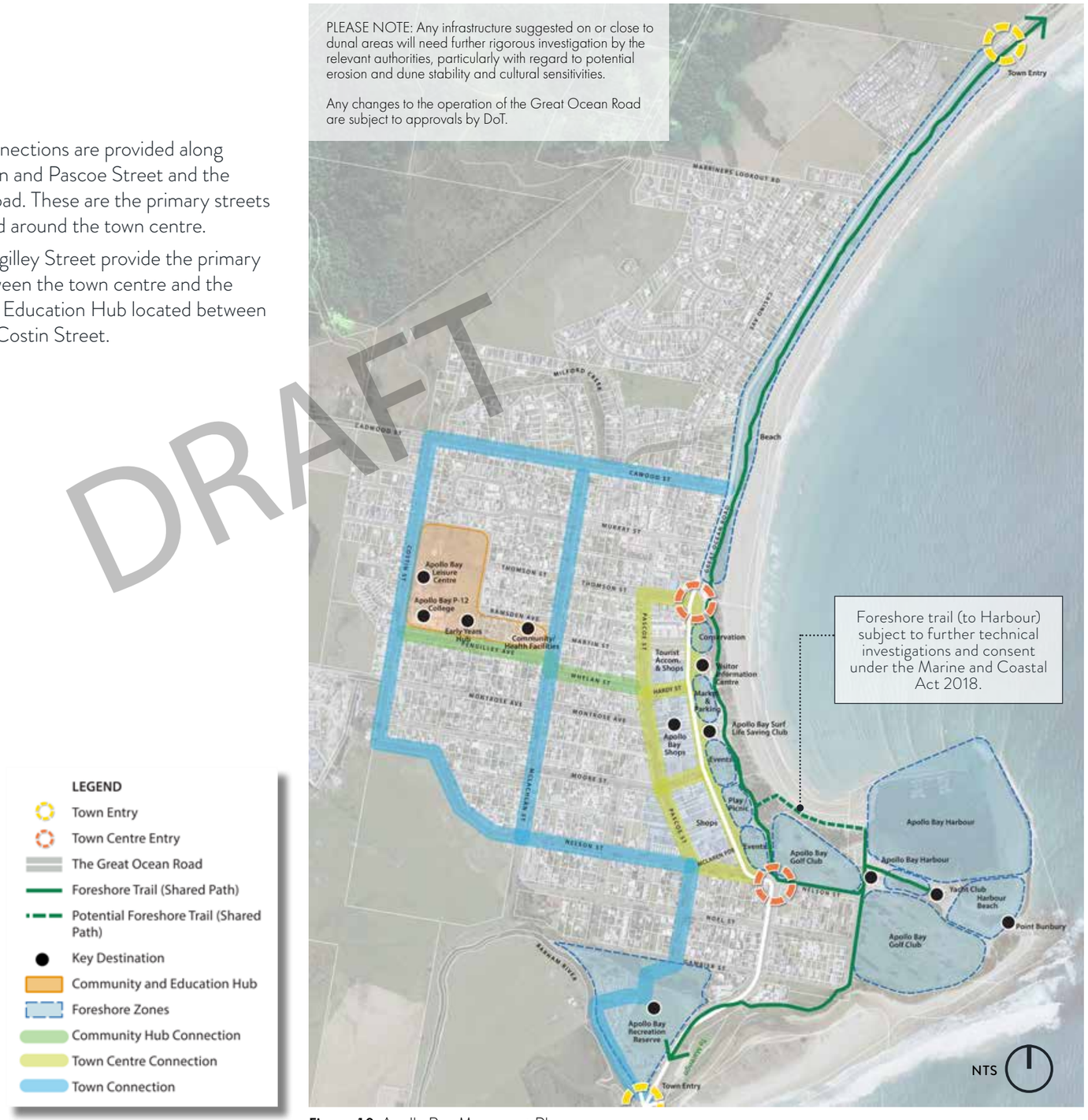


Figure 10. Apollo Bay Movement Plan

3.3.2 Township Connections

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

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

Proposed Pedestrian Connections

Key outcomes for pedestrian access outlined in Figure 11 include:

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

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

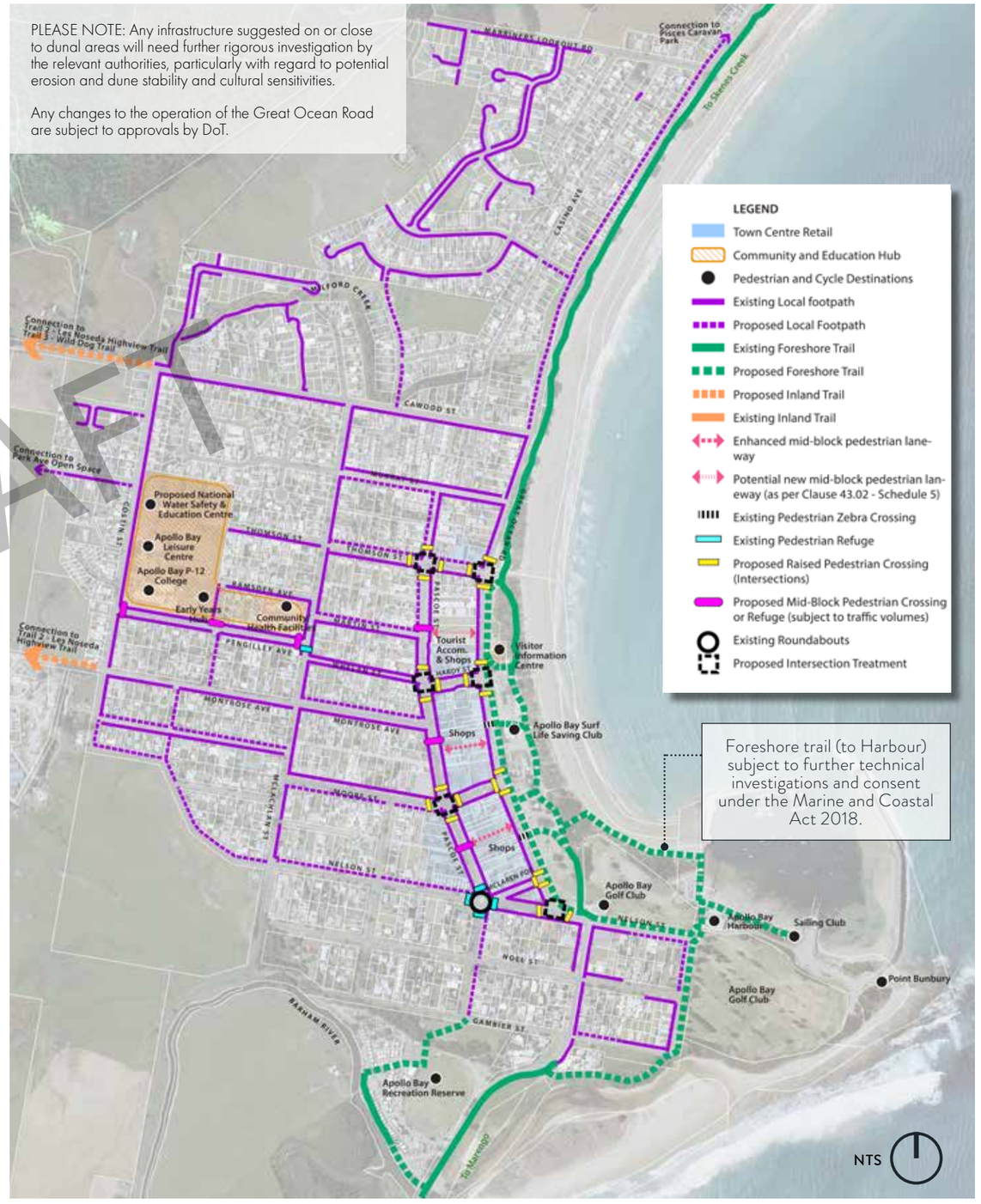


Figure 11. Proposed Pedestrian Connections

Proposed Cycling Connections

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

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

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

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

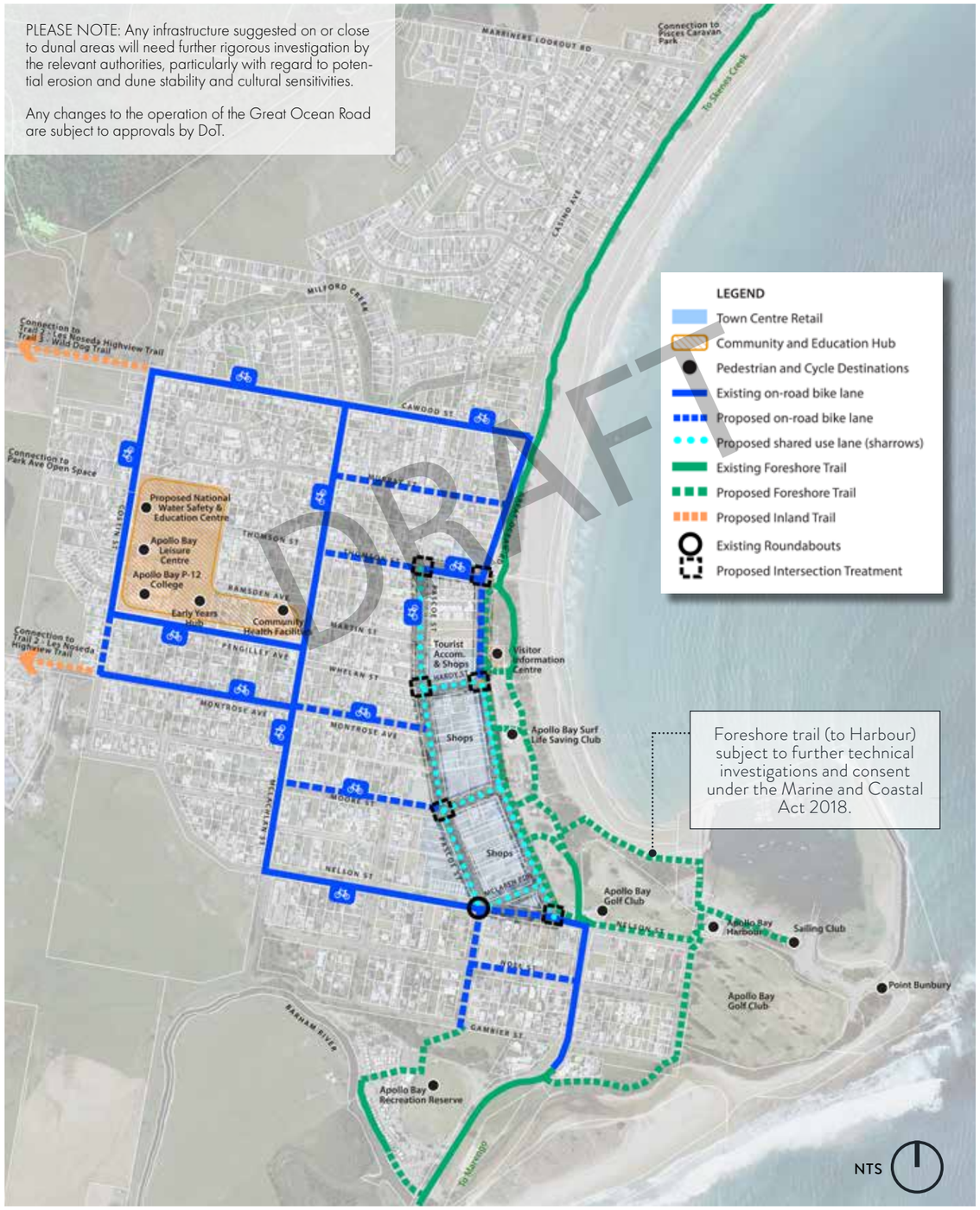


Figure 12. Proposed Cycle Connections

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

What are Sharrows?

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

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

Proposed Coach Connections

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

The preferred coach routes outlined on Figure 13 include:

Coaches entering Apollo Bay from north (travelling from Melbourne)

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

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

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

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

Coaches entering Apollo Bay from north (travelling to Melbourne)

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

One-way and two-way options

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

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

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

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

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

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

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

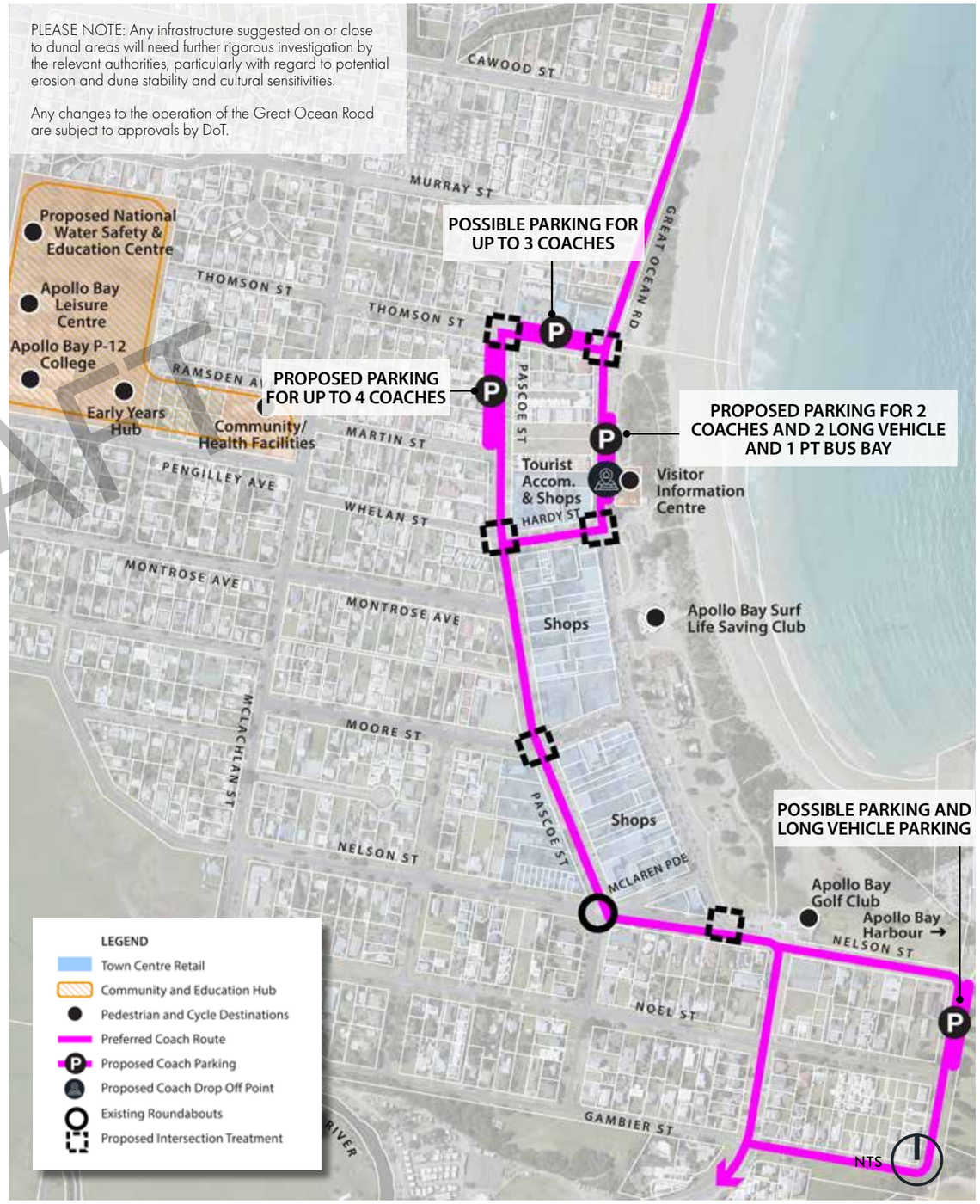


Figure 13. Proposed Coach and OD Connections

3.4 Skenes Creek

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

3.4.1 Township Connections

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

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

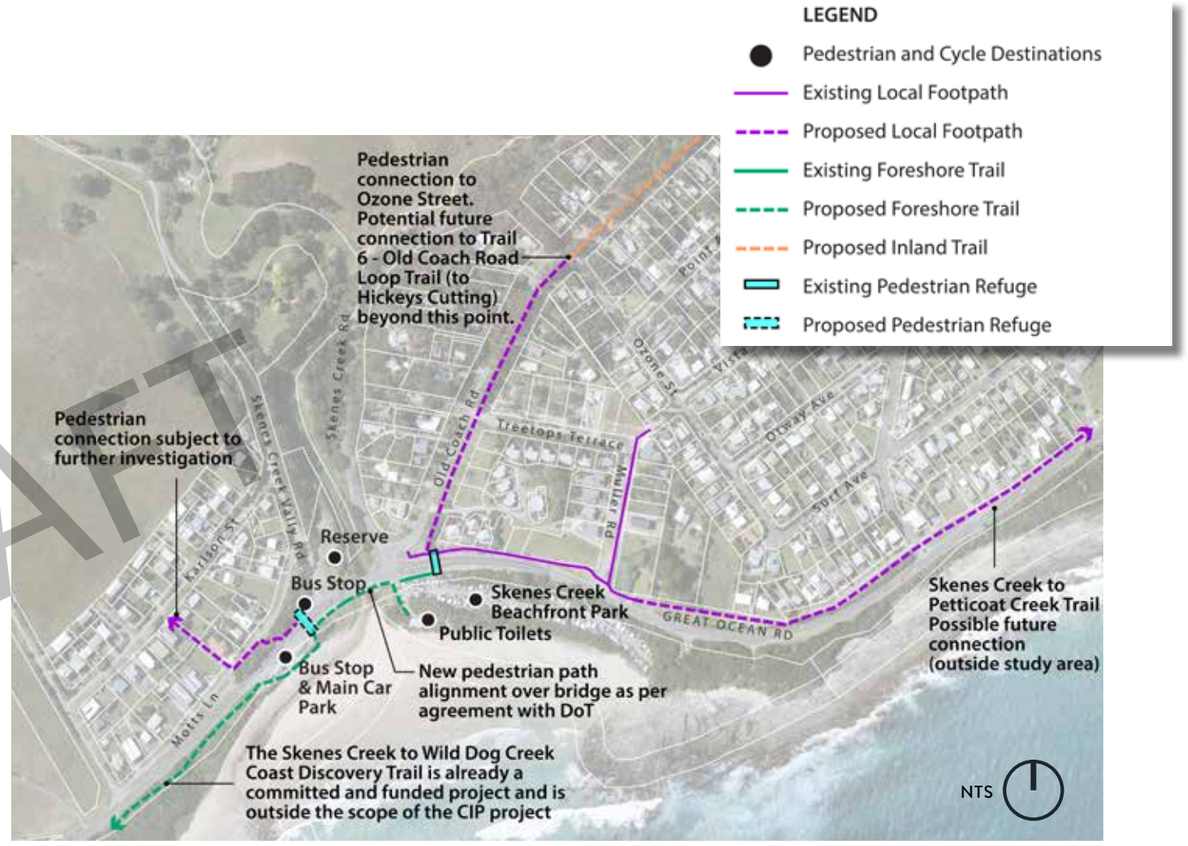


Figure 14. Township Connections - Skenes Creek

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

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

3.5 Marengo

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

3.5.1 Township Connections

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

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

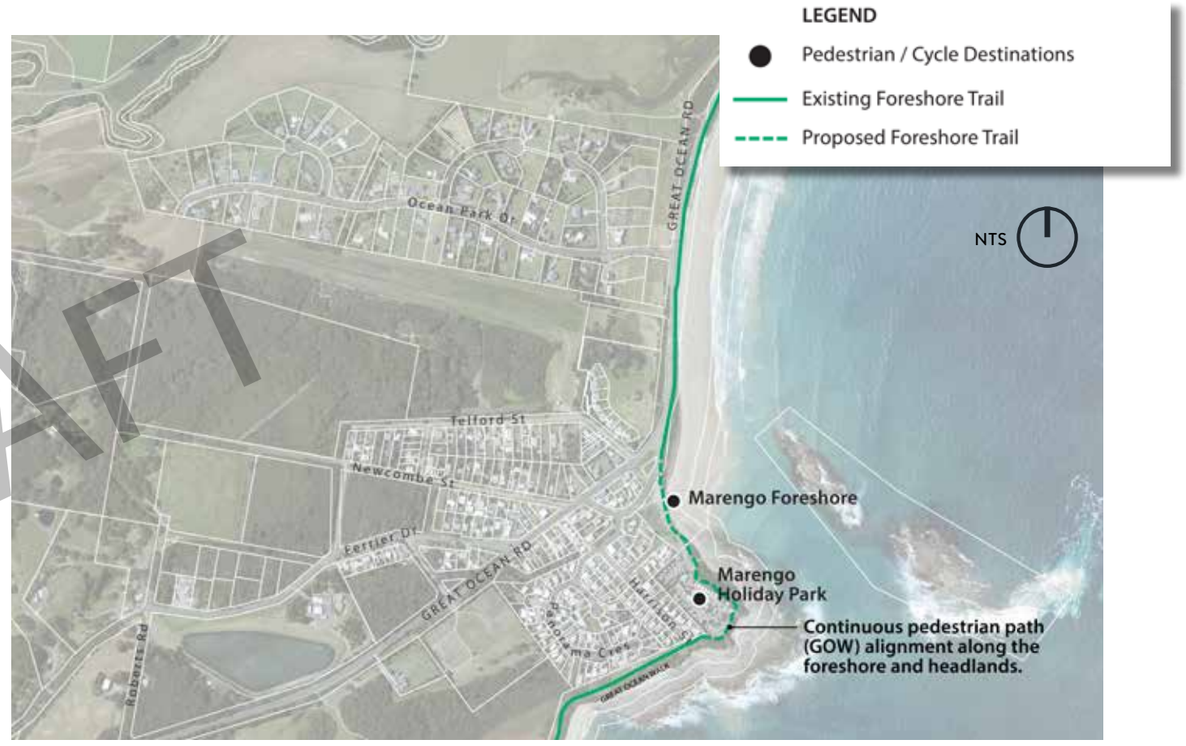


Figure 15. Township Connections - Marengo

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

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

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

4 APOLLO BAY STREETSCAPE PLANS

4.1 Overview

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

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

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

NOTE: All images are indicative only.

