

Amended Urban Design Framework Plan

for

• Lavers Hill •

Prepared for the Lavers Hill Community
on behalf of:
The Colac Otway Shire

June 20, 2006

Administered by:



Prepared by:



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1.0 Background

This report is essentially a re-worked version of the original Urban Design Framework report prepared in January 2002. Minor changes / additions to the report have been made following a community meeting at the Lavers Hill Hall on March 14, 2006.

The overall content of the report generally follows that originally prepared with specific changes made to the Community Development Priorities, following a review of the priorities by the Lavers Hill community. The Community Development Priority list was updated to reflect township development works that have been completed, combined with re-ordering of the priorities to reflect current community views and insertion of additional items that are now considered as being of sufficient importance to be included on the list.

An additional section titled 'Section 3.13 - Record of Community Meeting (March 14, 2006)' has been included to provide a record of the March 14 community meeting. Outcomes of this meeting included discussion on issues that in some instances were beyond the original scope of the Urban Design Framework.

Changes have also been made to the Lavers Hill Streetscape Master Plans to reflect the community views expressed at the March 14 community meeting, and to record works that have been completed since January 2002.

2.0 Background

In June 2001 following funding from the Department of Infrastructure, the Colac Otway Shire engaged THA Landscape Architects to prepare Urban Design Frameworks for the following communities within the Shire:

- Beeac
- Cressy
- Lavers Hill
- Swan Marsh

Design proposals and development strategies prepared for each township are based on the project brief prepared by the Colac Otway Shire, combined with community and steering committee meetings, discussions with key community members, a comprehensive township site analysis, a review of available literature including the Colac Otway Shire Planning Scheme, analysis of aerial photography and our professional response to the visual character and community needs for each township.

This report and associated plans have been prepared as a basis for:

- identifying the existing character of the township;
- identifying problems within the structure of the township;
- establishing a framework for the future direction of urban design development in the township.
- recommended design concepts and actions to be undertaken in the short, medium and long term.

The study has been prepared with reference to the *Urban Design Planning Note 3 – Urban Design Frameworks*, published by the Victorian Government's Department of Infrastructure.

The Urban Design Framework will be an important tool for sourcing funds for implementation of specific actions. Further detailing of design concepts is required to more accurately estimate the cost of works and enable tendering and appropriate construction.

The Steering Committee met four times during the study period and was comprised of the following representatives:

- Councillor Warren Riches (Mayor - Colac Otway Shire)
Cressi Golding (Business & Community Development Officer - Colac Otway Shire)
Gary Dolan (Capital Works Co-ordinator - Colac Otway Shire)
Karen Paton (Leisure & Culture Co-ordinator - Colac Otway Shire)
Kirsty Miller – (Regional Planner – Department of Infrastructure)

Other consultants who worked in consultation with THA Landscape Architects and who assisted in the preparation of the Urban Design Framework plans included:

- Brendan Mooney – Brendan Mooney & Associates Architects (Ballarat)
- Paul McCuskey – McCuskey Consulting (Ballarat).

The background section of the report relates to the project in general, including components that are generally common to all four townships. The following sections / chapters generally relate to each specific township / community.

The structure of this report is written with chapters for individual townships to allow the report to be ‘pulled apart’ and stand alone reports provided for each community. This format has created some repetition throughout the report.

2.1 Project Scope

The following points provide a list of key issues that required specific attention as stated in the project brief developed by the Colac Otway Shire:

- Provision for a clear strategic direction for each town;
- Consideration of the physical and natural environment of each town;
- Identification and engagement with stakeholders and stakeholder issues;
- Consideration of the community and commercial infrastructure in particular community facilities, the main street and its presentation;
- Recognition of heritage assets;
- Initiatives to improve economic performance; and
- Initiative to improve the residential environment.

An additional requirement of the brief was for the Urban Design Framework to capture the essential urban design elements of each town including:

- Heritage attributes and features;
- The physical identity and the local cultural elements;
- The critical elements of community infrastructure and character; and
- The economic and social attributes of the town.

The Urban Design Framework for each town should provide and identify:

- An analysis of the towns’ design elements;
- A plan indicating the concepts to be developed and actions to be taken; and
- A series of cost effective and sustainable options for action by the community and Council.

2.2 Community Consultation

To achieve a clear understanding of the specific needs of the community, the project brief required a high level of community consultation from the commencement of the project and in particular during the analysis stage of the project and during the community design assessment and review stage.

Consultation was also required with other key players / organisations including VicRoads, the Corangamite Catchment Management Authority, Landcare groups and relevant community groups and organisations in each town.