4.2 Design Objectives

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

Improving space for pedestrian use and outdoor dining along shopfronts.

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

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

Improving pedestrian connections between the shops and foreshore.

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

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

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

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

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

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

Improving wayfinding and legibility throughout the town centre.

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

Improving the safety of all users.

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

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

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

4.3 Great Ocean Road Movement Options

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

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

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

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

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

Figure 17. Option 1 -One-Way Option

Figure 16. Option 2 -Two-Way Option

4.4 Overall Streetscape Plan

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

4.4.1 Overall Improvements

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

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

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

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

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

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

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

Specific improvements identified for the one-way option include:

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

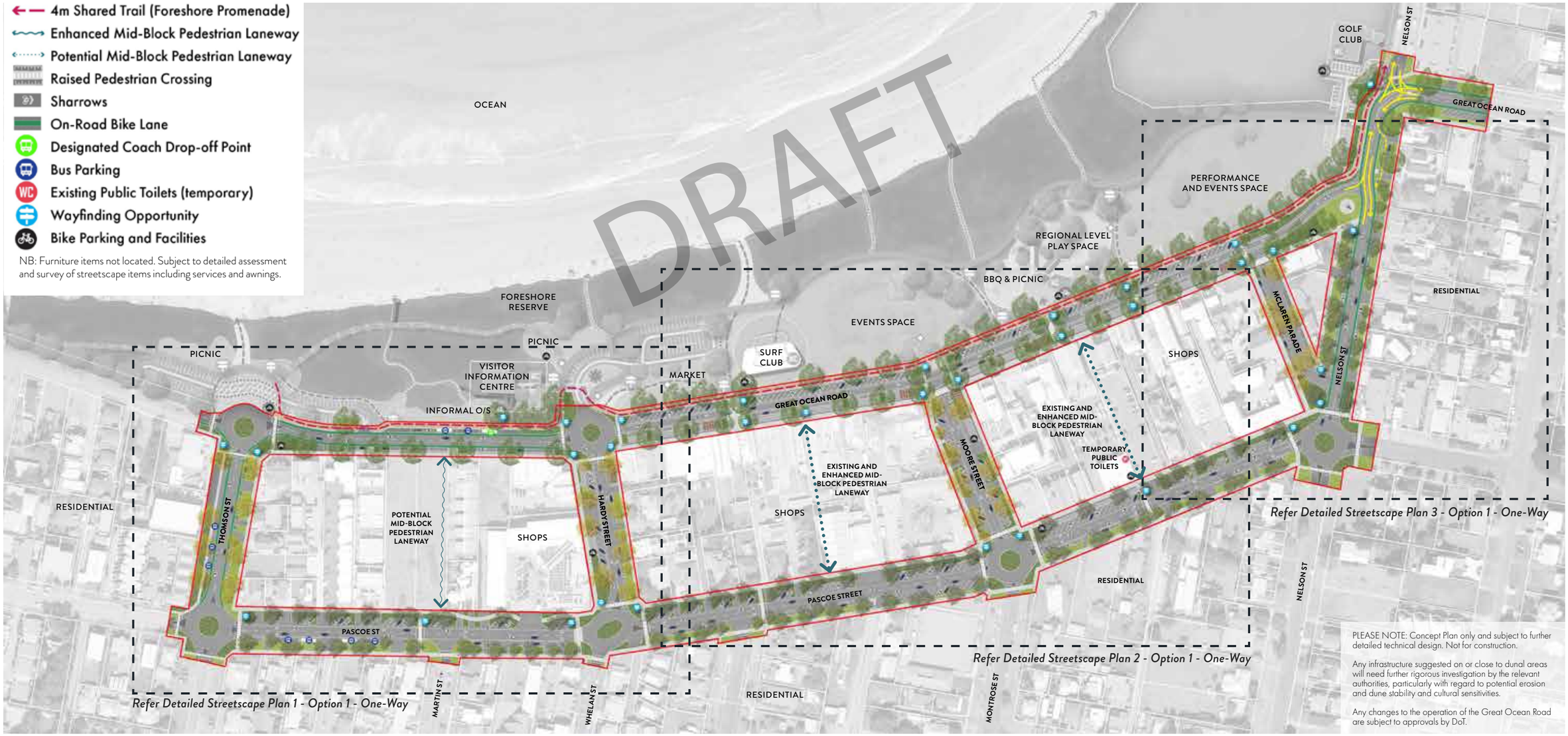
Refer to cross section outlined in Section 4.5 and Outdoor Dining and Trading in Section 4.10.

These improvements are outlined on Figures 18 - 21.

LEGEND

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

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



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

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

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

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

1:4000 0 40 80 200

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

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

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

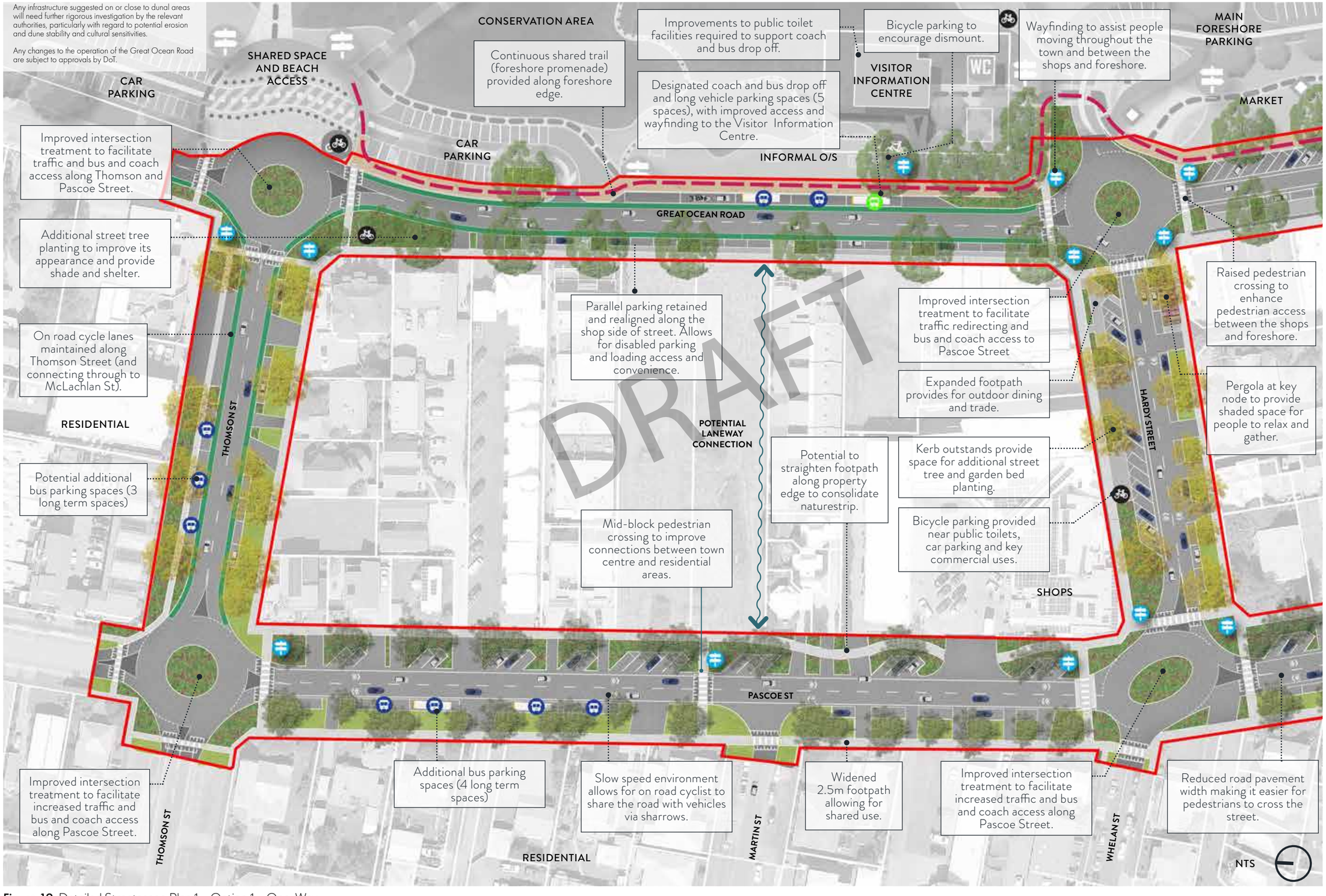


Figure 19. Detailed Streetscape Plan 1 - Option 1 - One-Way

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

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

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

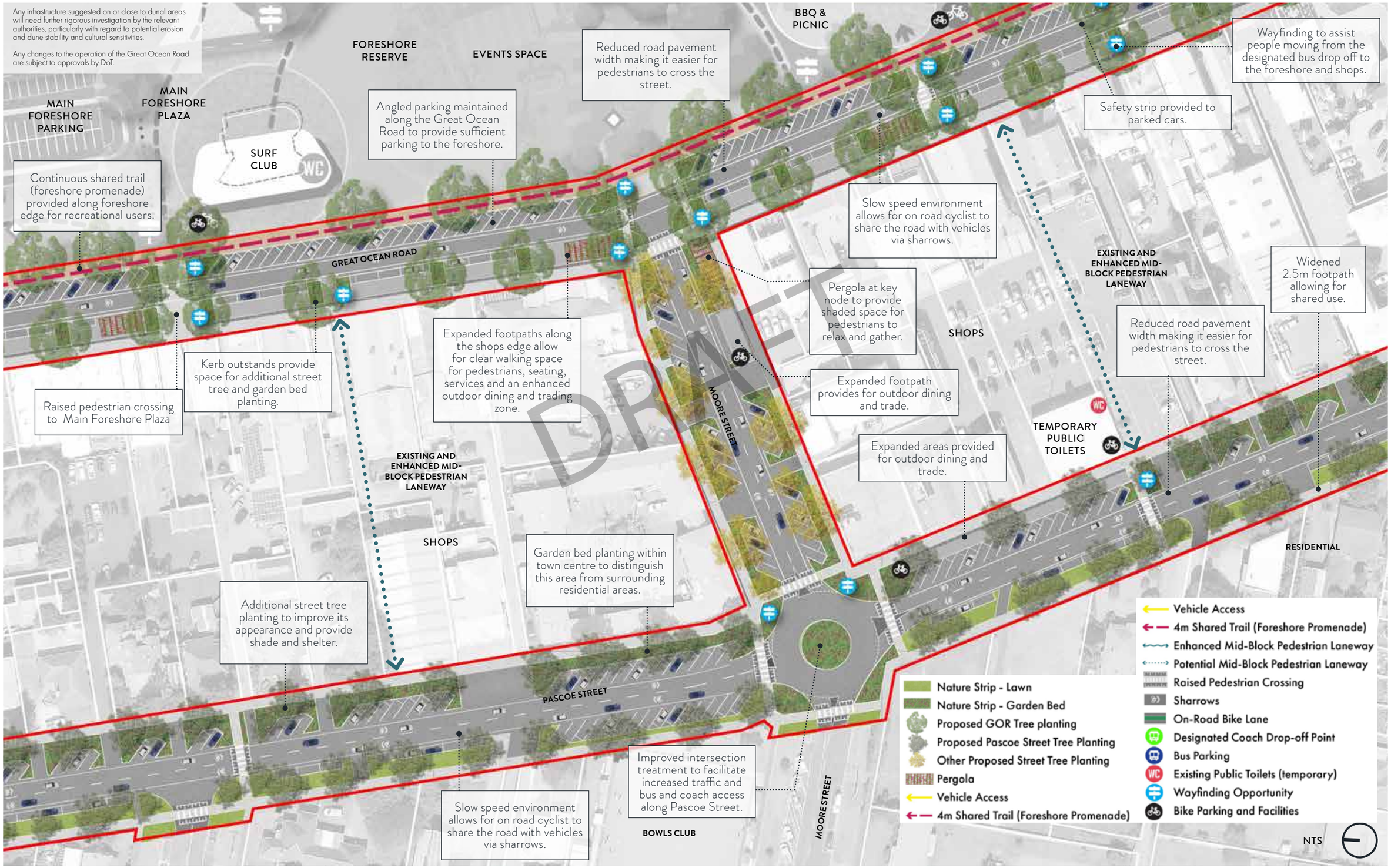


Figure 20. Detailed Streetscape Plan 2 - Option 1 - One-Way

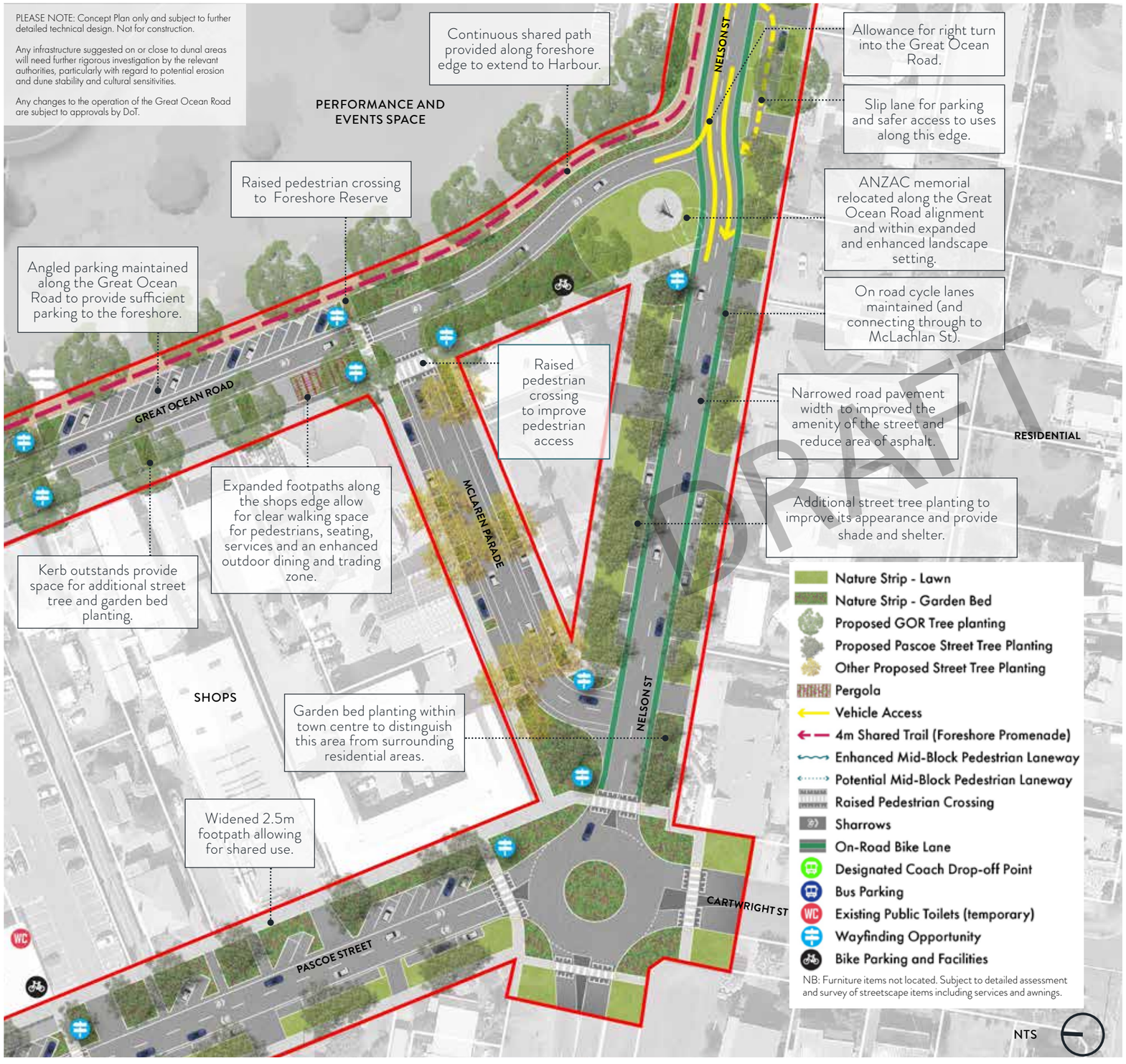


Figure 21. Detailed Streetscape Plan 3 - Option 1 - One-Way

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

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

Specific improvements identified for the two-way option include:

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

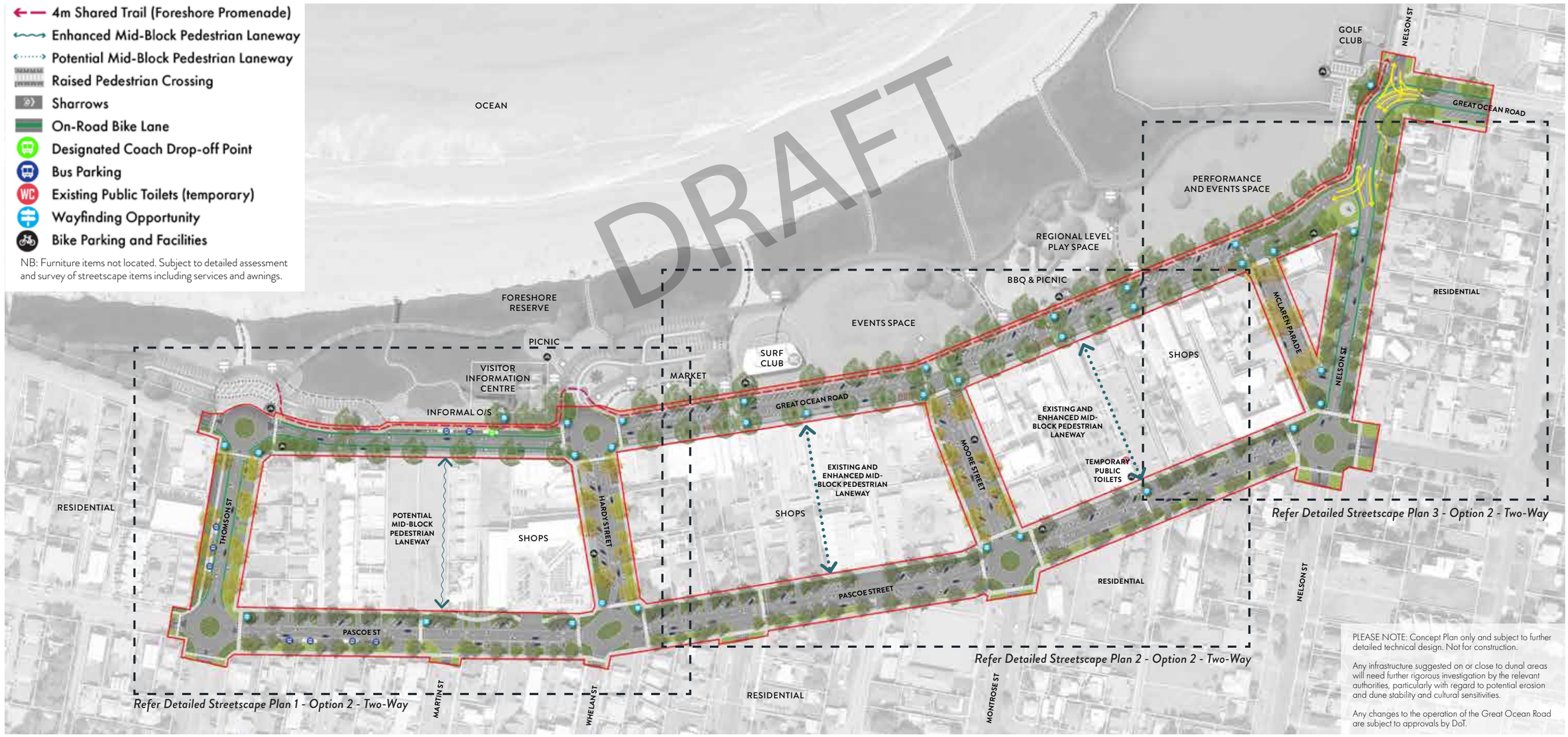
Refer to cross section outlined in Section 4.5 and Outdoor Dining and Trading in Section 4.10.

These improvements are outlined on Figures 22 - 25.

LEGEND

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

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



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

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

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

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

1:4000 0 40 80 200

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

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

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

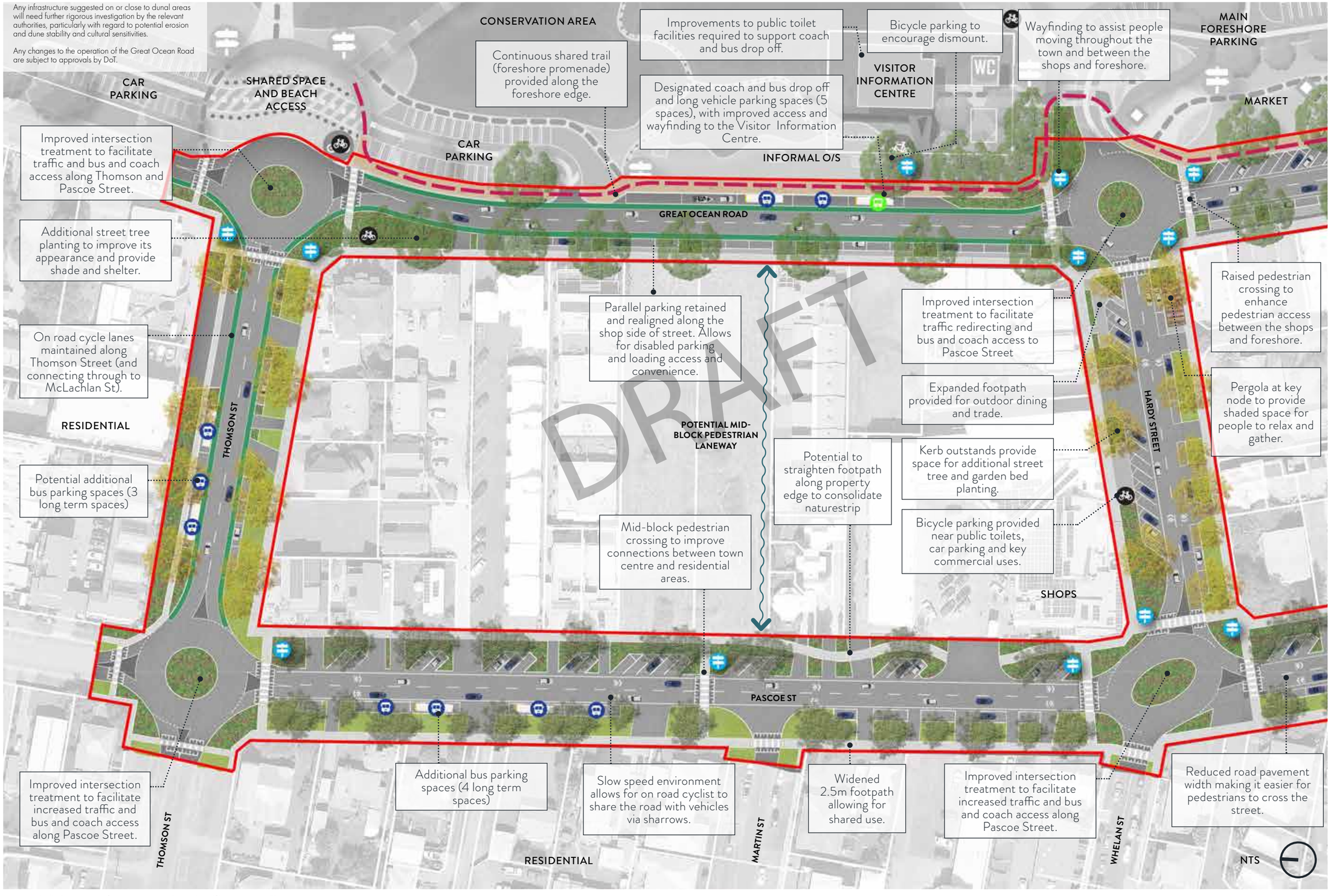


Figure 23. Detailed Streetscape Plan 1 - Option 2 - Two-Way

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

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

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

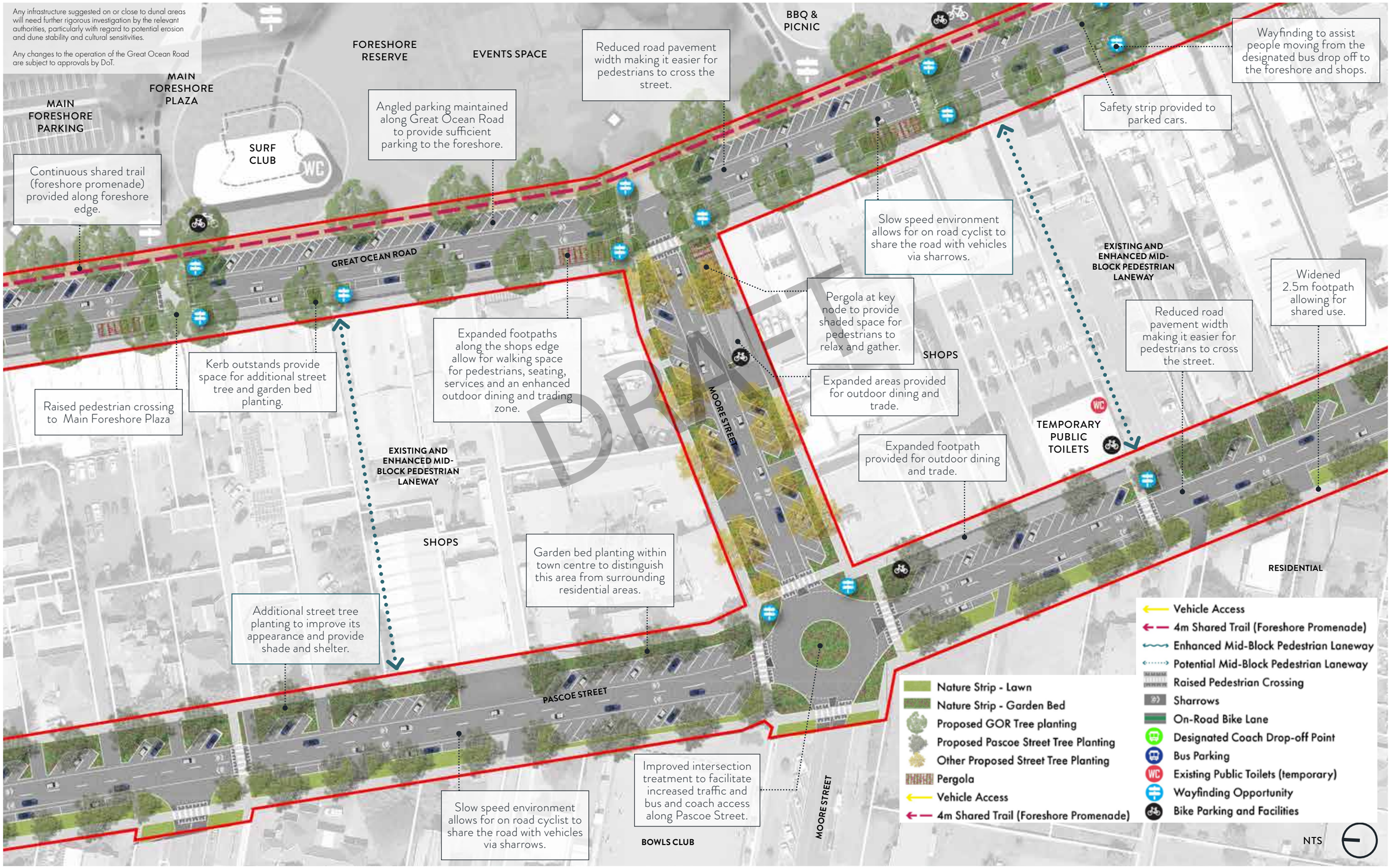


Figure 24. Detailed Streetscape Plan 2 - Option 2 - Two-Way

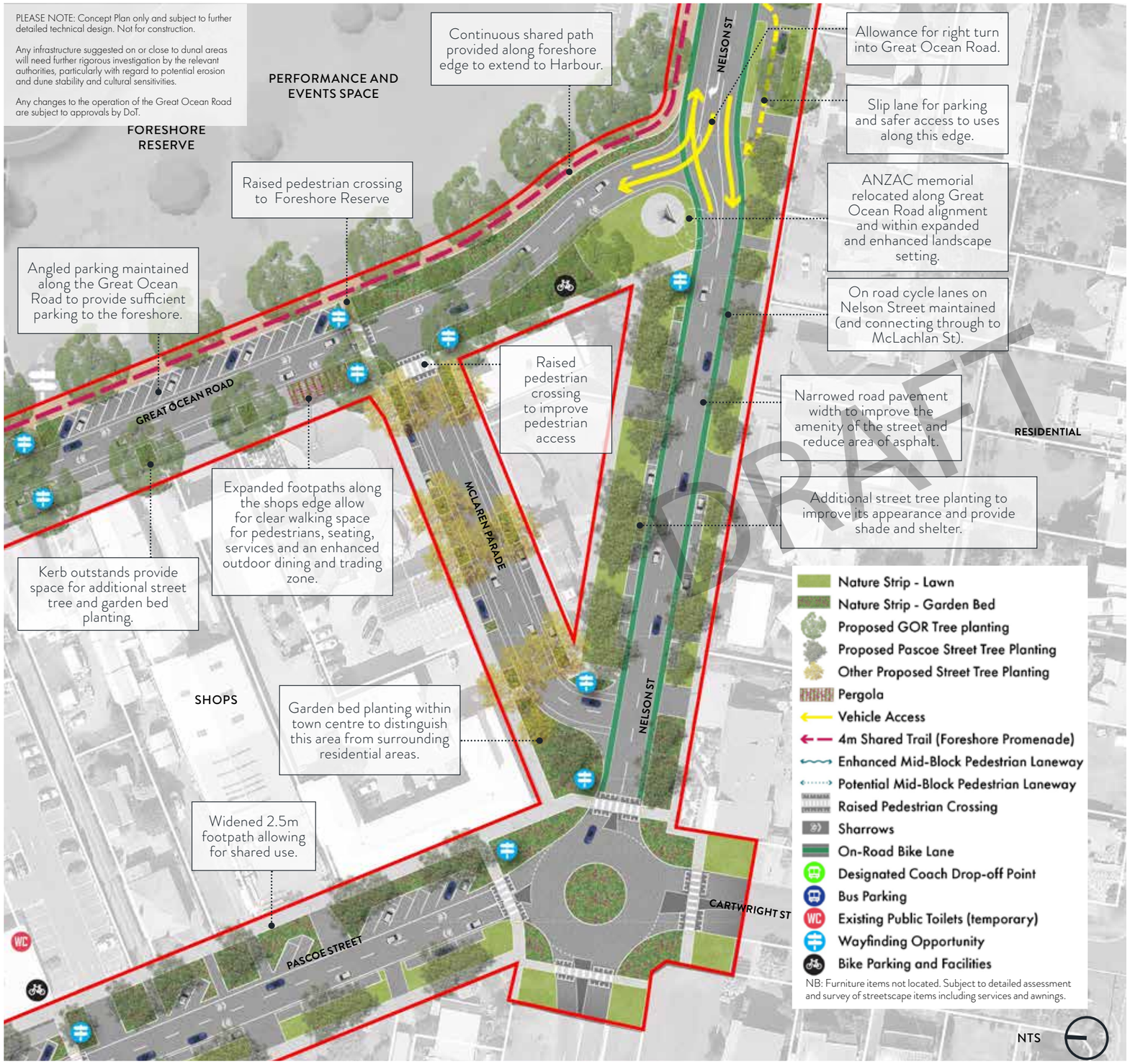


Figure 25. Detailed Streetscape Plan 3 - Option 2 - Two-Way

4.5 Cross Sections

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

4.5.1 Great Ocean Road (Great Ocean Road)

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

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

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

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

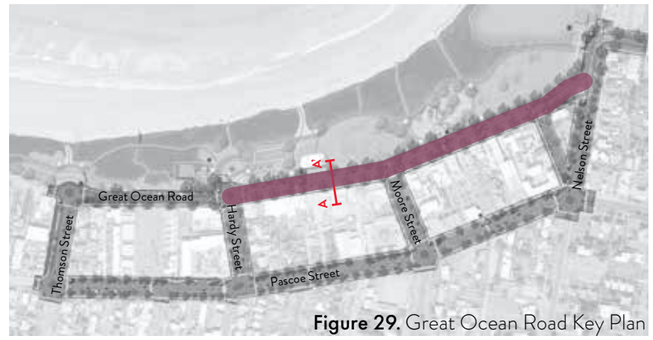


Figure 29. Great Ocean Road Key Plan

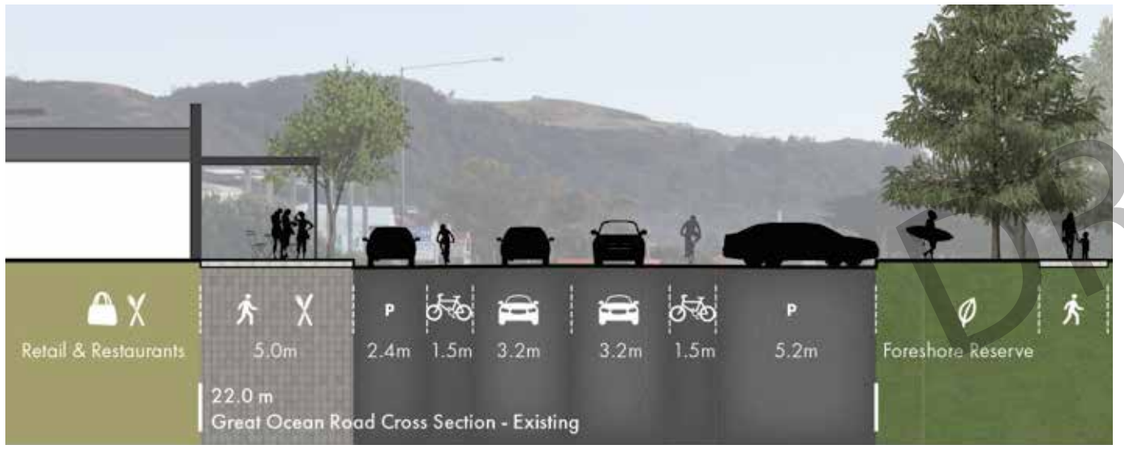


Figure 26. Great Ocean Road A-A'- Existing Cross Section

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

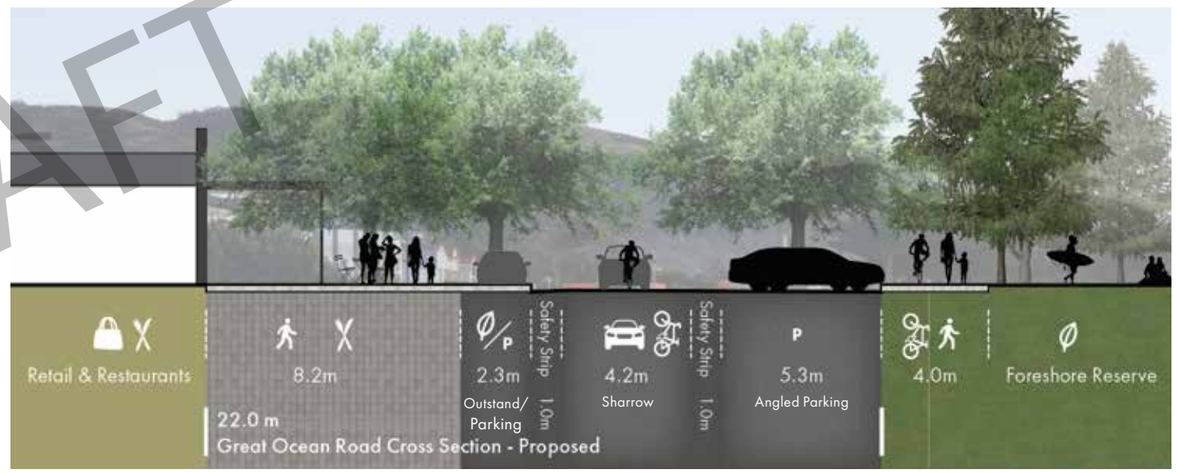


Figure 27. Proposed A-A'- Great Ocean Road - One-Way

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

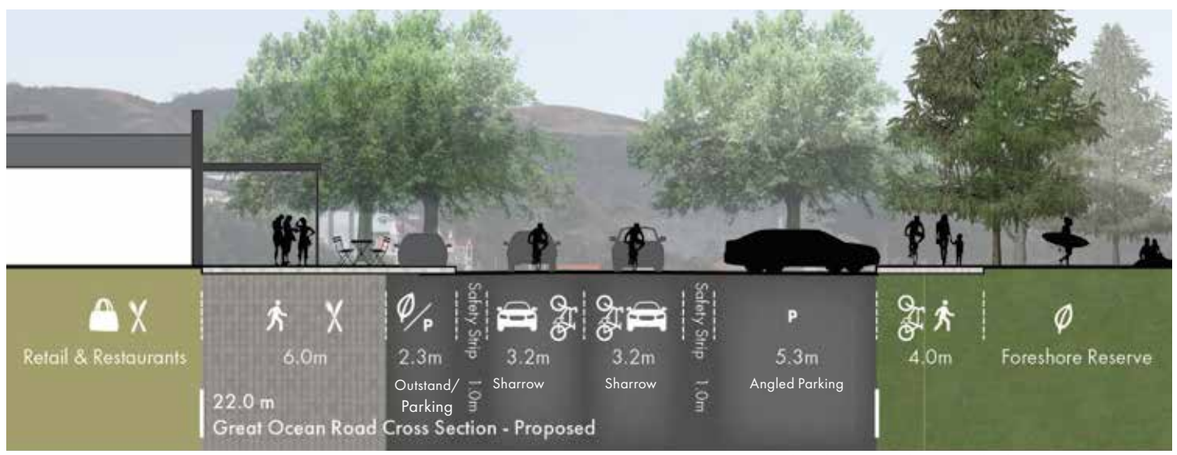


Figure 28. Proposed A-A'- Great Ocean Road - Two-Way

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

4.5.2 Pascoe Street

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

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

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

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

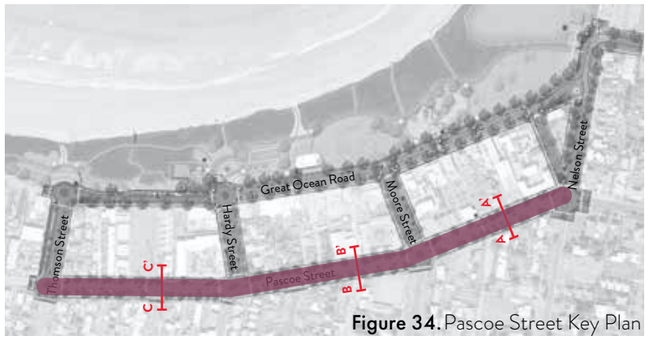


Figure 34. Pascoe Street Key Plan

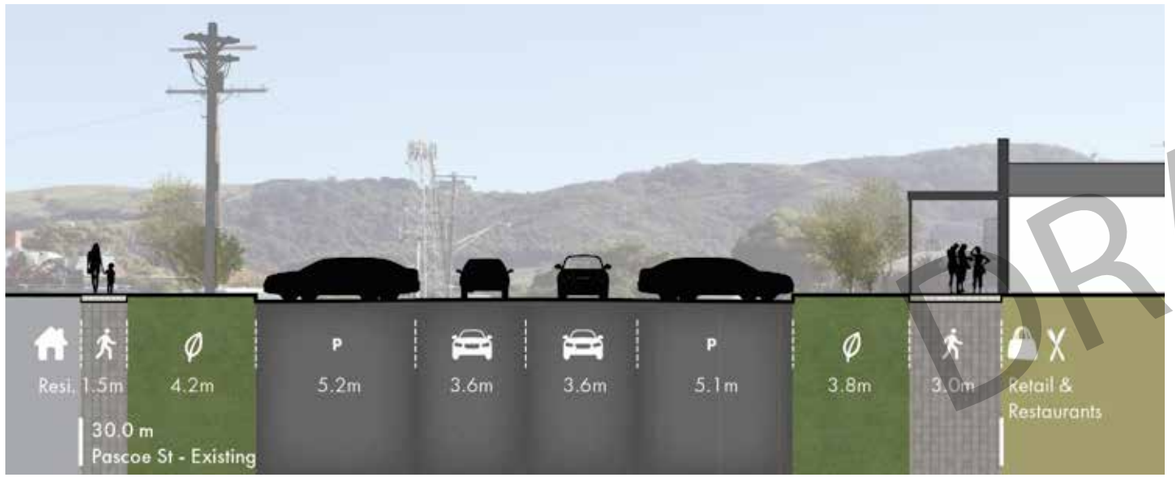


Figure 30. Pascoe Street A-A' (Between Moore St And Nelson St) - Existing Cross Section

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

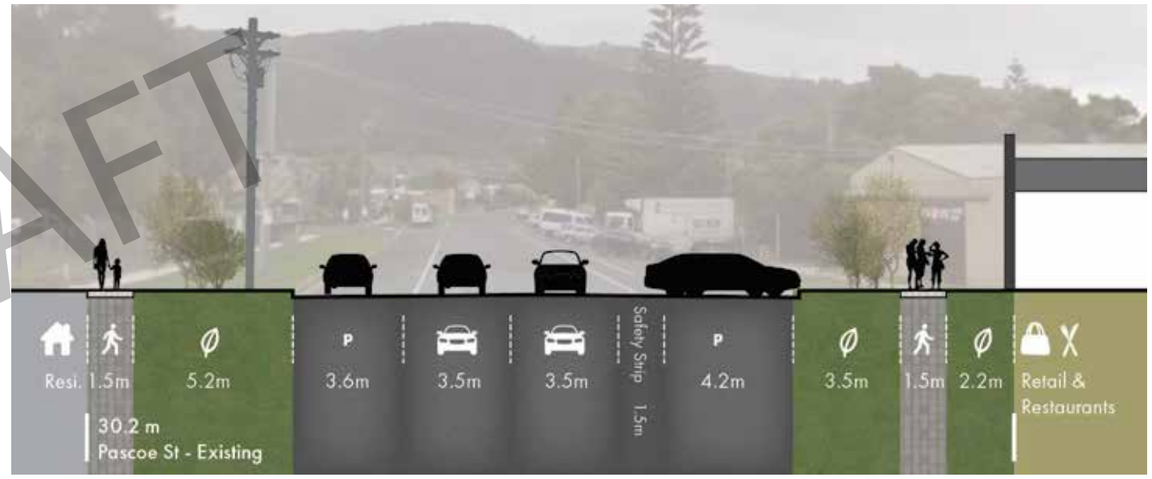


Figure 32. Pascoe Street B-B' (Between Hardy St And Moore St) - Existing Cross Section