The methods of community consultation was intended to build on previous community liaison undertaken by the Colac Otway Shire, in particular that undertaken as part of the StreetLIFE program coordinated by Brenton Hancock. The consultants and steering committee were conscious of not excessively ‘covering the same ground’ as that of StreetLIFE.

The consultation program developed for the Urban Design Framework was intended to demonstrate that the Colac Otway Shire had ‘moved forward’ and was acting on the outcomes of previous consultation / studies.

A summary of the community consultation methodology undertaken for each town follows. Note this is a generalised description for the four towns, variations occurred for individual towns:

- Initial media release prepared for the Colac Herald and for individual; community newsletters to introduce the consultants and provide a brief summary of the urban design process and intended timelines / outcomes.
- Preliminary steering committee meeting with the specific aim of this meeting being to collect available base information and to be briefed by Council officers and Mayor Riches about each town.
- As part of the initial site inspection for each town the consultants spoke with interested locals and / or business owners in the town to outline the process and obtain direct feedback and background information about the town. This provided invaluable information regarding local issues that are of importance to the community.
- The first of two public meetings was held in the evenings at each township. These meetings were attended by Cressi Golding, Mayor Riches and occasionally the local Riding Councillor. The primary aim of the initial public meetings was to receive feedback from the community with regard to the way the community felt about their community, the community aims for the future development of their township, likes and dislikes about the township, visions for the future development of the township and specific issues local relating to the community / township development plans.
- The secondary aim of the initial public meeting was to explain the project to the community, and present an outline of the design and consultation process and timelines for the project. Mayor Warren Riches chaired the majority of all public meetings.
- Follow-up media release to the Colac Herald and individual community newsletters to outline the key issues raised at the initial public meeting and to inform the broader community of the issues of importance to each community. This media release also stressed the importance of all community members being involved in the design and consultation process as a means of 'having a say' in the future development of their community.
- Presentations to the Cressy and Swan Marsh Primary School children about the role of landscape architects and the importance of urban design for the future development of towns in a planned and co-ordinated manner. A simple survey was prepared to obtain views from school children regarding their town and in particular their likes, dislikes, preferred after school activities and ways of getting to school. This process provided useful feedback to assist in the development of recommendations for each community and hopefully the involvement of the youth of the town in the design and consultation stage of the Urban Design Framework will reap benefits to each community in the future.
- Following display of the preliminary Urban Design Frameworks for a minimum period of 7 days to enable the community to become fully familiar with all Urban Design Framework recommendations, the second public meeting was held in each town and chaired by Mayor Riches. The format of this meeting included an introduction by Mayor Riches, a short presentation by the consultants to outline the key features of the Urban Design Framework, with the majority of the meeting dedicated to feedback from the community and associated discussion. This approach enabled direct discussion of relevant issues by the community in the forum of a public meeting. These meetings were generally structured in the form of a typical public meeting with the exception of Swan Marsh that, due to the smaller numbers, was conducted in the forum of a workshop. (Note: It was generally felt by each community and the Colac Otway Shire that attendance numbers for each community meeting were good).
- A community survey sheet was also developed to obtain specific feedback regarding the preliminary Urban Design Framework. Survey sheets were made available at the start of the concept plan review stage to enable the consultants to obtain a clear indication of the community's perceptions in relation to the Urban Design Framework. The survey response sheets also provided an opportunity for individuals to respond to the framework by a method other than a public meeting. The community response sheets prepared for each township are tabled later in this report.
- The response sheets also provided the consultants with the opportunity to review and assess the projects deemed by the community as being important – therefore rating the projects from highest to lowest priority, based on community feedback. Based on the survey results, the key projects proposed for each township were rated based on community feedback to determine the highest to lowest priority.
- Rating of each project into an order of priority provides important information for the Colac Otway Shire for long-term capital works budgeting, and sourcing of funds from external organisations.

THA Landscape Architects would like to acknowledge the coverage provided for the project by the Colac Herald. The paper was very generous in the amount space it allocated to the project, thus increasing exposure and community understanding of the project.

3.0 Lavers Hill Urban Design Framework

3.1 Township Overview

Lavers Hill is located along the Great Ocean Road on a narrow ridgeline at the intersection of a number of roads including:

- The Great Ocean Road - Colac Lavers Hill Road
- Lavers Hill – Cobden Road.

Lavers Hill forms the most inland point of the Great Ocean Road and is the most elevated point of this important tourist road. At key locations within the township 360-degree views can be gained to the coast and inland over the Otway Ranges to the western plains.