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

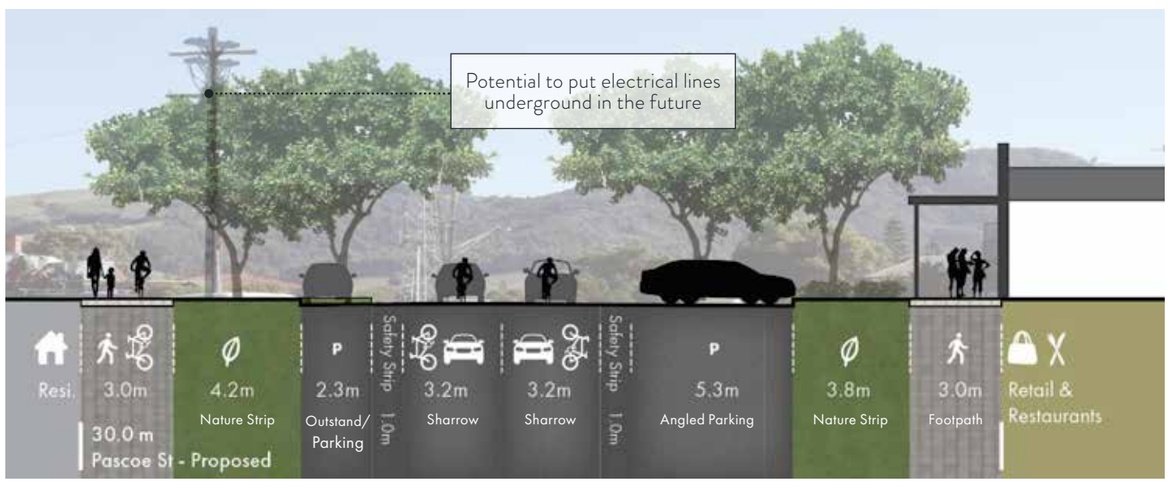


Figure 31. Pascoe Street A-A' (Between Moore St And Nelson St) - Proposed

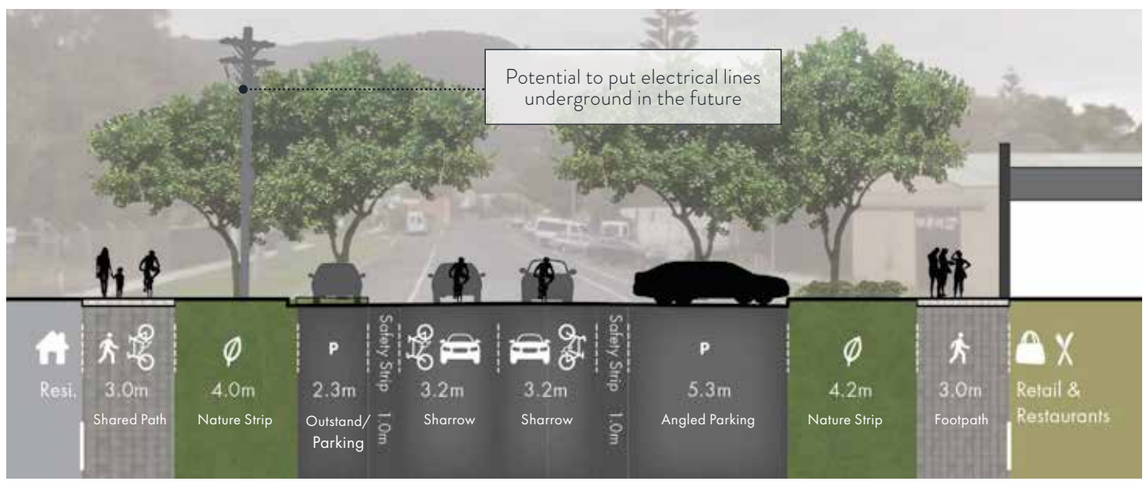


Figure 33. Pascoe Street B-B' (Between Hardy St And Moore St) - Proposed

4.5.3 Thomson Street

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

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

Figure 39. Thomson Street Key Plan

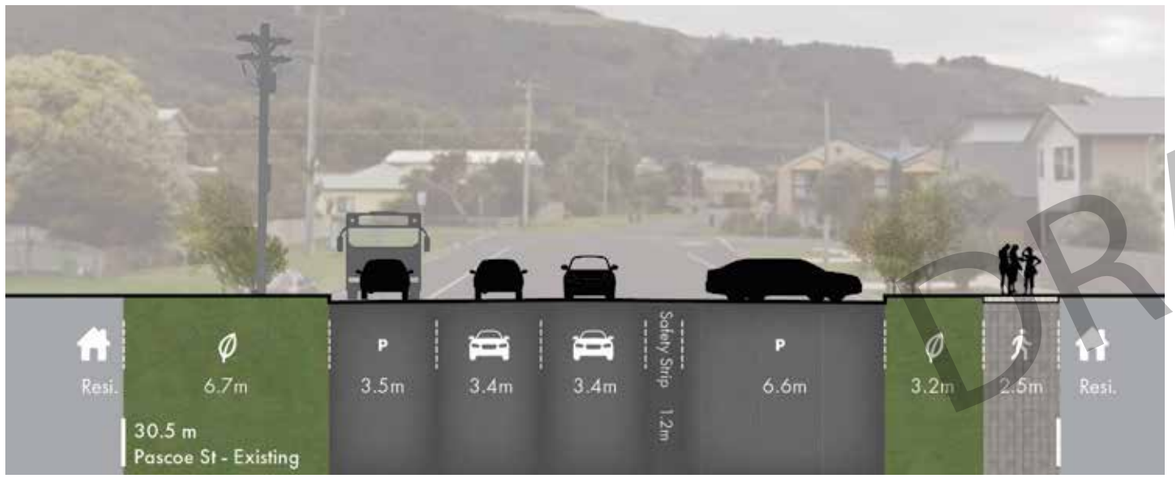


Figure 35. Pascoe Street C-C' (Between Thompson St And Hardy St) - Existing Cross Section

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

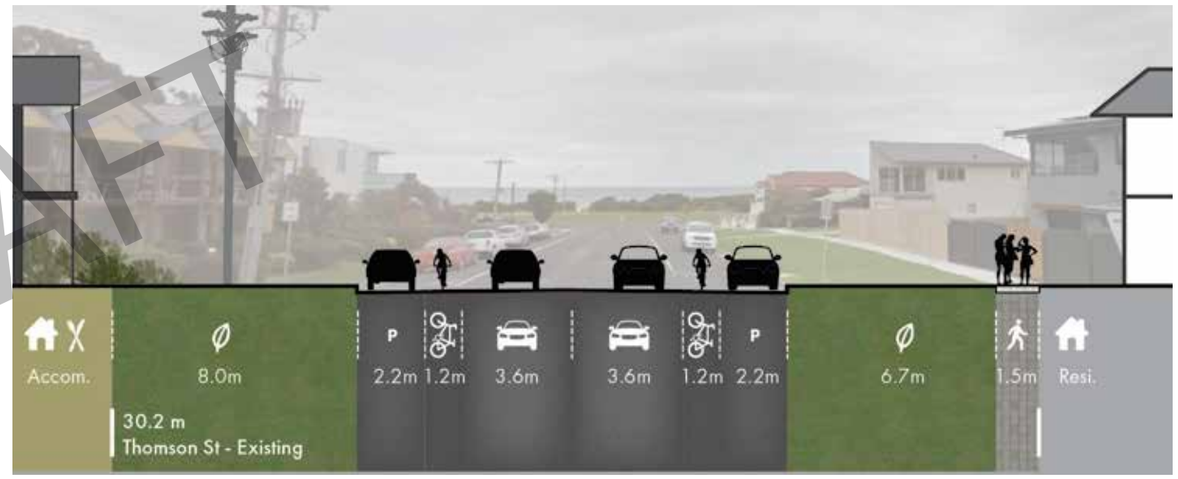


Figure 37. Thomson Street A-A' - Existing Cross Section

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

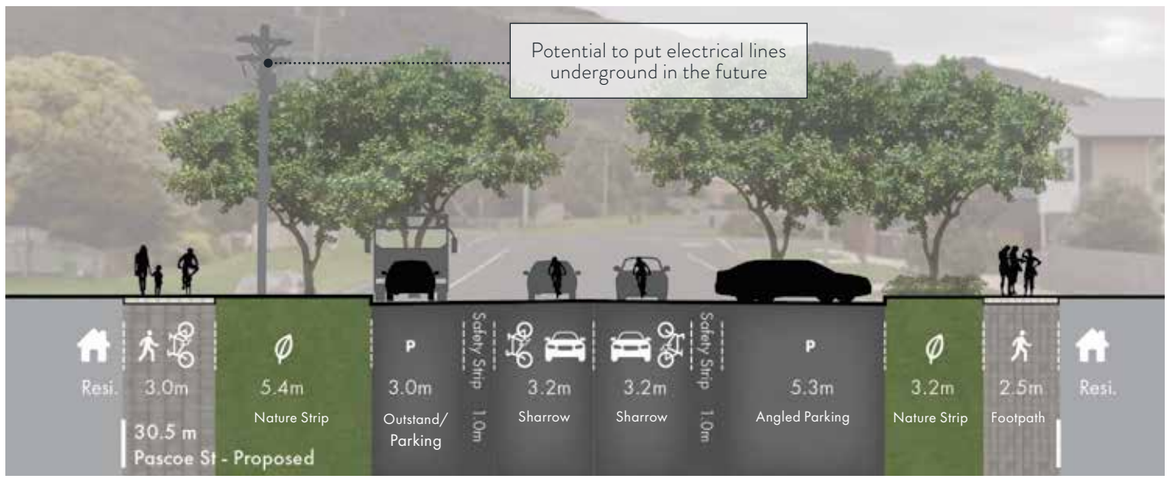


Figure 36. Pascoe Street C-C' (Between Thompson St And Hardy St) - Proposed

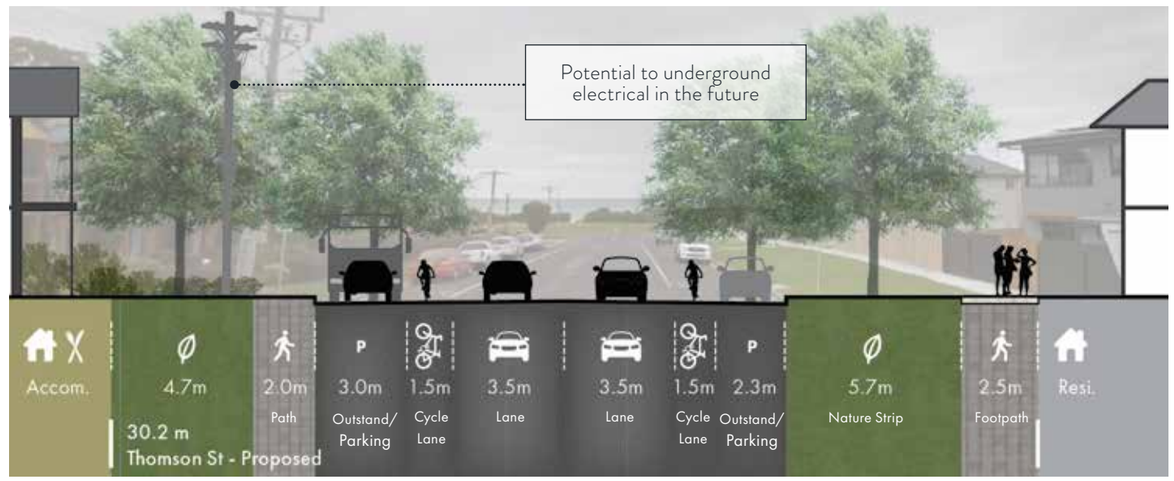


Figure 38. Thomson Street A-A' - Proposed

4.5.4 Hardy Street

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

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

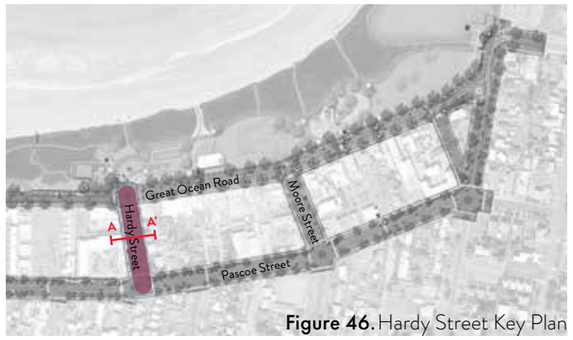


Figure 46. Hardy Street Key Plan

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

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

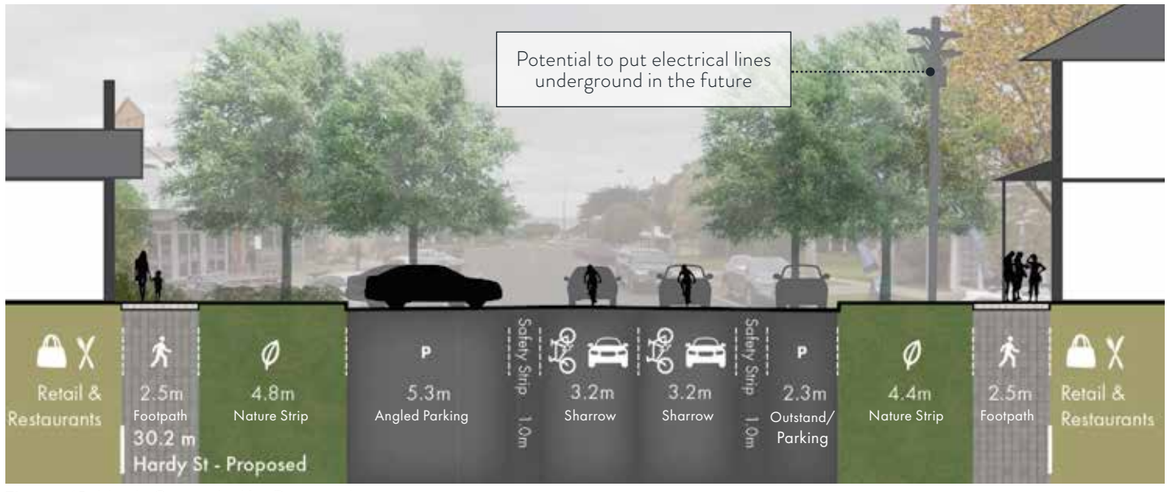


Figure 42. Hardy Street A-A' - Proposed

4.5.5 Moore Street

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

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

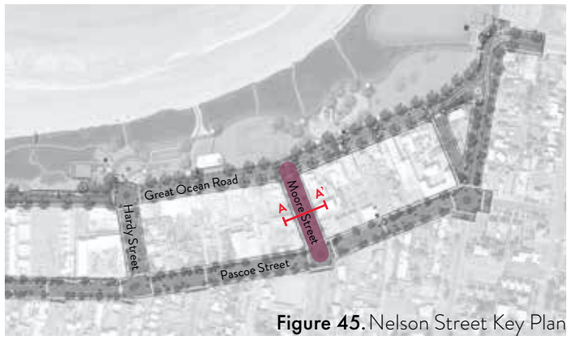


Figure 45. Nelson Street Key Plan

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

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

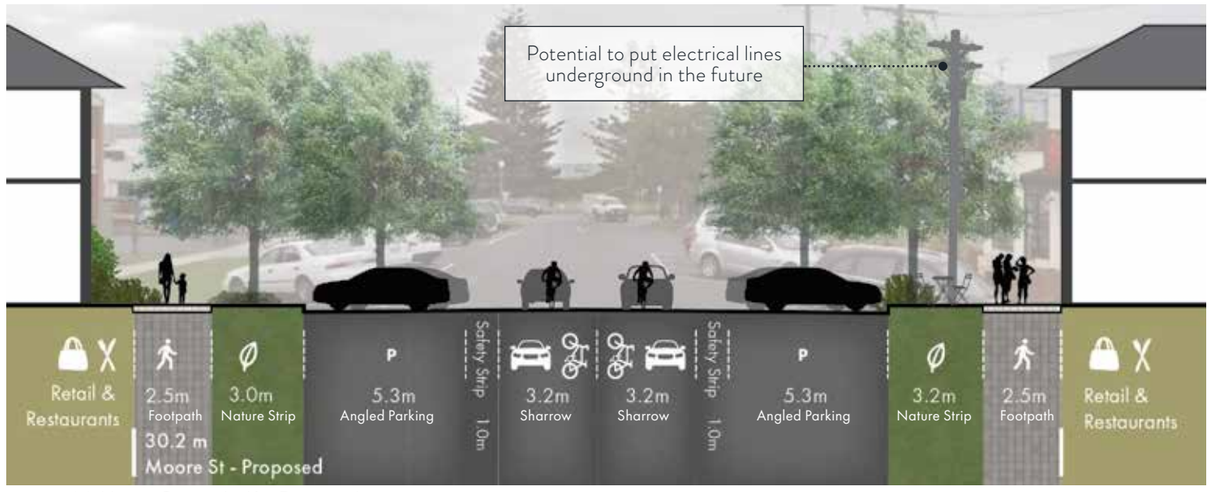


Figure 44. Moore Street A-A' - Proposed

4.5.7 McLaren Parade

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

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

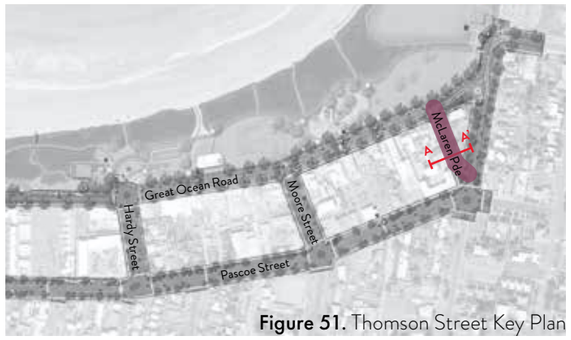


Figure 51. Thomson Street Key Plan

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

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

Figure 49. McLaren Parade A-A'- Proposed

4.5.6 Nelson Street

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

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

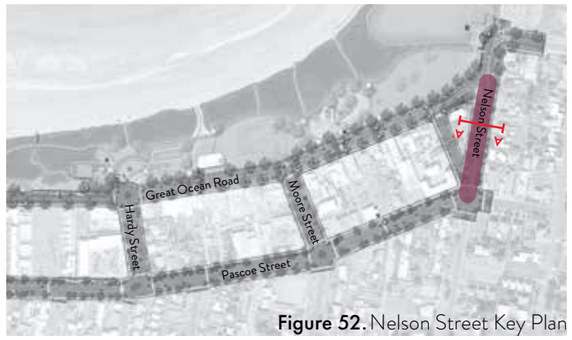


Figure 52. Nelson Street Key Plan

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

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

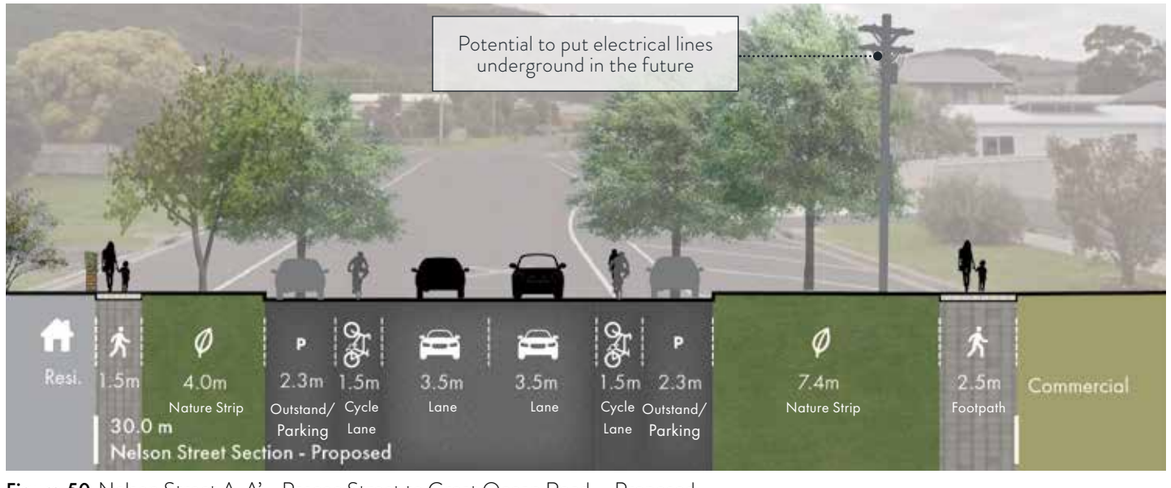


Figure 50. Nelson Street A-A' - Pascoe Street to Great Ocean Road - Proposed

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

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

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

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

Figure 56. Nelson Street Key Plan

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

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

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

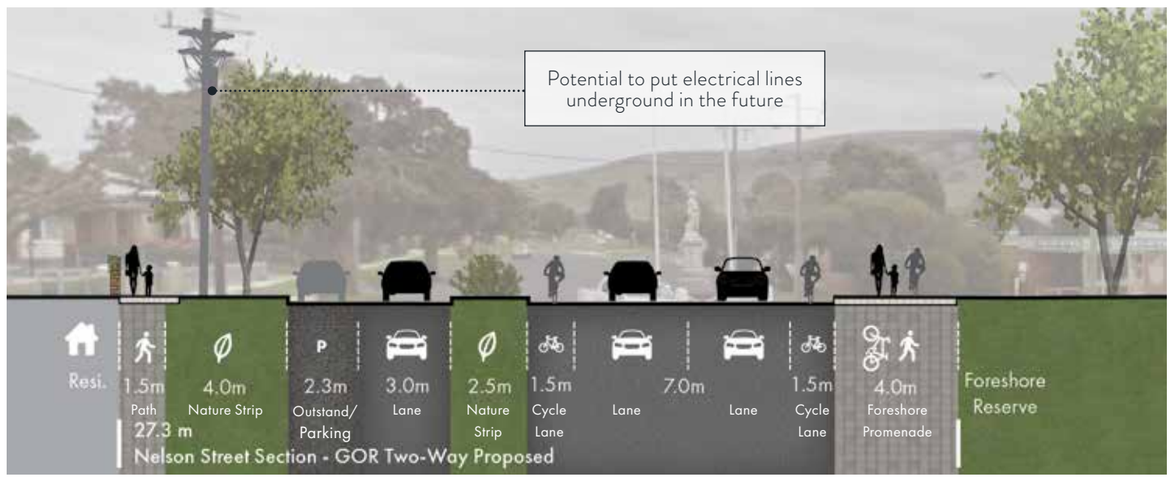


Figure 55. Great Ocean Road (Nelson Street to Nelson Street) A-A' One-Way - Proposed

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

4.6 Parking

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

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

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

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

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

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

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

4.7 Intersection Treatments

4.7.1 Nelson Street Intersection

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

Key considerations include:

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

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

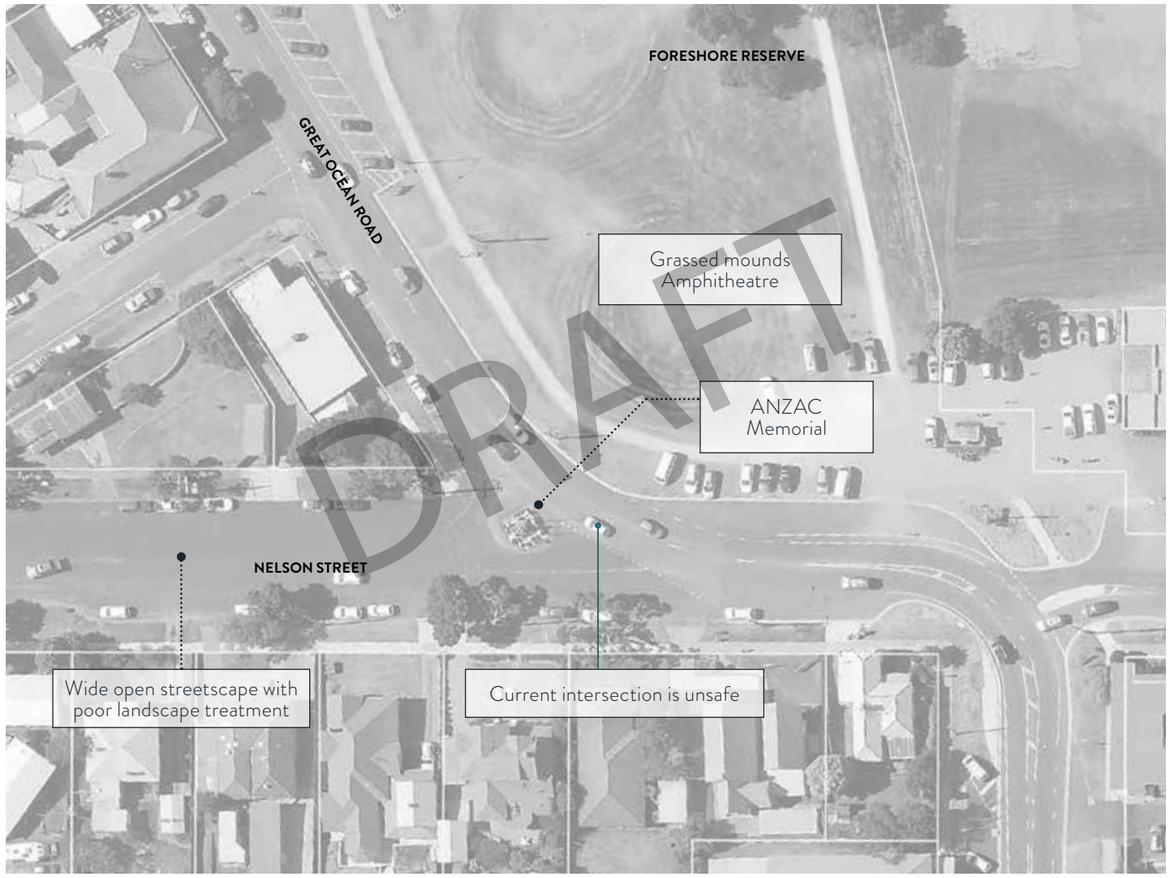


Figure 57. Nelson Street and Great Ocean Road Intersection - Existing Conditions

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

Great Ocean Road

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

ANZAC Memorial

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

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

Nelson Street

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

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

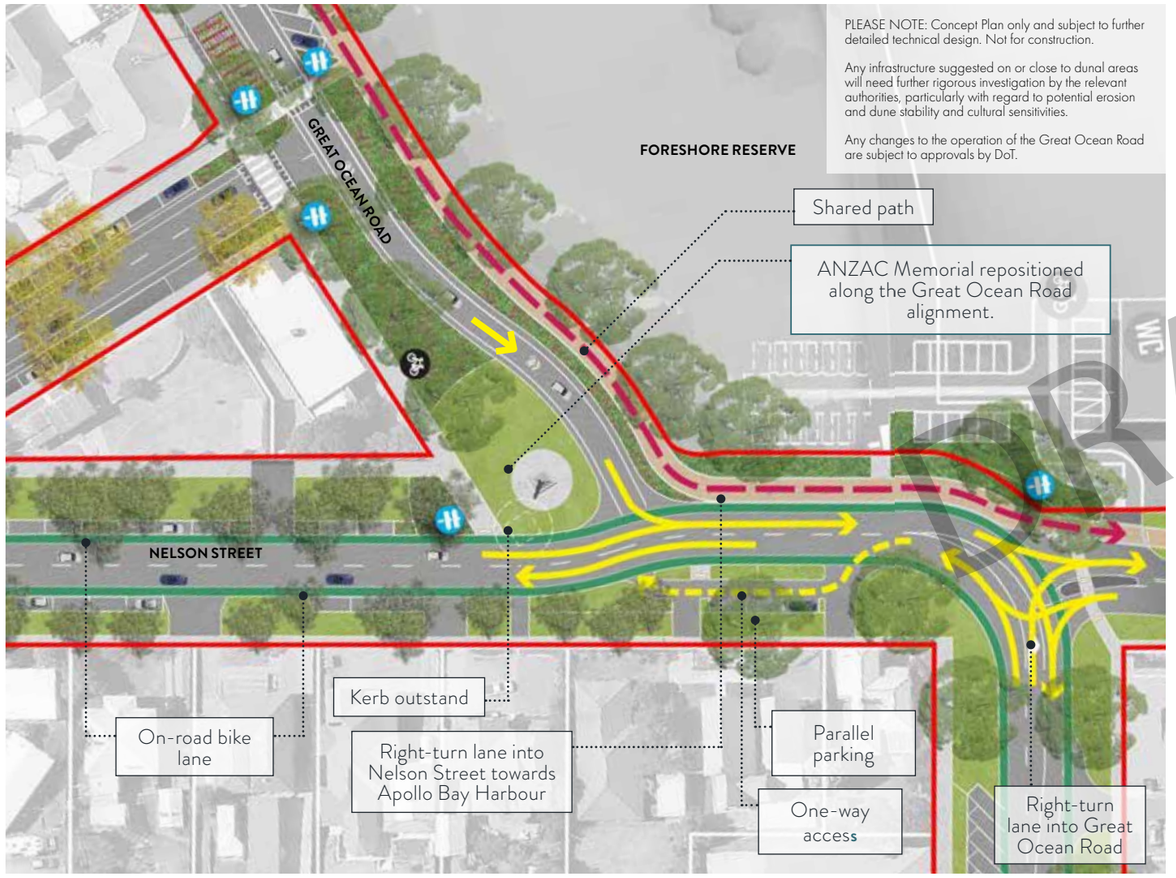


Figure 58. Nelson Street and Great Ocean Road Intersection - One-Way option

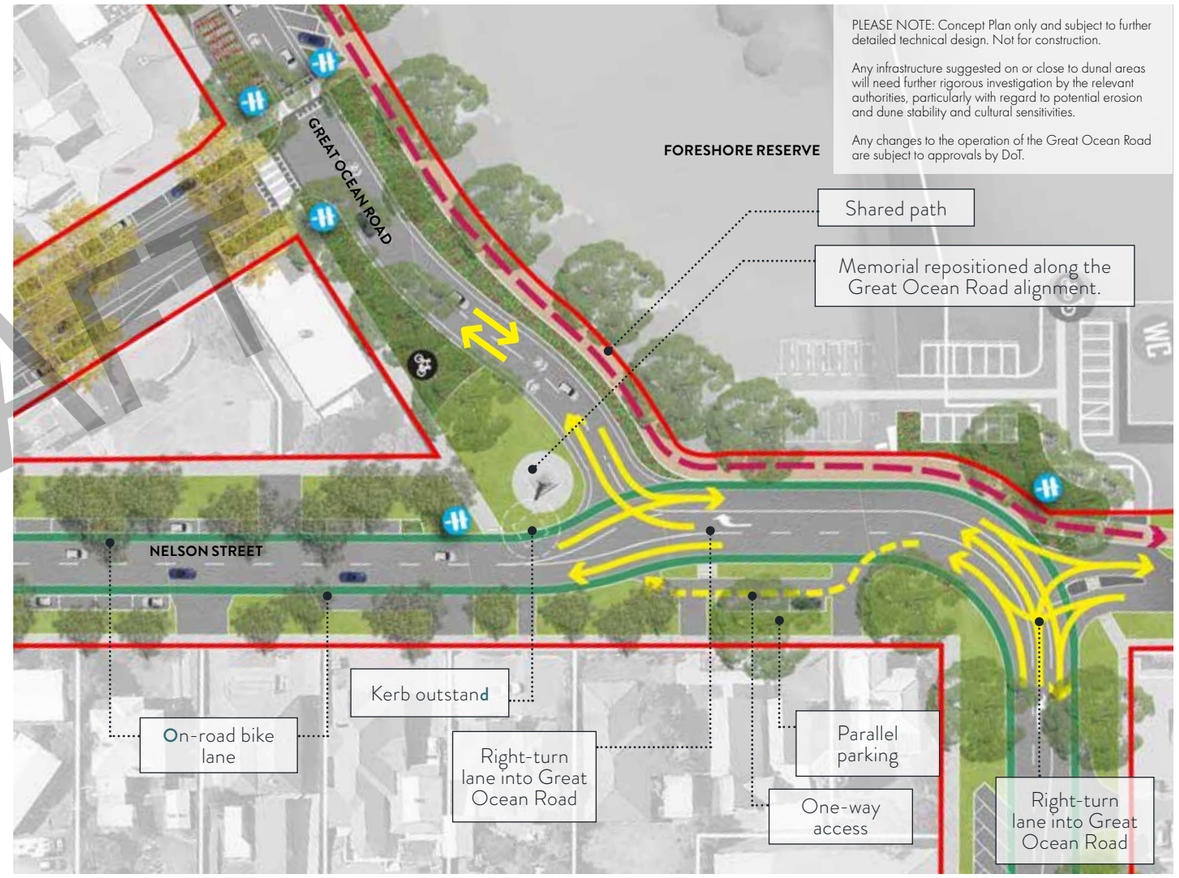


Figure 59. Nelson Street and Great Ocean Road Intersection - Two-Way Option

1:2000 0 20 40 100

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

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

4.7.2 Other Intersections

The streetscape plans identify other intersections to be upgraded including:

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

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

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

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

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

4.8 Mid-Block Pedestrian Crossings

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

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

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

Image 10. Example of mid-block raised pedestrian crossings

4.9 Mid-Block Pedestrian Laneway Connections

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

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

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

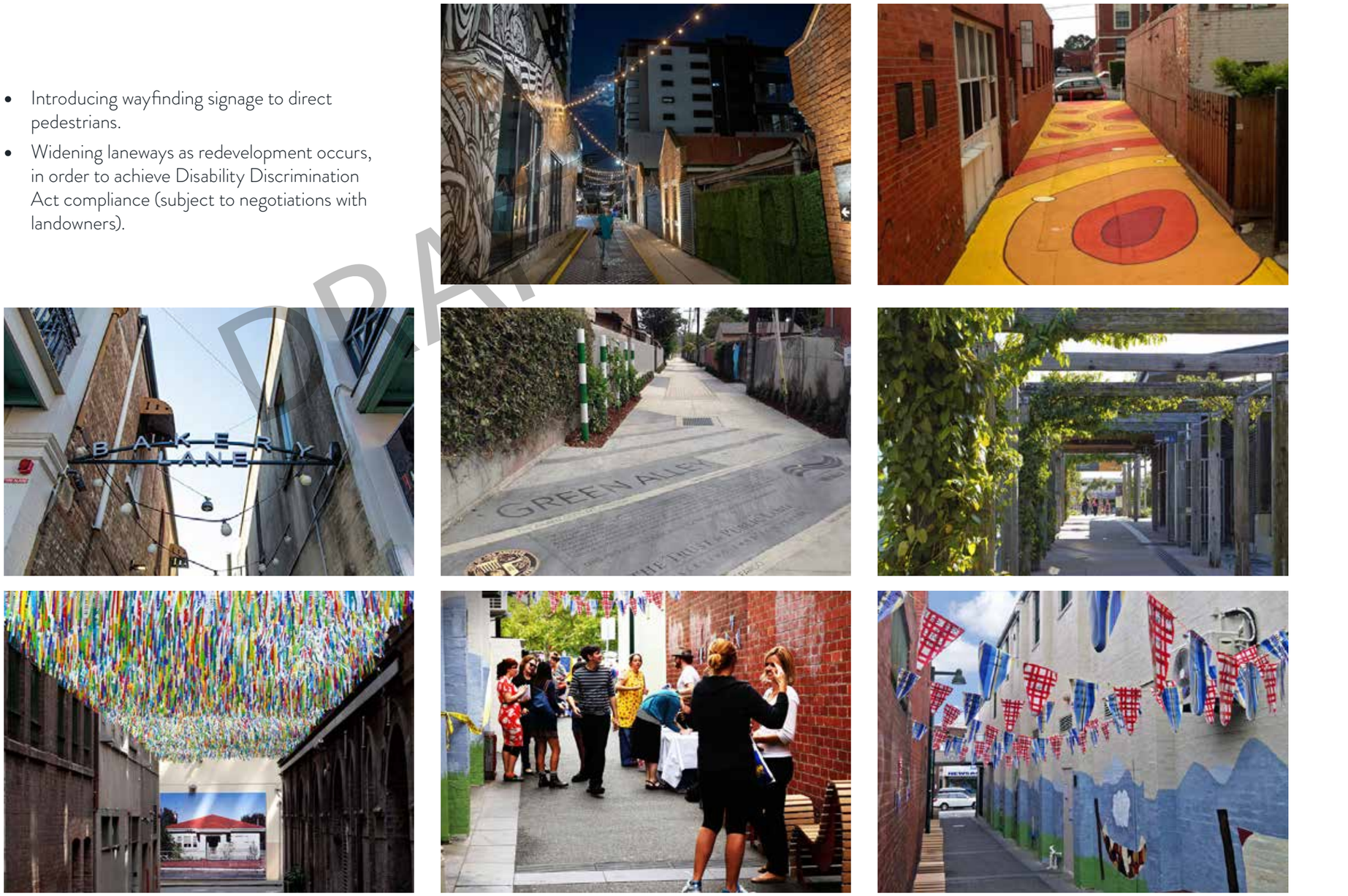


Image 11. Precedent examples for enhanced laneways

4.10 Outdoor Dining and Trading

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

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

Great Ocean Road - One-Way

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

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

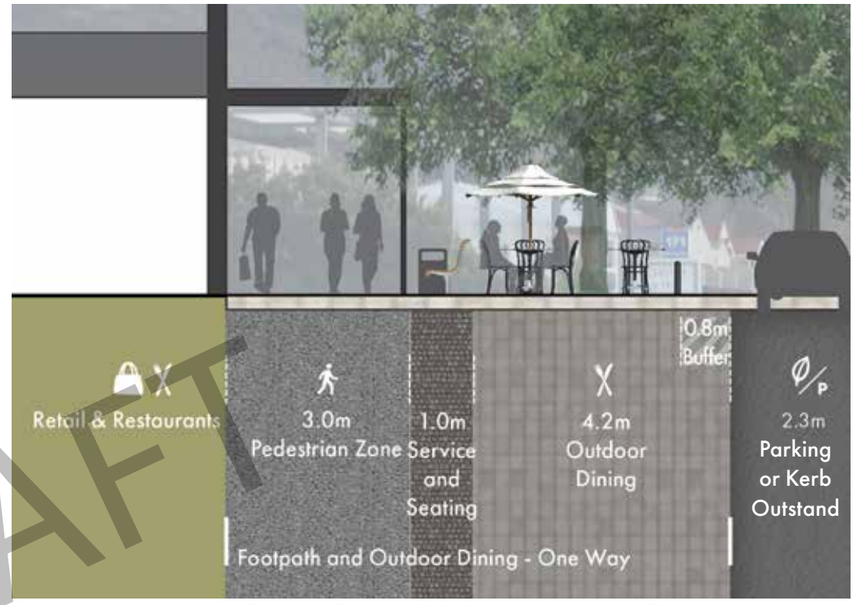


Figure 60. Proposed Cross Section - Outdoor Dining and Trading Zones - One-Way

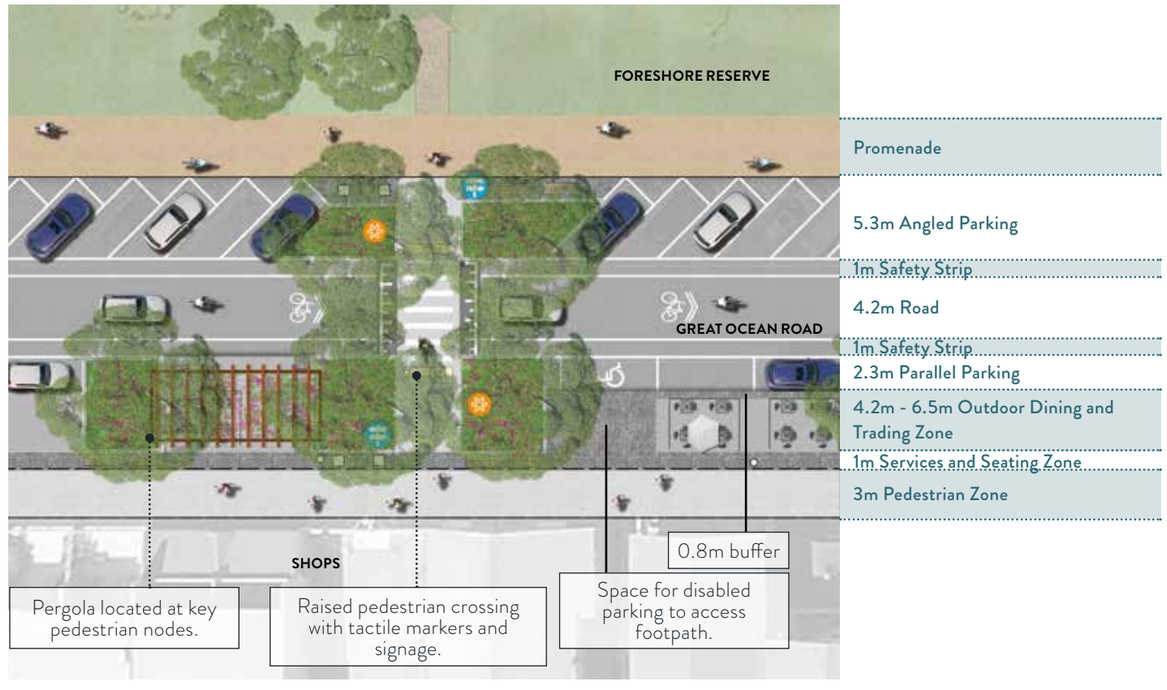


Figure 61. Proposed Plan - Outdoor Dining and Trading Zones - One-Way

Great Ocean Road - Two-Way

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

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

Image 12. Example of pedestrian zone adjacent shopfronts.

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

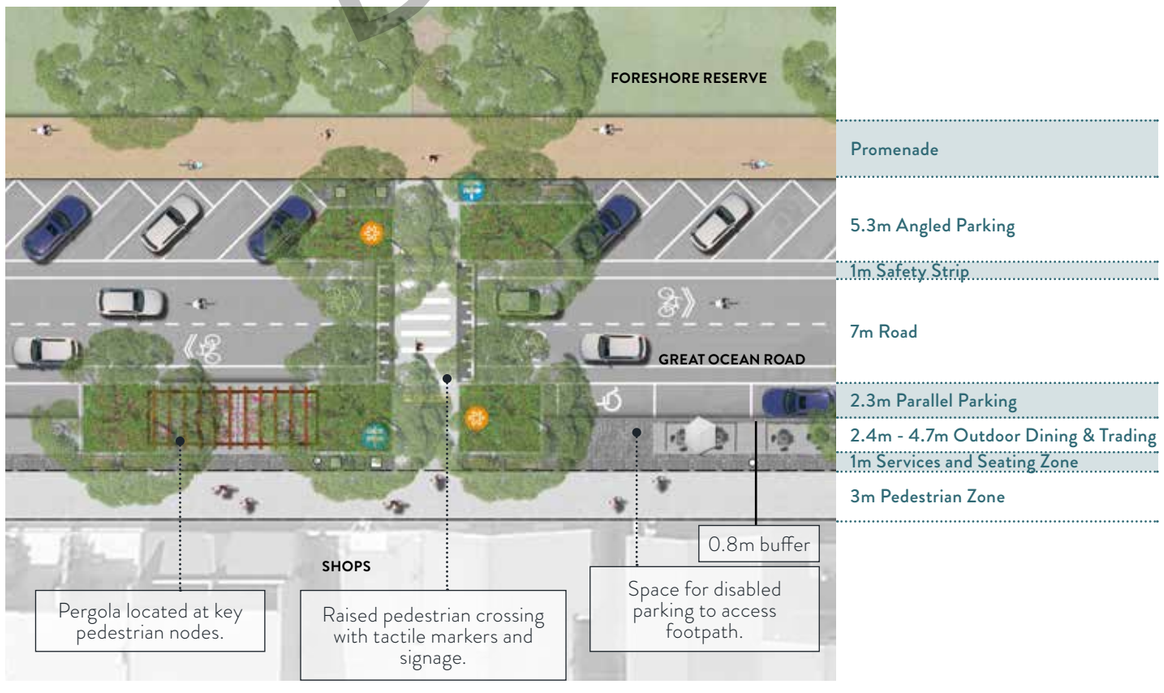


Figure 63. Proposed Plan - Outdoor Dining and Trading Zones - Two-Way

Other streets

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

Key considerations for these streets include:

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

4.11 Wayfinding

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

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

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

4.12 Public Art

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

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

4.13 Planting

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

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

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

4.13.1 Great Ocean Road

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

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

4.13.2 Pascoe Street

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

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

4.13.3 Other Streets

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

4.13.4 Ground Cover Planting

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

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

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

4.13.5 Pergolas

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

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

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

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

5 STREETSCAPE DESIGN GUIDELINES

5.1 Overview

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

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

NOTE: All images are indicative only.