The town is approximately 55 kilometres south of Colac, 52 kilometres north-west of Apollo Bay and approximately 30 kilometres east of Princetown. The surrounding district is characterised by steeply undulating country either forested with indigenous forest, pine plantations, or cleared for agriculture, with the exception of the drainage lines within the steep-sided valleys that have been generally left uncleared.

Lavers Hill is in a region of high rainfall, with Weeaproinah (16 kilometres along the ridgeline to the north east) receiving over 1,900 mm of annual rainfall.

There is no consolidated commercial zone within Lavers Hill. The residential and commercial zones are generally combined along the Great Ocean Road from the Van Park & Lavers Hill Roadhouse / Tavern on the west side of town to the Blackwood Gully Tea Rooms and the General Store / Post Office at the intersection with the Colac Lavers Hill Road. The mixed development uses within the town is generally zoned Town Zone (TZ) under the Colac Otway Planning Scheme. Given the relatively low recent levels of development with the township, combined with the low levels of services, this zone is considered to be adequate.

More recent commercial development, with the establishment of the Otway Junction Motor Inn and a restaurant has extended the town to the east, beyond the main intersection.



Photos 7 & 8: Great Ocean Road - Lavers Hill

3.2 Township Character

The township and landscape character of Lavers Hill is not particularly pretty, especially when compared with the surrounding Otway Ranges landscape. The town is characterised by an abundance of road and advertising signs and with little in the way of natural or built features that unify the township.

The steep surrounding topography of the township is obviously the defining and limiting factor in terms of past and future township development opportunities. Being developed on a relatively narrow ridgeline has resulted in Lavers Hill being elongated in its form, with all development (with the exception of the Lavers Hill P-12 school) adjoining one of the three roads within the township.

A combination of factors including fire, forestry, agriculture and general development has resulted in the town being largely devoid of most natural vegetative features that are internationally recognised as being associated with the Otway Ranges. The township landscape character has evolved into a mixed exotic and native theme. Street planting is limited throughout the township (often due to the narrowness of the road reserve). A short avenue of Flowering Cherries (*Prunus* sp.) has been planted along the Great Ocean Road, opposite, and in the vicinity of the Hall.

Unfortunately fire has reduced the extent of built history remaining in Lavers Hill, with the general built form being a mix of styles, colours and materials with little uniformity in architectural style throughout the town. This is not necessarily a negative attribute of a community, however the built form of Lavers Hill is not one of the towns' strengths.

It is probably the relative isolation of the township and long distances to adjoining towns that is the reason many tourists stop in Lavers Hill – rather than natural or built features of the town. The provision of food, petrol and other services to travellers / tourists is possibly the best opportunity to capitalise on the tourist market. The scenic forest location and surrounds of the township also provide opportunities to establish eco-tourism style accommodation facilities. These are most likely to be developed outside the township boundaries.

The Lavers Hill community, in association with the Colac Otway Shire are in a position to define the future character and built form of the town. It is recommended that the community take an active role in this important planning – this is the best way the community has of managing change and it is very likely Lavers Hill will witness significant change over the next 10 –20 years and beyond as tourist numbers to the region increase. It is recognised in the Lavers Hill Township Plan prepared by Change Concepts Pty. Ltd. (November 2000) that whilst tourism 'has always been a part of the town it is now being professionally harnessed as new economic driver for the district'.

3.3 Historical Significance

It is believed that the first white men to visit the Lavers Hill district were gold prospectors in 1856. The district was surveyed and opened up for land selection in 1891. The early 1900's saw considerable development in Lavers Hill, primarily as a result of the extension of the railway line network. Improved access to the isolated community of Lavers Hill provided the necessary confidence to develop local industries including forestry and dairy farming with the construction of a sawmill and cheese factory within the township.

Since settlement the physical development of Lavers Hill, in terms of the layout of the township, has primarily been along the three main roads in the town. The steep topography adjoining these roads has generally restricted commercial and residential development with the exception of dairying and forestry landuses.

Fire has been a disastrous part of the history of Lavers Hill since white settlement - the township was destroyed by fire in 1919. Although there has been over 100 years of development in Lavers Hill and the closer surrounding district the buildings within the township do not generally reflect this, as the original buildings have been destroyed. The oldest buildings in the town are probably the Lavers Hill Hall (re-built in 1933 after the original hall built in 1906 blew down in 1930) and the Uniting Church located along the road to the school (built in 1900).

3.4 Setting and Landuse

As a community, Lavers Hill provides the necessary community and some commercial facilities to service the following industries that have historically been an important part of the district since settlement:

- Agriculture (in particularly dairying, potato growing, beef / sheep and horticulture);
- Forestry

Tourism has been an important part of the Otway Ranges and coastal regions since the Great Ocean Road was completed in the 1930's. The national and international promotional campaigns run by the State Government and featuring the scenic coastal route ensures that tourism growth will remain strong and provide an important employment resource for the town.

There was an underlying feeling at the community meetings, as part of this Urban Design Framework, that sections of the Lavers Hill community was divided about the future development of the town in relation to tourism. It was obvious that some community members relied on tourism for income, while others had moved to the area for its natural beauty and possibly to escape the busier resort towns like Apollo Bay, and therefore resented the increased provision of services for tourists and increased tourist numbers.

The community were generally in strong agreement that the Great Ocean Road presents difficult and complex problems for the Lavers Hill community. In particular the key issues in relation to this icon road include:

- The sheer volume of cars using the road on a daily basis and in particular on weekends and public holidays which reduce the safety and amenity of the township for its' residents;
- The narrowness of the Great Ocean Road reserve and the associated safety issues caused by high traffic volumes;
- The lack of infrastructure along the Great Ocean Road, in particularly drainage within the built-up areas of the town;
- The lack of available parking opportunities caused by the narrowness of the road reserve for existing residential and commercial developments. This problem is likely to get worse with the potential for additional development throughout the town.

It is unlikely given its position on the Great Ocean Road and the surrounding natural beauty of the area that Lavers Hill will be able to restrict tourism and the development of tourism related services within the township closer district. The community should be pro-active now and work together to manage the growth of tourism in the town. In doing they should consider the preservation of the parts of the town that are important to the community and to the unique character of the town. Tourism management and analysis should also include a review of the services required to meet the needs of the growing tourist market whilst maintaining the quality of lifestyle for local residents.

Lavers Hill is an established town that is relatively isolated due to the surrounding topography, but with excellent road access. The town has limited but vital services including:

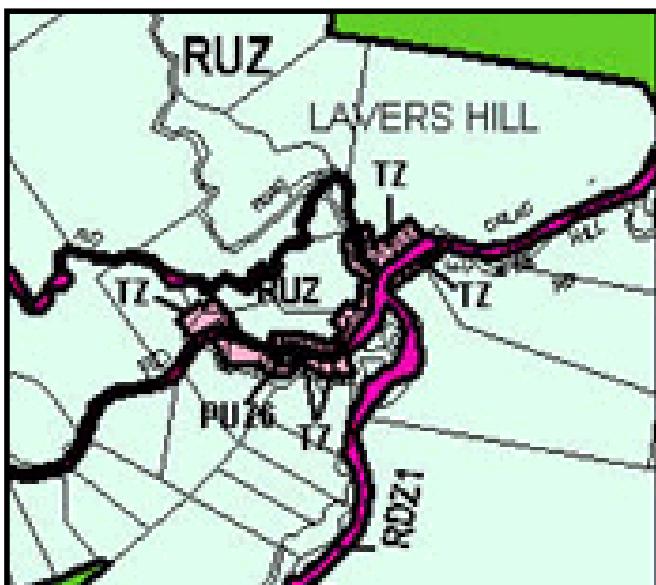
- Lavers Hill P-12 College with indoor heated pool, tennis courts and oval
- Outdoor / cold water pool
- Lavers Hill Roadhouse & Tavern
- Van park
- General Store / Post Office / Tourist Information & Petrol
- Otway Junction Motor Inn
- Blackwood Gully Tea Rooms
- Restaurant
- Backpackers Accommodation
- Police Station (planned for construction at the time of undertaking this study)
- CFA shed
- Public Hall and tennis courts
- Colac Otway Shire Council depot
- Uniting Church

It is clear that the range of services listed above provide local community needs as well as tourist oriented services. The town is not self sufficient and relies on the larger centres of Colac and Geelong for many additional services.

3.5 Infrastructure

Lavers Hill is not serviced by sewerage treatment facilities, a reticulated water supply or gas supply. A tourism and economic analysis in relation to projected tourism, commercial and residential development of the town will identify any short comings in the existing infrastructure of the town. It is important to remember the steep topography throughout Lavers Hill is also a limiting factor in the future development of the town.

3.6 Planning Zones



With the exception of a number of small specific zones the planning zones within the township of Lavers Hill are predominately comprised of Township Zone (TZ) surrounded by Rural Zone (RUZ) in all directions.