5.2 Policy Guidance

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

5.3 Paving Typologies

5.3.1 Pavement design considerations

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

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

Appropriate paving materials could include:

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

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

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

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

5.4 Street Furniture

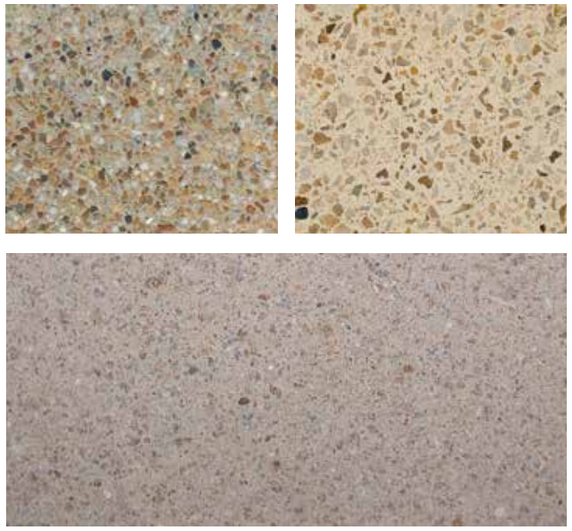


Image 19. Indicative example of Exposed Aggregate Concrete

Image 20. Indicative example of Insitu Concrete

5.4.1 Street furniture considerations

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

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

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

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

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

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

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

5.4.2 Street furniture palette

Bench Seats

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

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

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

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

Placement and Position

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

Recommended Use

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

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

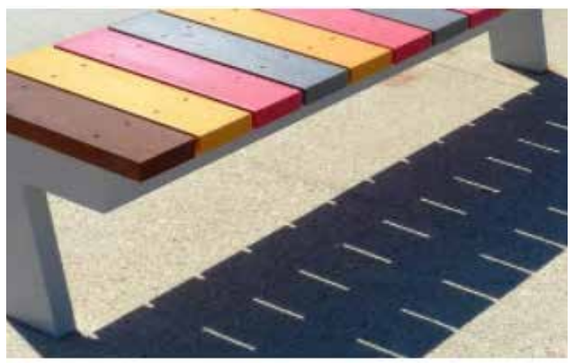


Image 18. Indicative example of bench seat styles and forms for use within the Apollo Bay Town Centre streetscape.

Seat with back

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

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

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

Placement and Position

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

Recommended Use

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

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

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

Custom Seat

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

Design Consideration

Custom seats should:

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

Placement and Position

- As per bench seating and seating with backs.

Recommended Use

Sparingly, at intersections or key activity nodes.

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

Bike Hoops

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

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

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

Placement and Position

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

Recommended Use

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

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

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

Litter Bins and Recycling Centres

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

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

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

Placement and Position

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

Recommended Use

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

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

Bollards

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

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

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

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

Placement and Position

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

Recommended Use

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

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

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

Drinking fountain and refill stations

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

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

Placement and Position

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

Recommended Use

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

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

Pergolas

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

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

Design Consideration

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

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

Placement and Position

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

Recommended Use

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

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

Planter Boxes and Low Walls

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

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

Design Consideration

Planter boxes and low walls should:

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

Placement and Position

- Adjacent garden beds only.

Recommended Use

Sparingly, at intersections or key activity nodes.

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

5.4.3 Typical Furniture Placement

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

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

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

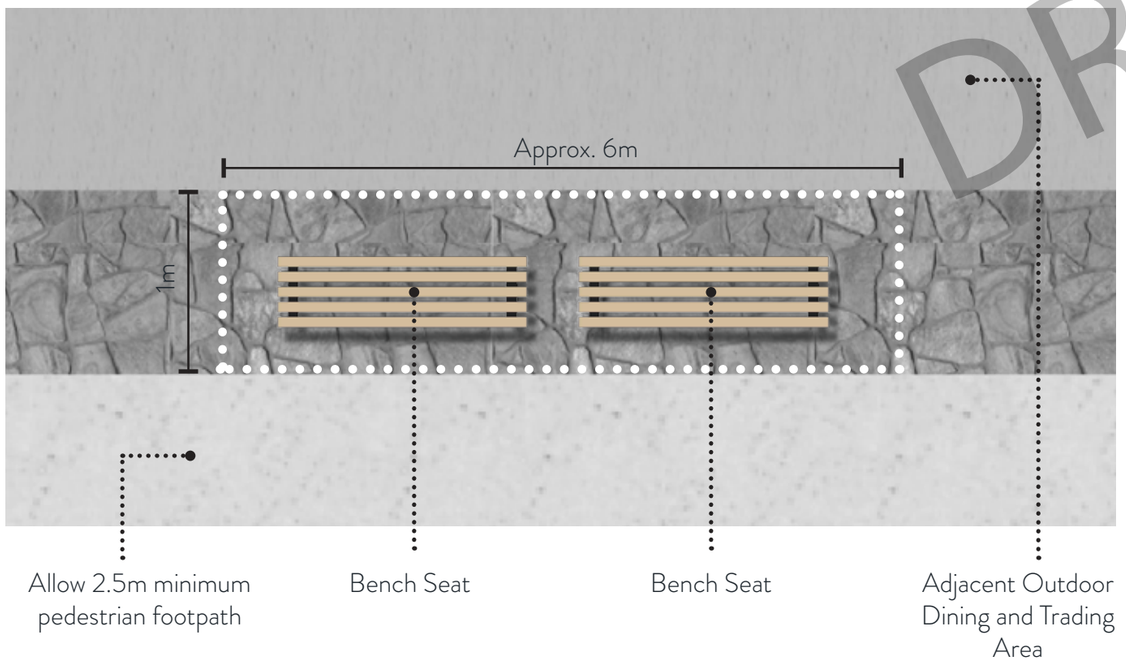


Figure 64. Furniture Arrangement Type 1 - Bench Seats within the service area of the road cross section.

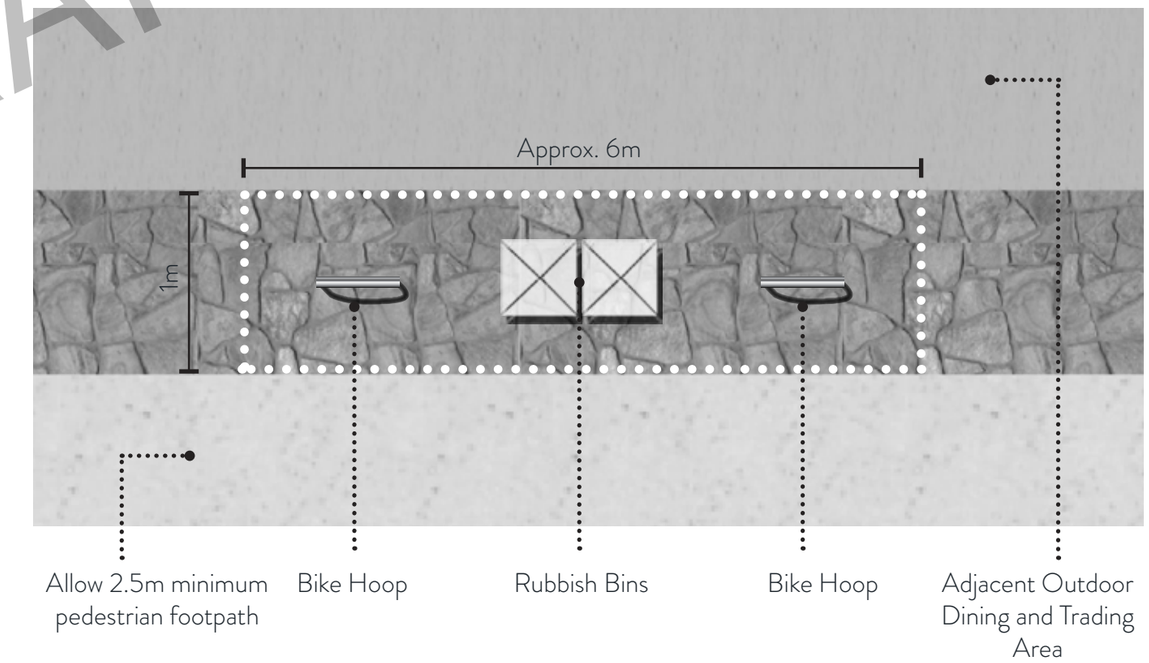


Figure 65. Furniture Arrangement Type 1 - Bike Hoops and Bins within the service area of the road cross section.

5.5 Lighting

Street and Footpath Lights

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

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

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

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

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

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

Placement and Position

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

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

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

Recommended Use

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

Feature Lights

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

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

Placement and Position

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

Recommended Use

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

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

5.6 Wayfinding and Signage

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

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

Strategy

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

Design Considerations

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

Placement and Position

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

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

Recommended Use

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

Image 36. Simple wayfinding signage with map.

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

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

5.7 Public Art

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

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

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

Design Consideration

Public art should:

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

Placement and Position

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

Opportunities

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

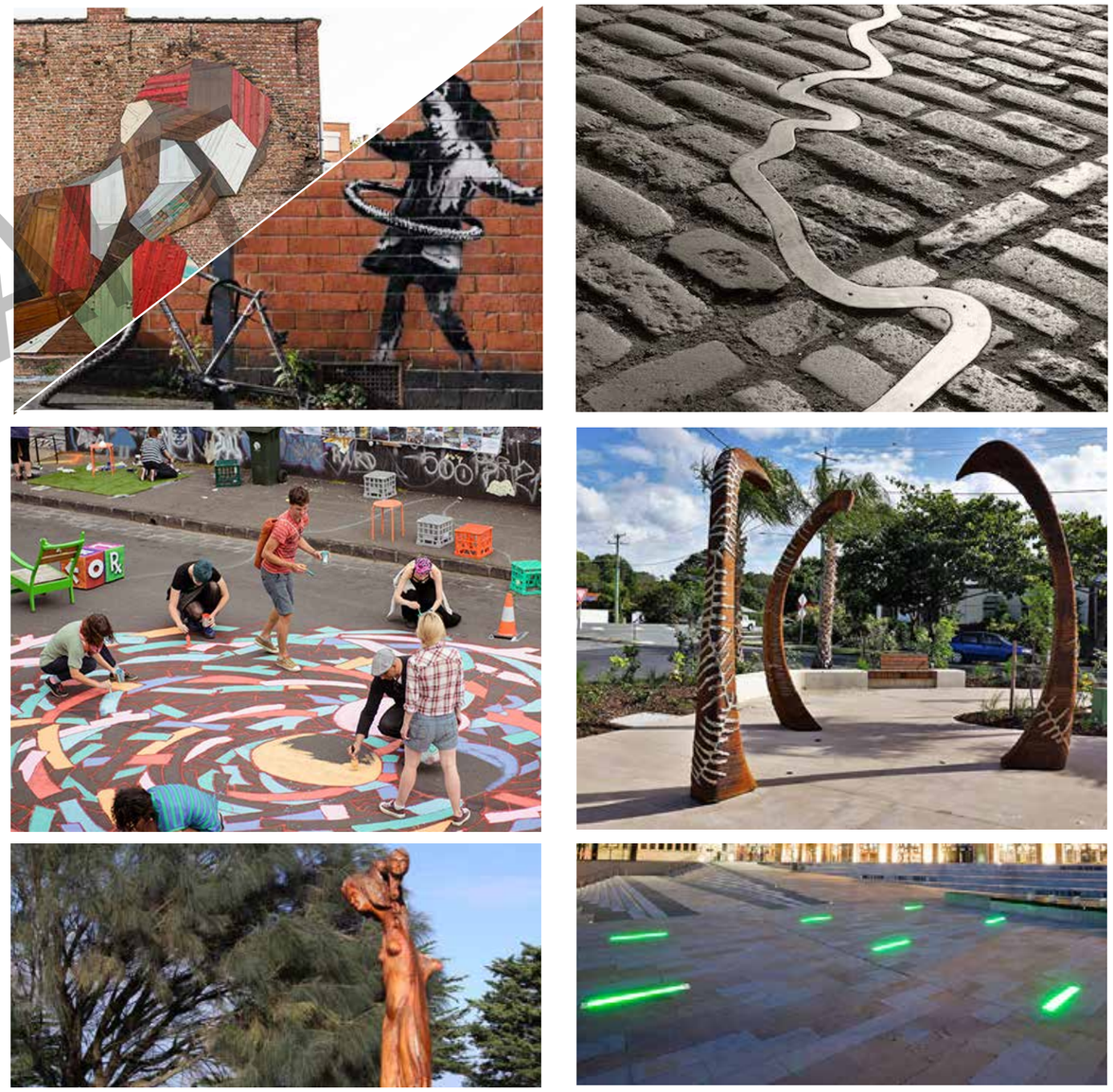


Image 39. Example of public art that might be considered within the streetscape.

5.8 Temporary Installations

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

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

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

Opportunities

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

Other opportunities include:

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

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

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

5.9 Planting

5.9.1 Street Trees

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

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

The environmental benefits of street tree planting include:

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

The social benefits of street tree planting include:

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

Placement and Position

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

5.8.1 Garden Bed Planting

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

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

Placement and Position

As identified in the streetscape plans.

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

5.9.2 Plant Schedule

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

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

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

5.9.3 Plant Palette - Trees

Great Ocean Road (single avenue planting)

Ficus rubiginosa
Port Jackson Fig

Pascoe Street (single and multiple groups)

Angophora costata
Smooth-barked Apple

Other Streets

Acacia melanoxylon
Red Ironbark

Banksia integrifolia
Coastal Banksia

Banksia marginata
Silver Banksia

Great Ocean Road (feature group planting)

Banksia integrifolia
Coast Banksia

Banksia marginata
Silver Banksia

Corymbia citriodora 'Scentuous'
Dwarf Lemon Scented Gum

Eucalyptus viminalis ssp. pryoriana
Gippsland Manna Gum

5.9.4 Plant Palette - Hedges, Shrubs, Grasses and Groundcovers

Atriplex semi baccata
Berry Saltbush

Banksia spinulosa 'Birthday Candles'
Dwarf Hairpin Banksia

Chrysocephalum apiculatum
Yellow Buttons

Carpobrotus rossii
Native Pigface

Correa alba
White Correa

Correa 'Dusky Bells'
Salmon Correa

Correa pulchella 'Autumn Blaze'
Correa 'Autumn Blaze'

Correa reflexa var. nummulariifolia
Roundleaf Correa

Dianella revoluta var. brevicaulis
Knobby Club Rush

Eremophila glabra 'Grey Horizon'
Grey Emu Bush

Eriostemon myoporoides
Long-leaf Wax Flower

Lepidosperma concavum
Sandhill Sword Sedge

Leucophyta brownii
Cushion Bush

Lomandra longifolia (*)
Spiny-headed Mat-rush

Poa sieberiana
Grey Tussock Grass

Westringia fruiticosa 'Mundi'
Coastal Rosemary

Colac Otway SHIRE

GREAT OCEAN ROAD COAST & PARKS AUTHORITY

Tract

Colac Otway SHIRE

GREAT OCEAN ROAD COAST & PARKS AUTHORITY

Tract

COMMUNITY INFRASTRUCTURE PLAN

PART B
FORESHORE MASTER PLAN

DRAFT MAY 2022

APOLLO BAY - SKENES CREEK - MARENGO

CONTENTS

Traditional Owner Acknowledgement

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

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

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

Report Authors

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

1 INTRODUCTION

1.1 Introduction

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

Part B - Foreshore Master Plan forms part of the Community Infrastructure Plan (CIP) for Apollo Bay, Skenes Creek and Marengo. Its purpose is to provide a long term strategic vision and framework for improvements to foreshore areas within Apollo Bay, Skenes Creek and Marengo over the next 20-30 years.

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

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

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

1.1.1 What is a Foreshore Master Plan?

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

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

1.1.2 Why do we need a Foreshore Master Plan?

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

1.1.3 How will the Foreshore Master Plan be used?

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

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

1.2 CIP & Report Structure

The CIP consists of four parts:

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

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

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

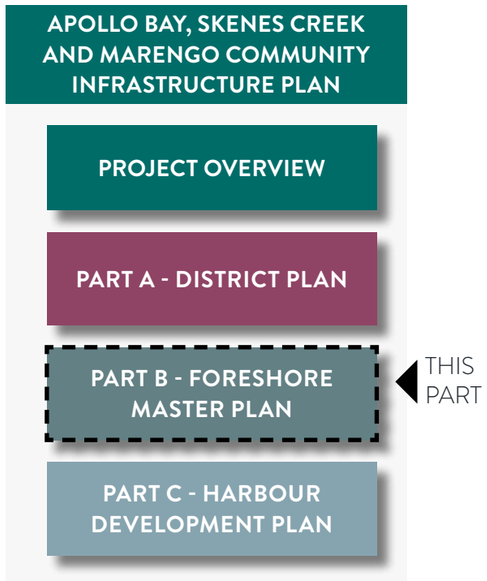


Figure 1. The parts of the CIP

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

Figure 2. Part B - Foreshore Master Plan Structure

1.3 The Study Areas

The Study Area for the Foreshore Master Plan include:

Apollo Bay Foreshore Study Area

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

Apollo Bay Recreation Reserve Study Area

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

Skenes Creek Study Area

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

Marengo Study Area

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

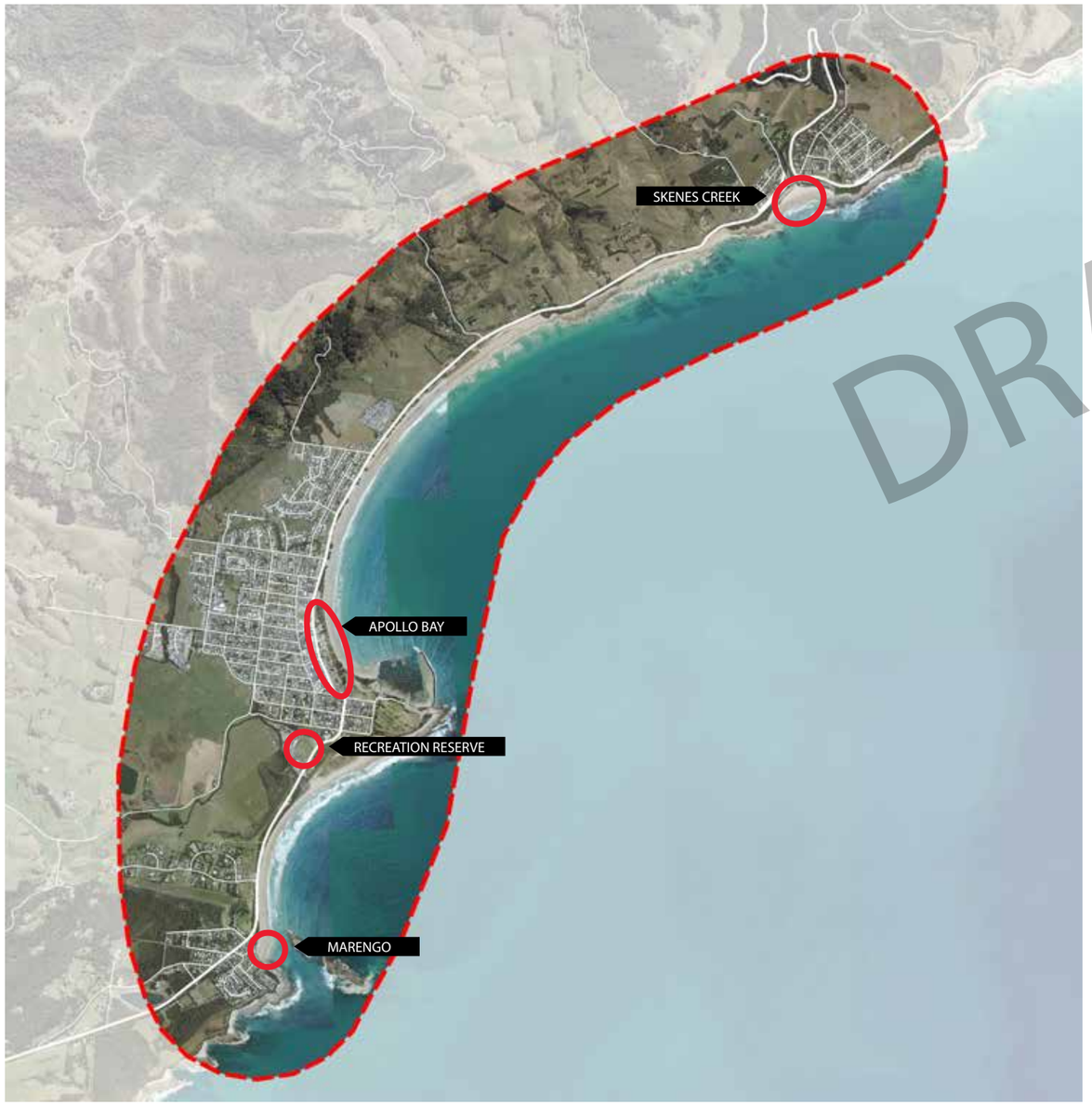
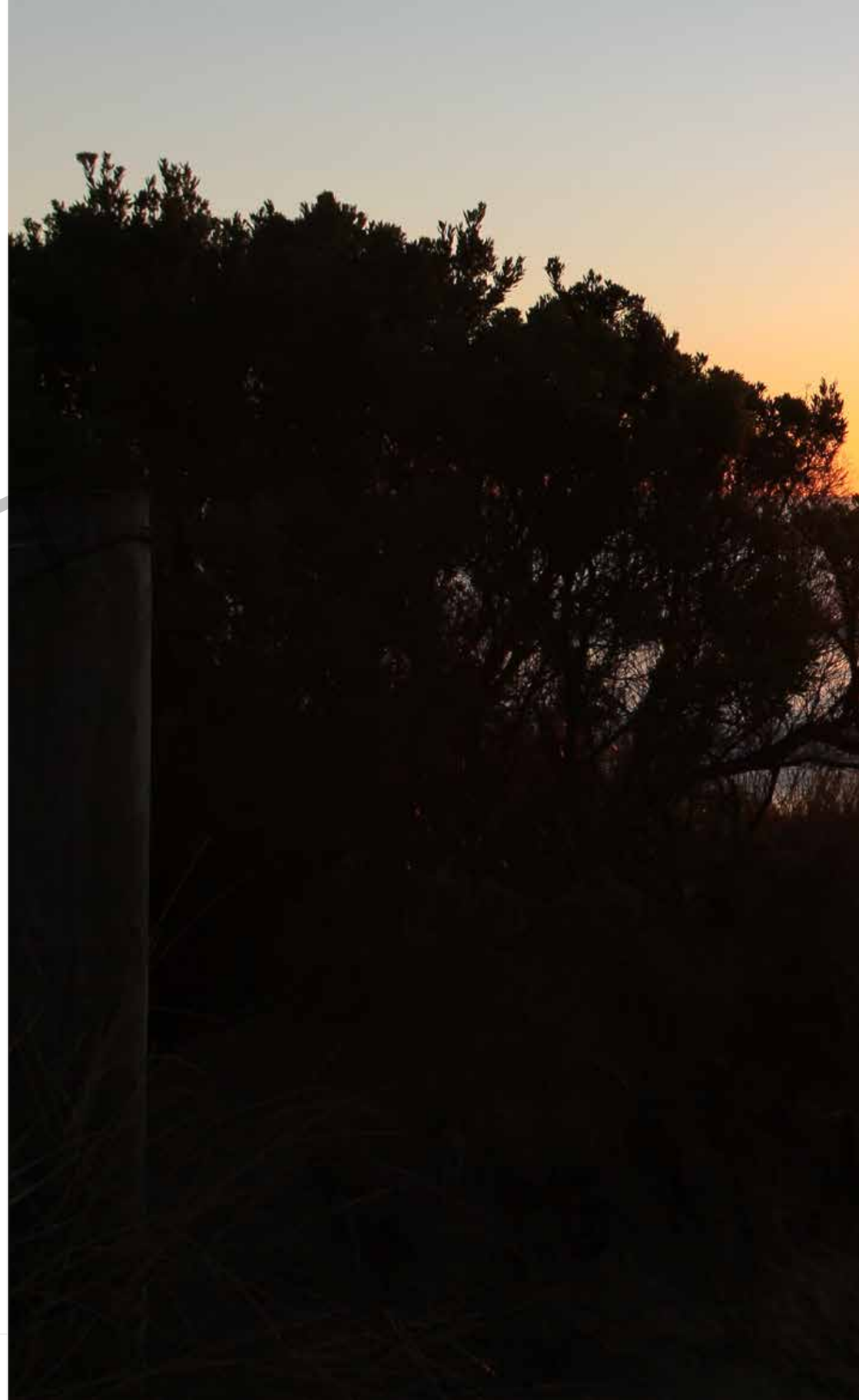


Figure 3. Study Area - Foreshore Locations



2 CONTEXT

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

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

2.1 Policy Context

2.1.1 Victorian Marine and Coastal Act, 2018

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

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

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

Under provisions of the Marine and Coastal Act 2018, all use and development on coastal Crown land requires consent of the Minister for Energy, Environment and Climate Change, or a delegate, through application to the Department of Environment, Land, Water and Planning (DELWP). As such, the implementation of actions identified in each master plan will be further interrogated against the Act, and any additional legislative or policy pieces that come to fruition over the life of this plan, to ensure any further detailed planning continues to meet best practice coastal planning principles. A planning permit may also be required for use or development on marine and coastal Crown land.