Specific planning zones within the township have been developed for particular landuses including:

- Lavers Hill P-12 School
- Lavers Hill Public Hall & tennis courts

The Lavers Hill township is not affected by any Planning Overlays:

3.7 Recommended Planning Controls

While having significant development constraints associated with steep topography and minimal existing infrastructure, Lavers Hill due to its geographic location, surrounding natural beauty and location on the Great Ocean Road also has significant development potential.

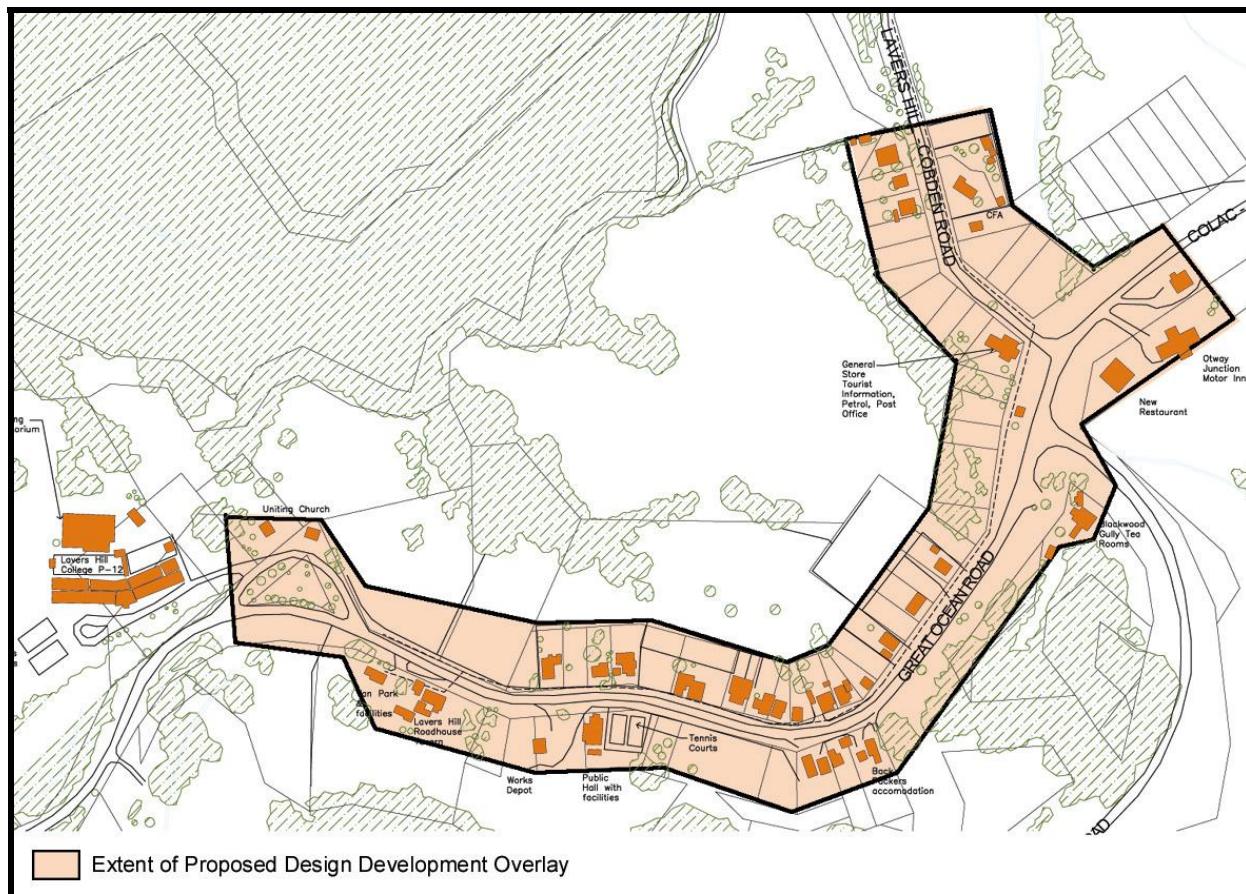
The following recommendations are intended to investigate, control and manage the future development of Lavers Hill to ensure all development is sustainable and contextually appropriate to the site.

- Review / investigate the provision of a Design Development Overlay as a means of protecting vistas / views, indigenous vegetation, signage controls and to encourage a contemporary built-form throughout the township.
- Review the Local Policy for Lavers Hill to ensure projected commercial, residential and tourism growth within the township are appropriately accommodated within the Planning Scheme.
- The Otway Scenic Circle Association (OSCA), in association with the Colac Otway Shire to lobby VICROADS to improve the physical layout and visual amenity of the Great Ocean Road & Colac - Lavers Hill Road intersection. This intersection forms a key entry and orientation point to Lavers Hill that requires considerable improvement to improve the function and appearance of the township.
- Colac Otway Shire to undertake a tourism and economic development strategy for Lavers Hill.
- Colac Otway Shire to undertake a landuse analysis of the land immediately adjoining the Lavers Hill township as a means of identifying future potential development sites with consideration for land capability constraints, native vegetation protection and retention, existing and required service requirements etc.
- Subject to the implementation of the proposed 'major carparking opportunity' adjoining the south side of the Great Ocean Road, review the adjoining planning zones to ensure they will meet projected commercial development requirements in the vicinity of the carpark.
- The Colac Otway Shire, the Otway Scenic Circle Association (OSCA) and the Lavers Hill community participate in the Great Ocean Road review currently being advertised to ensure controls and recommendations for the future development of this important road are consistent with existing township needs and meet project residential, tourism and commercial development for the town.

Note: The Lavers Hill and District Progress Association and the Colac Otway Shire has adopted the Lavers Hill & District Urban Design Framework Plan with the exception of Section 4.7 - Recommended Planning Controls. The Lavers Hill community felt that '*the implications for the planning control recommendations were not clearly stated and are probably unnecessary*'. THA Landscape Architects believe that planning controls that have been developed in association with the entire community will provide significant benefits and direction to the future development of Lavers Hill. For this reason the above recommendations have been retained in this report.

An outcome of the March 14, 2006 community meeting included discussion on future permit applications and streetscape / township plans. The Lavers Hill community expressed interest in the Lavers Hill Progress Association becoming a referral authority for permit applications and township development plans and relevant strategic plans within the Lavers Hill township and surrounding district.

This expression of interest is an issue that Council needs to consider prior to any further action being taken.



Recommended Design Development Overlay Extent for Lavers Hill

3.8 TOURISM POTENTIAL

Lavers Hill, being located along the Great Ocean Road and combined with the surrounding natural beauty of the general district has enormous tourism potential. Sites of local tourism interest include Melba Gully, Johanna Beach and local waterfalls and lookouts.

Local tourism operators within the district are represented by the Otway Scenic Circle Association Incorporated (OSCA) that is supported by Geelong Otway Tourism, Colac Otway Tourism and the Colac Otway Shire.

The Lavers Hill community believe that to properly service the growing tourist industry and improve the liveability within the township for locals, significant infrastructure is required to be implemented along the Great Ocean Road in relation to carparking opportunities and roadside drainage.

Lavers Hill has probably developed as a service town for tourists visiting the region and travelling along the Great Ocean Road, rather than as a destination for tourists. This is supported by the generally low visual quality of the township.

The geographic location of Lavers Hill provides existing and future tourist operators with significant growth opportunities. Being inland and within the forest provides Lavers Hill with a different marketing opportunity than the coastal townships along the Great Ocean Road. To capitalise on the tourism potential of the town significant improvements need to be made to:

- the visual character of the township;
- basic infrastructure services along the Great Ocean Road including carparking opportunities, footpaths and drainage;

- the development of planning and building controls within the township to enhance the township character of Lavers Hill and provide opportunities for further residential and commercial development within the town in a sustainable manner that is appropriate to the community.

3.9 Future Development – An Assumption

Lavers Hill is presently not a community that has a common focus in relation to its future. This may be as a result of the distinctly different landuses and commercial activities that take place in the district, including agriculture, forest and tourism related industries. There is a certain amount of opposition within some sectors of the community in relation to further development of tourism related infrastructure, in particular putting tourism infrastructure ahead of community services and community related infrastructure.

There is little doubt that the tourist promotion campaigns focused on the Great Ocean Road will continue as a means of promoting the significant natural and historic features of southern Victoria and as a means of supporting the current level of tourist infrastructure in the region.

Lavers Hill is geographically well located to provide significant tourism related services to the region, however considerable development and infrastructure improvements are required to be invested in the town to provide an adequate level of service expected by many travellers.

The greatest fear of many Lavers Hill residents is that the unique qualities of the town will be lost by inappropriate development and over development.

It is important that the community work together to develop strategies which are supported by the majority for the future development of the town including:

- Great Ocean Road improvements;
- Planning and building controls within the town to preserve recognised qualities of the town;
- Consideration of future development opportunities throughout the town to ensure sustainable and appropriate development sites are chosen;
- A review of signage standards and locations throughout the town;
- A tourism development strategy for the town to clearly define the role of Lavers Hill within the context of the tourism region.