2.1.2 Victorian Marine and Coastal Policy, 2020

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

2.1.3 Draft Marine and Coastal Strategy, 2021

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

The draft Strategy seeks to:

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

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

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

Figure 4. draft Marine and Coastal Strategy -Priority Actions

2.1.4 Coastal and Marine Management Plan

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

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

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

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

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

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

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

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

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

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

2.2 Key Analysis and Community and Stakeholder Findings

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

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

NTS

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

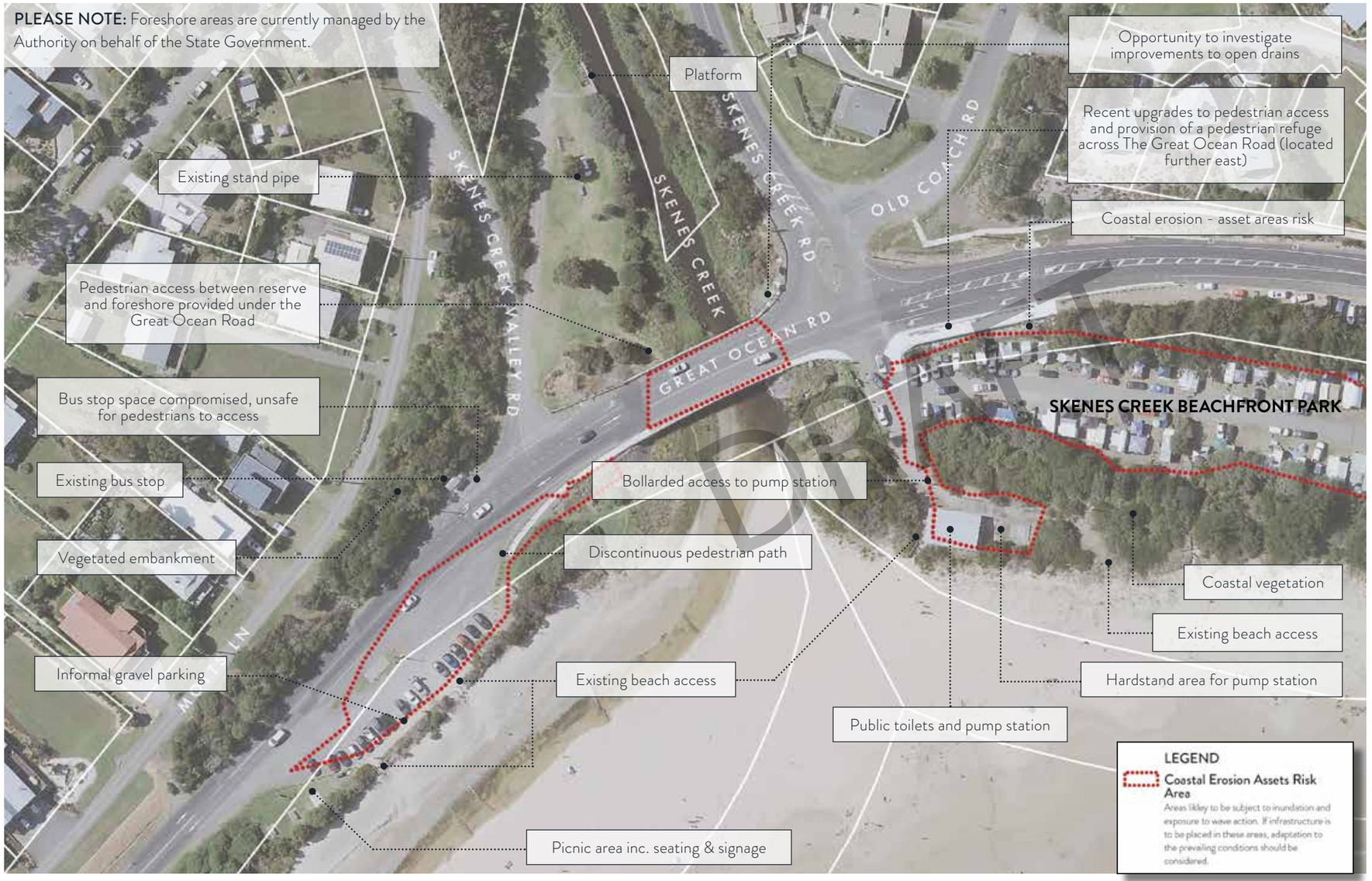


Figure 6. Skenes Creek Foreshore - Existing Conditions / Issues and Opportunities

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

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

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


Apollo Bay Coastal Trail
Victoria

2.3 Supporting and Background Documents

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

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

Document	Key Findings	How has this been considered in the Foreshore Master Plan?
Coastal Study A study of coastal processes undertaken by Water Technology to inform the CIP. *PLEASE NOTE: The CIP has considered the best available data to ensure the planning process has been responsive to climate change pressures. However, given the lifespan of the plan, prior to the implementation of individual actions the Authority will investigate through the Marine and Coastal Consent process their continued appropriateness.*	**Apollo Bay**	
	The Great Ocean Road and sections of the adjacent footpath are at risk of coastal erosion and sea level change.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning.
	Erosion is present adjacent to the beach access track, and stormwater discharge.	
	Boulders have been placed on the beach, although these are haphazard and would require additional works to provide enough erosion protection. At present these rocks could potentially be exacerbating the erosion.	
	The coastline at Thomson Street, whilst quite flat and low-lying, is above the inundation extents. This location is suitable for coastal infrastructure from an inundation perspective.	All new structures and works proposed will be located away from areas identified as potentially at risk of sea level rise and future erosion.
	The foredune at Apollo Bay is scoured at its toe along most of its length. This scouring should be monitored to pre-empt any loss of protection afforded by the dunes. Development within the Apollo Bay Foreshore Reserve would significantly increase in vulnerability if the dunes were compromised.	The coastal dunes will be retained, expanded and revegetated to ensure they continue to provide protection to the foreshore.
	Inundation due to storm tides at Apollo Bay is expected to be minimal, as dunes provide enough protection in their current form.	

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

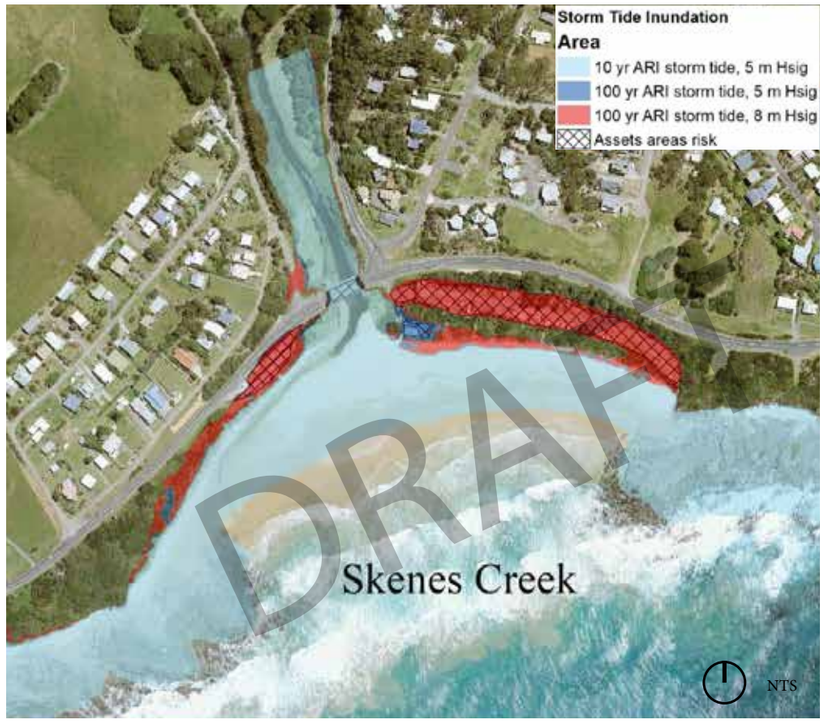


Figure 9. Skenes Creek Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

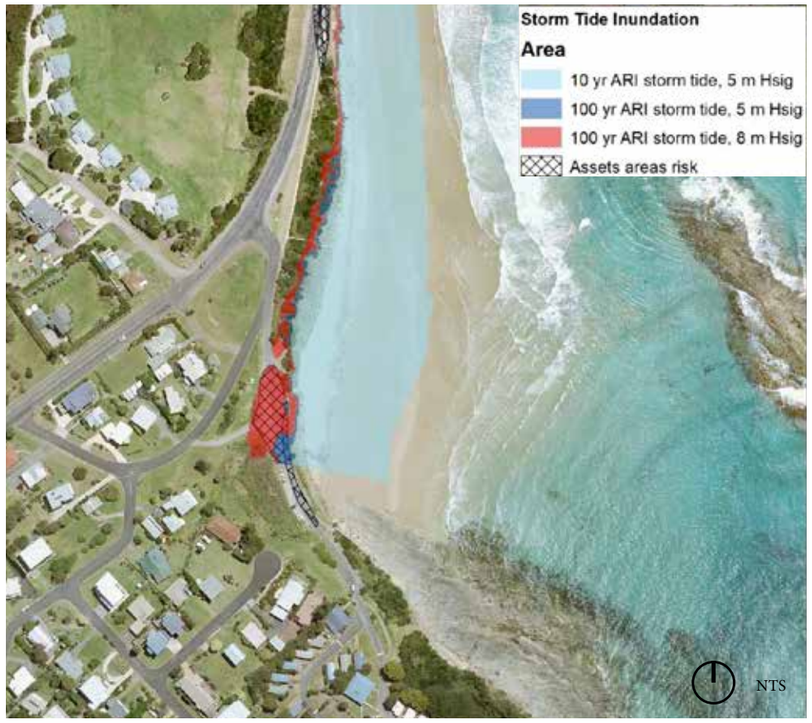


Figure 10. Marengo Inundation and Risk to Assets. Source: Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by WaterTechnology.

Document	Key Findings	How has this been considered in the Foreshore Master Plan?
Coastal Study continued. *PLEASE NOTE: The CIP has considered the best available data to ensure the planning process has been responsive to climate change pressures. However, given the lifespan of the plan, prior to the implementation of individual actions the Authority will investigate through the Marine and Coastal Consent process their continued appropriateness.*	**Skenes Creek**	
	The car park area is exposed to erosion risk and inundation risk from a combination of storm tide and wave runup.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning.
	The dune in front of the caravan park is stable at present, showing establishment of new vegetation.	
	There are two picnic areas at each end of the car park. The ground across the whole area falls down towards the creek meaning the western picnic area sits at a higher elevation than the eastern picnic area. The slope makes the area around the western picnic area the safer and thereby preferred location of greater value infrastructure.	New facilities and structures will generally be focused in the western picnic area and away from areas identified as potentially at risk of sea level rise and future erosion.
	The picnic area upstream of the bridge on the western bank of Skenes Creek slopes down, transitioning to higher risk at its far side towards the creek. The area closest to the bridge is elevated above the predicted 2100 storm tide levels.	
	The access paths and steps to the beach from the large car park area are subject to erosion and variability due to the Skenes Creek channel.	Improvements to beach access will require a study into options with further consideration of the long-term coastal processes of the area. This is to be undertaken as part of a separate project.
	Marengo	
	Coastal cliffs protect the Marengo headland.	Cliffs and dunes will be retained.
	The dune to the north of the foreshore car park is currently stable, showing no signs of recent erosion.	
	The shoreline is protected by a revetment that is presently in good condition. A revetment is an engineering structure, which protects against erosion caused by wave action, storm surge and currents.	Erosion issues and potential mitigation works should be referred to the Department of Environment, Land, Water and Planning.
	The foreshore environment north of Marengo has been impacted significantly by erosion, both inundation and erosion risk increase significantly with recent erosion requiring dune re-nourishment and stabilisation.	

Document	Key Findings	How has this been considered in the Foreshore Master Plan?
Coastal Study continued.	The car park slopes up away from the shoreline providing increased resilience from coastal erosion.	The car park and access way is set back further from the shoreline to further reduce the risk of coastal erosion, while ensuring the wetlands are retained.
	Analysis of inundation and risk associated with storm tide surges indicated assets at risk could include the car park area.	
Community Infrastructure Assessment A Community Infrastructure Assessment was undertaken by Tract Consultants and K2 Planning to inform the CIP. It provided an audit of existing community facilities and infrastructure and recommendations for future provision or considerations having regard to the population trends, existing facility and infrastructure requirements and stakeholder feedback.	Develop a flexible public space that can act as an Events Area in the Apollo Bay Foreshore.	A large multi-purpose event space will be retained centrally within Apollo Bay to facilitate a wide range of events. To support events, infrastructure supply points (3 phase power, drainage, water supply) will be provided.
	Prepare an open space network plan which provides short, medium and long term linkages throughout the three towns.	This will be considered as part of a separate project.
	Implement and build on the recommendations for Apollo Bay set out in the Colac Otway Active Transport Strategy 2013-2023 to improve pathways and cycle infrastructure. For Apollo Bay Foreshore this includes a Coastal Path from Apollo Bay to Skenes Creek.	A continuous shared path will connect from Skenes Creek to Apollo Bay foreshore, through to Marengo. This will be the route of the Great Ocean Walk.
	Improve linkages between the three towns – i.e. an off-road shared path link along the foreshore.	
	Support older residents through safe and accessible wheelchair networks with scooter charging locations.	The proposed foreshore promenade and Great Ocean Walk will be generous in width to allow sufficient space for wheelchair access. There is potential to provide scooter charging stations at the Visitor Information Centre.
	Develop a consistent wayfinding signage package across the towns that is dementia, age and scooter friendly.	While the detailed design of wayfinding signage is subject to the development of a wayfinding strategy for the three towns (through a separate project), the Foreshore Master Plan identifies key locations for wayfinding signage.
	Prepare a master plan for the Apollo Bay Recreation Reserve which plans for a fit-for-purpose upgrade of football, netball, cricket and tennis facilities.	The Authority is preparing a master plan for the Recreation Reserve and a Camping Uplift Project to help address some of the issues identified through the CIP process. These items will be considered through this separate project.
	Investigate additional funding streams for the Apollo Bay Recreation Reserve to provide additional facilities, change rooms, club rooms.	
	Consider improvements to the foreshore market area, including the provision of power and water supply points to support temporary event-based uses such as markets and other events.	Upgrades to the main foreshore car park and rationalisation of entry points, will enable the market space area to be enhanced and expanded. This Great Ocean Walk (GOW) sculpture will be retained within this space, while other sculptures maybe relocated to ensure the functionality of this space. Infrastructure supply points (3 phase power, drainage, water supply) will be provided.

Document	Key Findings	How has this been considered in the Foreshore Master Plan?
Draft Colac Otway Shire Public Toilet Strategy COSC recently prepared a public toilet strategy to guide decision making regarding the provision, management and maintenance of Council owned public toilet facilities in Colac Otway Shire. The Strategy included a map showing that most of the public toilets in Apollo Bay are located on the foreshore with facilities also in Pascoe Street and at the Recreation Reserve.	Apollo Bay has a good distribution of public toilet facilities in terms of key destinations (i.e. the foreshore, commercial precinct and Harbour).	Public toilets have generally been maintained in their current location. The playground toilets will be relocated near the regional play space, once these have reached the end of their usable life, to improve the visibility, functionality and access to parking and the foreshore promenade. There will be a need to undertake a demand analysis to determine the appropriate size of facilities in various locations. This will be undertaken through other projects.
	Potential to consolidate facilities in the vicinity of the Visitor Information Centre as part of the redevelopment of the Surf Life Saving Club.	Facilities at the Visitor Information Centre will be retained to support the proposed coach drop off point and the Visitor Information Centre. Additional toilets will be proposed as part of the redevelopment of the Surf Life Saving Club.
	Retain public toilet facilities in close proximity to the proposed coach drop off point recommended by the CIP.	
	The need for demand analysis to determine the appropriate size of facilities in various locations.	A demand analysis will be undertaken through other projects.
Great Ocean Walk - Marengo Holiday Park, Feasibility Trail Concept Plan (draft), May 2012 Parks Victoria, in collaboration with the former Otway Coast Committee, prepared a trail concept plan to determine the feasibility of providing a continuous path alignment for the Great Ocean Walk along the Marengo Foreshore and the headlands, including through Marengo Holiday Park.	The trail feasibility concept plan outlines a functional trail alignment that aims to ensure trail users are effectively separated from the Holiday Park, while providing a safe nature-based trail experience that is achievable and cost effective to construct.	While there are no plans to progress this concept plan further, the alignment of the path is supported by the Authority and has been incorporated into the Marengo Foreshore Master Plan (subject to a feasibility study and approvals).

2.4 Recent Projects and Studies

2.4.1 Apollo Bay Coastal Erosion Management

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

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

Timeline:

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

Details:

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

3 APOLLO BAY FORESHORE MASTER PLAN

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

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

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

NOTE: All images are indicative only.