3.10 Summary of Lavers Hill Urban Design Framework Recommendations

The following recommendations have been based on community feedback, detailed site analysis and the professional response to the site by the consultant team. The consultation process provided for two review opportunities by the Lavers Hill community. In a letter to the Colac Otway Shire Chief Executive Officer, dated December 11, 2001, the Lavers Hill and District Progress Association agreed to adopt the Lavers Hill & District Urban Design Framework Plan with the exception of Section 4.7 (of this report) - Recommended Planning Controls. The Lavers Hill and District Progress Association also endorsed the Community Development Priorities (see section 4.12).

The following points provide a summary of the key Urban Design Framework recommendations for Lavers Hill. Refer to the attached reduced plans (Drawing No.s 0170 - 4 / 5 / 6) for full framework and streetscape details.

Lavers Hill Public Hall

- As the Lavers Hill township develops, this site may have more value to the community as a dedicated community space which is not shared with a Council works depot. This is a long term option and subject to funding and finding an alternative site. Refer to detailed plan (0170-05) for proposals of the Hall site. The proposed plan retains the depot with shared carparking and depot access. Other proposals for the site include:
 - development of the community centre to compliment and enhance the existing facilities.
 - new toilets adjoining Hall with secure dual (internal / external) access.
 - provision for safe off-street carparking for visitors and community functions.
 - development of a community park with playground facilities.
 - installation of a BBQ and pavilion / rotunda.
 - Location of a pedestrian crossing point across the Great Ocean Road in the vicinity of the Hall / proposed park.

Great Ocean Road Pedestrian Pathway

- Liaise with the Colac Otway Shire to asphalt seal the existing pedestrian path between the Lavers Hill P-12 School and the General Store.
- Install handrailing along the path as indicated to improve pedestrian safety.
- Liaise with VICROADS to construct a series of pedestrian crossing points between the School and the General Store. Pedestrian crossing points to include a small shelter, seating, feature trees, historic interpretation signage and promotion of district events/businesses.
- Note: Due to the narrow width of the Great Ocean Road reserve a pedestrian path is not proposed for the full length the southern side of the Great Ocean Road. The aim of the path network is to provide a quality pavement surface on the north side of the road with safe crossing points at key locations along the path.

Great Ocean Road / Lavers Hill – Cobden Road Intersection

- Appropriate development of this site is required primarily for vehicle management and pedestrian / vehicle safety.
- The intersection currently contributes to the eastern and southern entry to Lavers Hill. Subject to funding, significant development opportunities exist to improve this intersection in both a physical and visual sense.
- Proposed improvements to the intersection include:
 - re-alignment and installation of a roundabout to assist with deceleration of traffic in the precinct and to improve traffic safety.
 - rationalised road treatment.
 - provision of safe pedestrian crossing points / refuges.
 - rationalised signage in the precinct (traffic, directional, advertising) to reduce the visual clutter in this precinct.
 - development of the intersection as a clearly defined entry point to the township.
- Note: Significant consultation, advice and direction will be required from VICROADS in association with the Colac Otway Shire for this project.

Church / Lavers Hill P-12 School Precinct

- Subject to community consultation / acceptance formulate planning and development controls for this precinct to preserve its historical and visual aspects.
- These controls implemented through the planning scheme will ensure proposed future development of the site is visually appropriate and appropriate from a landuse aspect.
- Extend the pedestrian pathway to the Lavers Hill P-12 School from the Great Ocean Road intersection to provide a continuous link between the School and the General Store.

Lavers Hill – Cobden Road Intersection Carpark

- This corner site has partially been developed for (uncontrolled) carparking opportunities for visitor access primarily to the General Store. The site has a high visual significance within Lavers Hill, in particular from the eastern entry point to town.
- Given the current restricted carparking opportunities throughout the town the site is strategically important for traffic management - particularly for larger vehicles (coaches, mini-buses and caravans) and during busy periods.
- Improvements to this corner should maximise carparking opportunities and may also include:
 - development of the site as an entry feature to the town with the inclusion of streetscape treatments, soft landscaping in particular, which are complimentary to the overall streetscape development of Lavers Hill.
 - provide designated vehicle entry points and controlled carparking opportunity.
 - indigenous planting on the steeper northern slopes.

Lavers Hill Outdoor / Cold Water Swimming Pool

- Lavers Hill Swimming Pool Committee of Management to ensure the pool complies with all public safety requirements including installation of an approved perimeter fence.
- Maintain accessibility to site for CFA purposes.