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

3.1 Overview

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

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

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

Figure 11. Apollo Bay Foreshore Master Plan

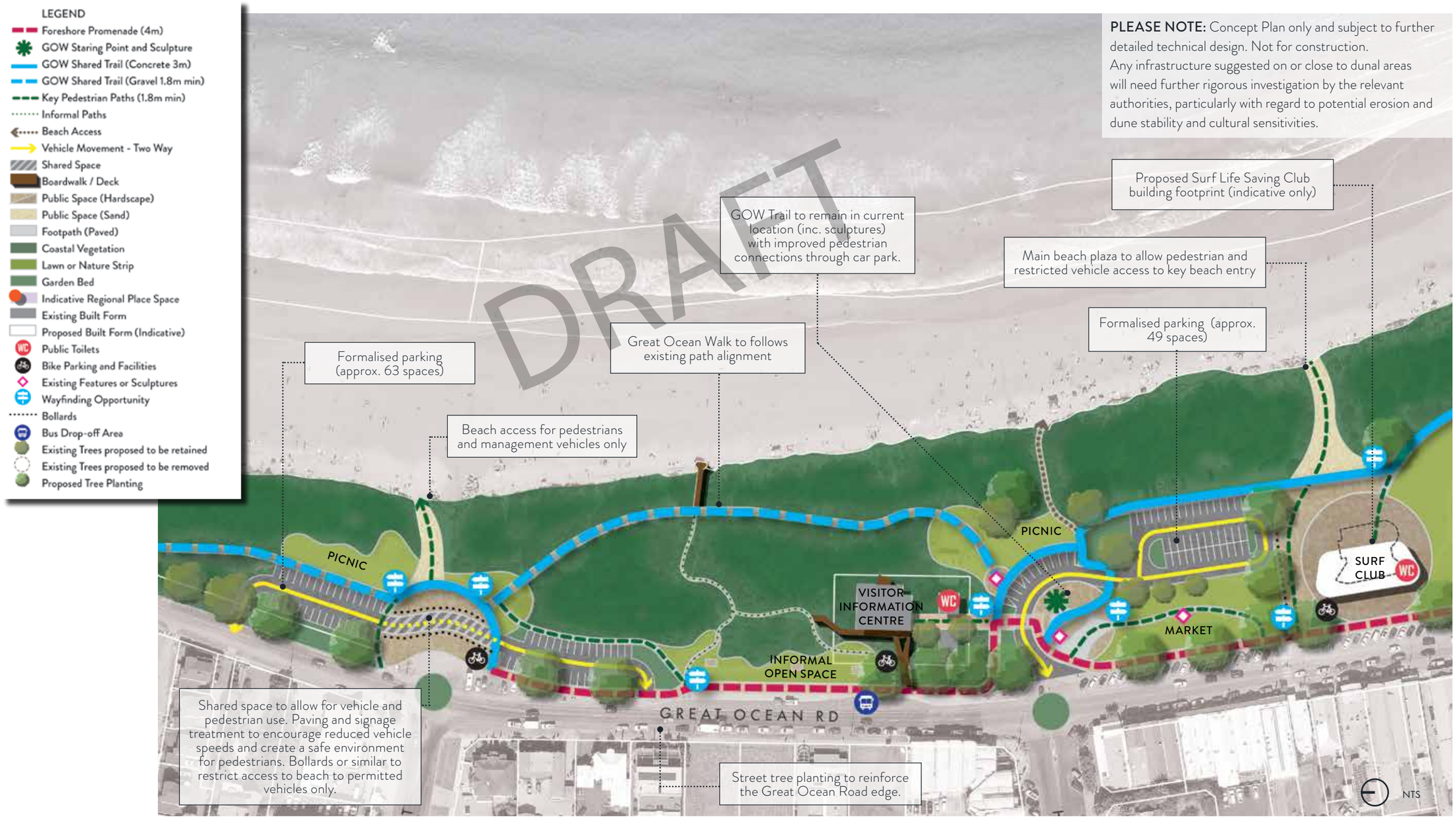


Figure 12. Thomson Street to Surf Club Plan

PLEASE NOTE: Concept Plan only and subject to further detailed technical design. Not for construction.
Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

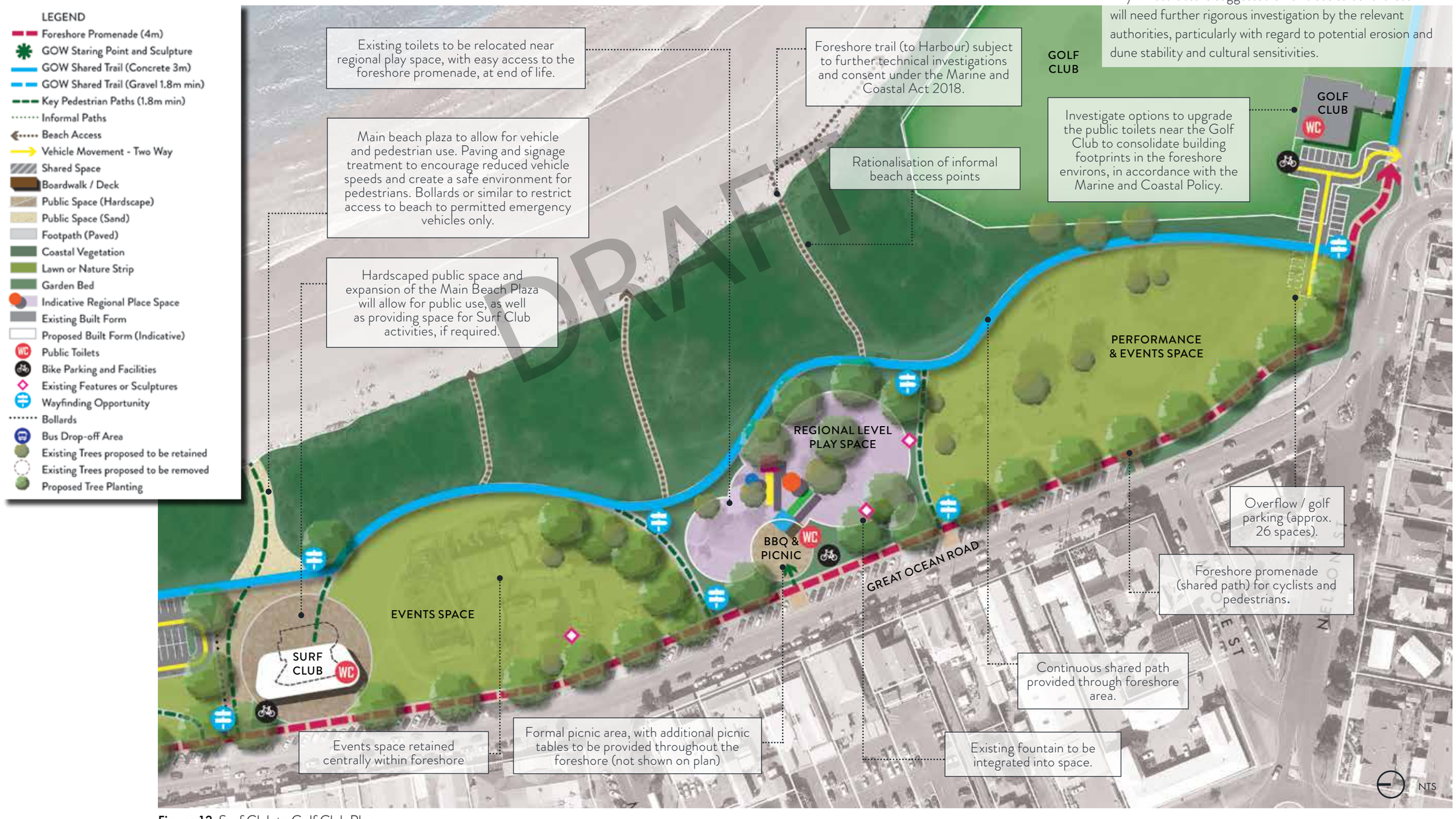


Figure 13. Surf Club to Golf Club Plan

3.2 Key Components of the Apollo Bay Foreshore Master Plan

3.2.1 Visitor Information Centre

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

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

3.2.2 Market Lawn

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

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

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

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

3.2.3 Apollo Bay Surf Life Saving Club

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

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

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

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

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

3.2.4 Main Beach Plaza

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

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

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

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

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

3.2.5 Regional Play Space and Picnic Area

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

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

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

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

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

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

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

3.2.6 Thomson Street Shared Space

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

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

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

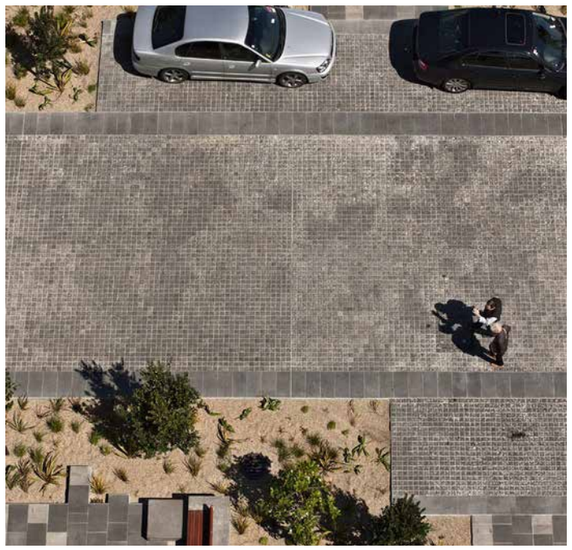


Image 9. Shared pedestrian and vehicle space with paving encouraging low speeds.

3.2.7Performance and Events Areas

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

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

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

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

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

3.2.8 Golf Club

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

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

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

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

3.2.9 Pedestrian and Cyclist Access

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

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

Foreshore Promenade

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

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

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

Great Ocean Walk Starting Point and Sculpture

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

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

Great Ocean Walk and Shared Trail

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

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

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

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

Key Pedestrian Paths

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

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

Informal Paths

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

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

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

Beach Access Points

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

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

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

Potential Future Pathway

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

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

Bike Facilities

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

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

3.2.10 Wayfinding and Signage

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

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

Image 17. Simple wayfinding signage with map.

3.2.11 Interpretation

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

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

3.2.12 Existing Sculptures and Heritage Monuments

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

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

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

3.2.13 Public Art

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

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

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

3.2.14 Public Toilets

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

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

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

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

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

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

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

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

3.2.15 Coastal Protection

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

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

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

Image 22. Coastal erosion management implemented within Apollo Bay.

3.2.16 Vegetation

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

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

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

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

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

3.2.17 Materials and Finishes

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

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

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

3.2.18 Coach and Over Dimensional (OD) vehicle parking

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

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

3.2.19 Car Parking

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

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

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

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

Image 24. Formalised car parking.

4 SKENES CREEK FORESHORE MASTER PLAN

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

NOTE: All images are indicative only.

4.1 Overview

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

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

These benefits are outlined further on the following pages.

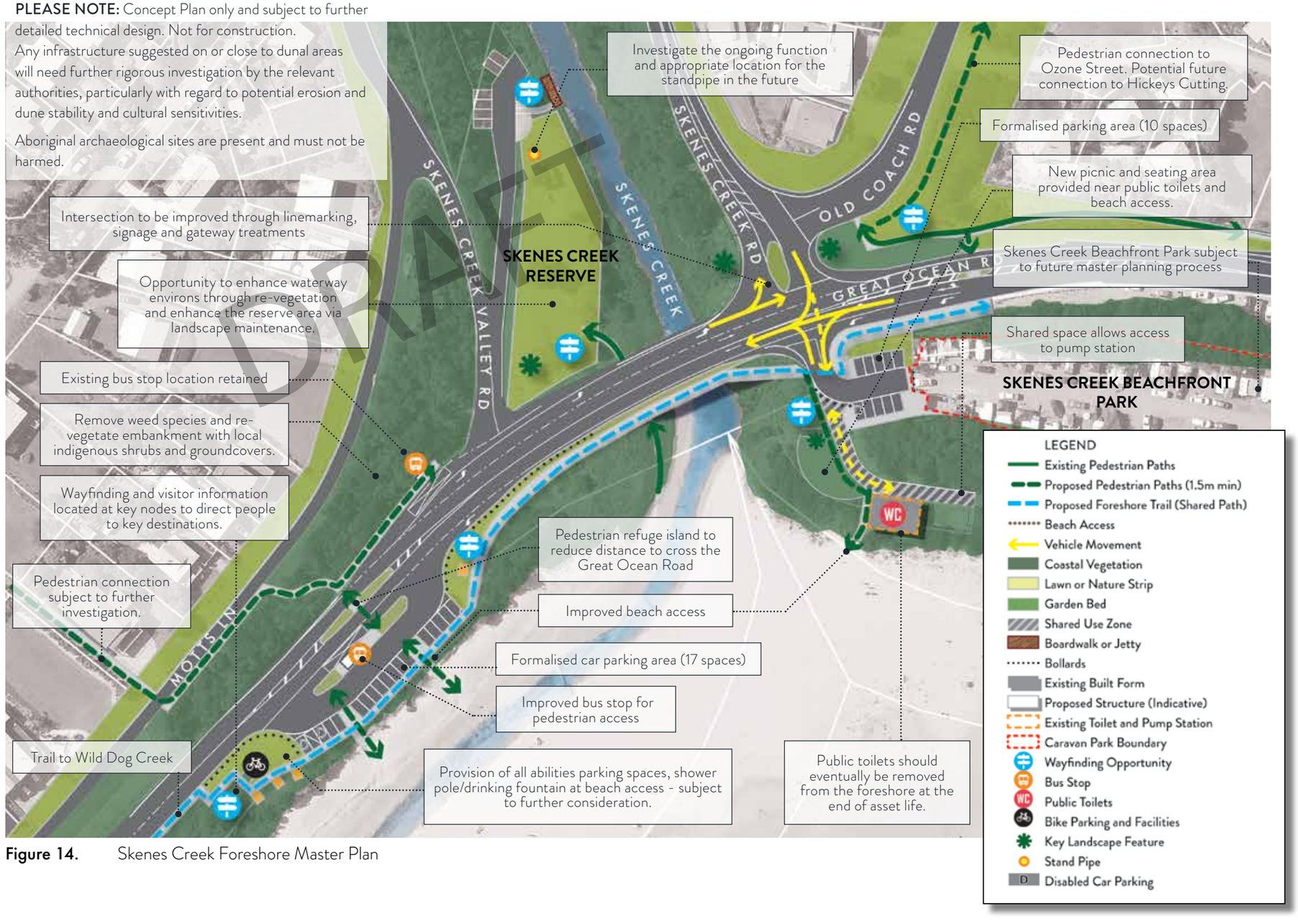


Figure 14. Skenes Creek Foreshore Master Plan

4.2 Key Components of the Skenes Creek Foreshore Master Plan

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

4.2.1 Skenes Creek Foreshore and Car Park Area

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

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

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

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

Image 26. Example of improved beach access.

4.2.2 Skenes Creek Public Toilets and Car Park Area

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

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

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

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

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

4.2.3 Skenes Creek Beachfront Park

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

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

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

4.2.4 Skenes Creek

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

4.2.5 Skenes Creek Reserve

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

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

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

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

4.2.6 Pedestrian Access

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

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

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

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

4.2.7 Bike Facilities

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

4.2.8 Wayfinding and Signage

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

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

Image 28. Existing wayfinding signage provided at Skenes Creek.

4.2.9 Interpretation

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

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

4.2.10 Public Art

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

4.2.11 Gateway Element

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

4.2.12 Vegetation

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

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

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

4.2.13 Bus Stops

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

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

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

4.2.14 Car Parking

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

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

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

Image 31. Formalised car parking areas

5 MARENGO FORESHORE MASTER PLAN

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

NOTE: All images are indicative only.

5.1 Overview

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

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

These benefits are outlined further on the following pages.

PLEASE NOTE: Concept Plan only and subject to further detailed technical design. Not for construction.
Any infrastructure suggested on or close to dunal areas will need further rigorous investigation by the relevant authorities, particularly with regard to potential erosion and dune stability and cultural sensitivities.

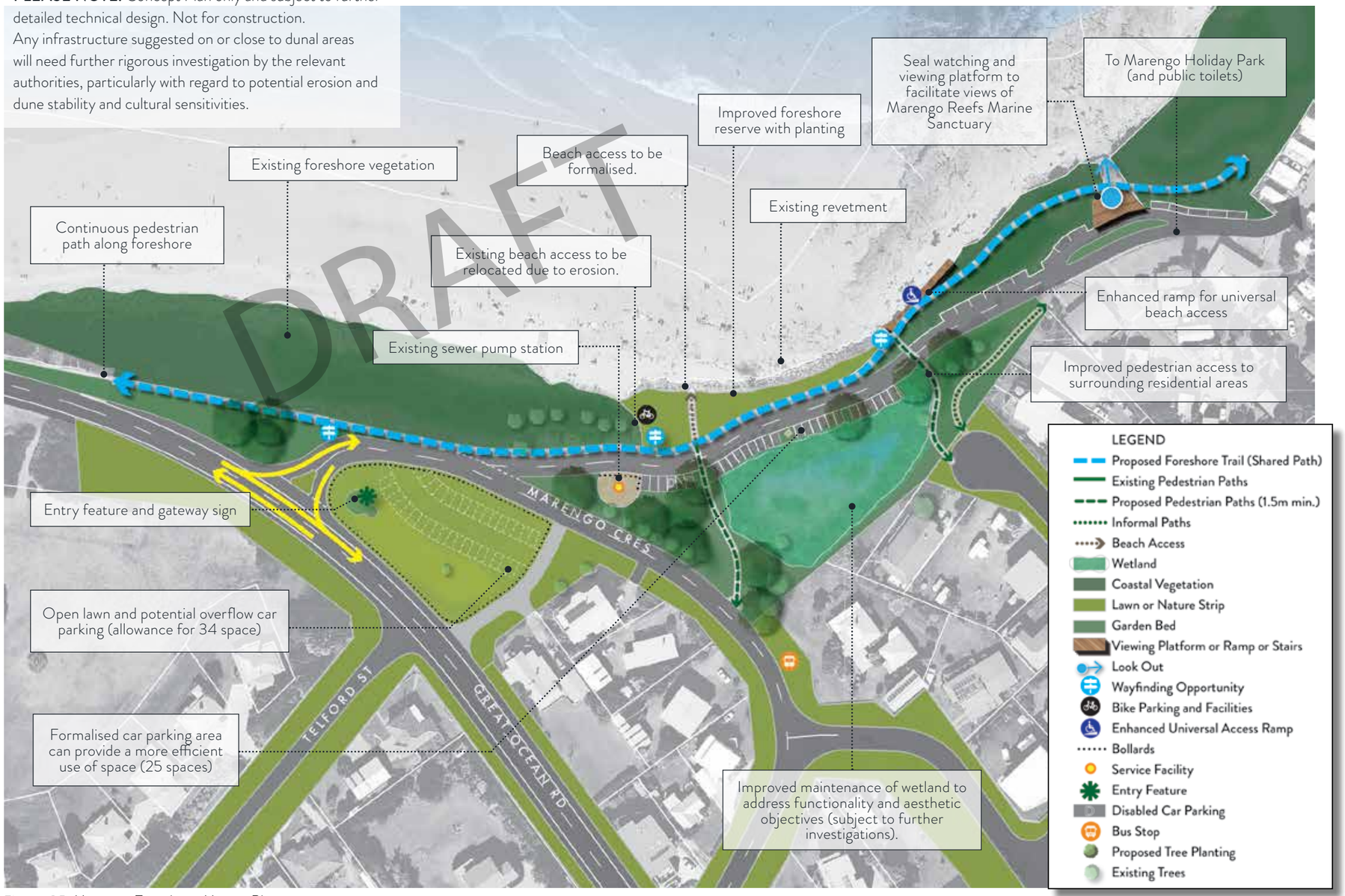


Figure 15. Marengo Foreshore Master Plan

5.2 Key Components of the Marengo Foreshore Master Plan

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

5.2.1 Marengo Foreshore and Car Park Area

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

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

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

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

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

5.2.2 Public Toilets

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

5.2.3 Seal Watching Platform

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

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

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

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

5.2.4 Wetland

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

Image 34. Opportunities to improve the wetland at Marengo.

5.2.5 Marengo Holiday Park

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

5.2.6 Sewer Pump Station

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

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

5.2.7 Pedestrian Access

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

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

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

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

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

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

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

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

5.2.8 Bike Facilities

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

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

5.2.9 Wayfinding and Signage

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

5.2.10 Interpretation

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

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

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

5.2.11 Entry feature

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

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

5.2.12 Vegetation

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

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

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

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

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

5.2.13 Car Parking

The Marengo Master Plan provides for enhanced car parking including:

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

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

6 APOLLO BAY RECREATION RESERVE

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

Image 40. Existing sports oval at the Recreation Reserve.

Image 41. Existing cricket and football pavilion.

6.1 Opportunities

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

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

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

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

Figure 16. Recreation Reserve - Existing Conditions

7 DESIGN GUIDELINES

7.1 Overview

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

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

These guidelines consist of two key sections. These are:

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

NOTE: All images are indicative only.

7.2 Where do they apply?

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

7.3 Who uses them?

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

7.4 Policy Guidance

All buildings and works should be consistent with:

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

7.5 New Structures, Car Parking and Access

7.5.1 Heritage

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

7.5.2 Structure Height

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

7.5.3 Siting of Structures

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

7.5.4 Structure Form and Design

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

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

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

Image 45. Indicative articulated facade.

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

7.5.5 Materials and Colours

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

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

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

7.5.6 Layout and Entries

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

7.5.7 Servicing and Bins

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

7.5.8 Signage

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

7.5.9 Environmentally Sustainable Design

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

7.5.10 Car Parking and Access

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

7.6 Landscape and Public Realm

7.6.1 Materials and Colours

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

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

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

7.6.2 Furniture

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

7.6.3 Lighting

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

7.6.4 Vegetation and Planting

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

7.6.5 Public Art

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

7.6.6 Interpretation

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

7.6.7 Planting Schedule

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

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

7.6.8 Plant Palette - Trees

Agonis flexuosa
Willow Myrtle

Allocasuarina verticillata (*)
Drooping Sheoak

Allocasuarina littoralis
Black Sheoak

Araucaria heterophylla
Norfolk Island Pine

Banksia integrifolia
Coastal Banksia

Banksia marginata
Silver Banksia

Eucalyptus baxteri(*)
Brown Stringybark

Eucalyptus sideroxylon 'Rosea'
Red Ironbark

Melaleuca lanceolata (*)
Moonah

7.6.9 Plant Palette - Hedges, Shrubs, Grasses & Groundcovers

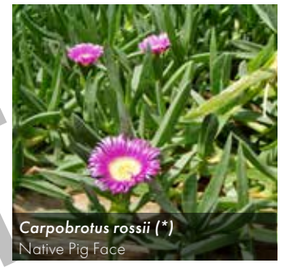

Acacia paradoxa (*)
Hedge Wattle


Austrostipa flavescens (*)
Spear Grass


Alyxia buxifolia (*)
Sea Box


Banksia spinulosa 'Birthday Candles'
Dwarf Hairpin Banksia


Bursaria spinosa (*)
Sweet Bursaria


Carpobrotus rossii (*)
Native Pig Face


Correa alba (*)
White Correa


Dianella revoluta var. brevicaulis
Knobby Club Rush


Distichlis distichophylla (*)
Australian Salt Grass


Ficinia nodosa (*)
Knobby Club Rush


Goodenia ovata (*)
Hop Goodenia


Helichrysum scorpioides (*)
Button Everlasting


Leucophyta brownii
Cushion Bush


Leucopogon parviflorus (*)
Coast Beard-heath


Leptospermum scoparium (*)
Manuka


Lomandra longifolia (*)
Spiny-headed Mat-rush


Myoporum insulare (*)
Common Boobialla


Poa labillardieri (*)
Common Tussock Grass


Poa poiformis
Tussock Grass


Poa sieberiana (*)
Grey tussock grass


Rhagodia candolleana (*)
Seaberry Saltbush


Spyridium parvifolium (*)
Dusty Miller


Stipa stipoides
Prickly Speargrass


Tetragonia implexicoma (*)
Bower Spinach


Themeda trianda
Kangaroo Grass


Xanthorrhoea australis
Grass Tree


Xanthorrhoea minor
Small Grass Tree

Colac Otway SHIRE

GREAT OCEAN ROAD
COAST & PARKS AUTHORITY

Tract