Cultural Heritage

- Proposed developments in the vicinity of, or on the site of the Old Beechy Line should be undertaken with due regard to the cultural significance of the former railway line.
- Developments should where possible aim to promote the Old Beechy Line and the objectives of the project, including links to the line from adjoining areas.
- Refer to previous cultural heritage studies to ensure all proposed developments comply with the outcomes and strategies of reports which have been endorsed by the Colac Otway Shire.

Major Carparking Opportunity

- This site, due to the increased width of the Great Ocean Road reserve has significant potential to reduce traffic congestion and lack of carparking opportunities within Lavers Hill during busy periods.
- With appropriate treatment this reserve could discreetly and safely provide parking opportunities for cars, buses and caravans. A landscaped buffer (indigenous species) separating the reserve from the Great Ocean Road provides an opportunity to improve pedestrian safety in the town whilst also allowing for continuous streetscape treatment along the Great Ocean Road - thus assisting to reduce the visual impact of the carpark.
- The development of this site may also provide for significant potential commercial development opportunities adjoining (to the south) and across the Great Ocean Road - subject to community / Council acceptance, planning scheme amendments, addressing of cultural heritage and native vegetation removal issues.
- Note: significant consultation, advice and direction will be required from VICROADS, in association with the Colac Otway Shire for this project.

Drainage

- *The Colac Otway Shire to liaise with VICROADS and the Lavers Hill community to improve the roadside drainage along both sides of the Great Ocean Road. Drainage to be designed to overcome flooding of adjoining properties and to stabilise road shoulders.*

Footpaths

- *Proposed recommendations for the footpaths within the Lavers Hill township include:*
 - *Extension of a 1500mm wide asphalt sealed footpath between the school and the Van Park.*
 - *Asphalt seal on all other gravel footpaths throughout the town.*
 - *Installation of handrails (as required) at the edge of the footpath that runs along the Great Ocean Road.*

3.11 Community Survey Responses

Number of response sheets returned: 23 (first concept plan) / 2 (second draft of the concept plan)

The community response sheets were designed to provide THA Landscape Architects, the Colac Otway Shire and the Lavers Hill community with a summary of the opinions expressed by individuals in relation to the proposals developed for the Lavers Hill Urban Design Framework. It is important to note that the following comments are reflective of individuals and do not necessarily reflect the views of the entire community. All comments provided by the community on the response sheets are listed to provide an accurate record of community views in relation to the urban design proposals.

Modifications to the plans have been made following community feedback at the public review meeting (September 10, 2001) and from feedback from the community response sheets. Modifications to the plans are based on community consensus, rather than individual responses.

The following provides a summary of the notes provided by the Lavers Hill community from the Urban Design Framework Response Sheets. Repetition of some notes occurs – this has intentionally been retained to provide an accurate indication of community responses.

Positive Aspects of the Lavers Hill Urban Design Framework

- Improvement of town and community pride.
- Very well presented document.
- Thought provoking suggestions which should bring positive reaction from residents. Well done.
- Creates employment in Lavers Hill area.
- Safety, utensil (*sic*), facilities all good. Tourist section a good idea.
- Tidying up the road, but after years of approaching Vicroads, feel it is probably a waste of time.
- Path – from opposite roadhouse & past churches to school.
- New toilets at or near hall.

Public Hall Comments

- Create employment in that area as long as local people get the jobs. Hall needs re-vamping to make it the central point of town. Pathways and drainage as a safety / environmental issue.
- Concentrate on footpaths, park at Town Hall, drainage, just basics to bring Lavers Hill up to a standard of other small towns. We don't need to change the look of Lavers Hill.
- Improvements around Hall. Upgraded footpaths. (x 2 responses)
- Should include an outdoor undercover seating / BBQ / meeting area such as a gazebo or perhaps sheltered veranda off the hall. Public toilets for all users and visitors to the area who may use the new BBQ recreation area around the hall.

Negative Aspects of the Lavers Hill Urban Design Framework

Some of the comments were listed on the response sheets as negative but we found them to be constructive criticism provided in the best interests of the project and therefore these comments have been considered in revisions to the framework plans / streetscape plans.

- No (none).
- Biased towards Apollo Bay end of town for businesses. Only three seem to be benefiting. The one that is community minded and has done the most to improve the township seems to be getting neglected – The Roadhouse / Tavern.
- Big car park near Blackwood Gully Tea Rooms.
- Pedestrian crossings shown are excessive – no need for 'shelters', and tree planting should be kept away from crossing points. Safety (visibility of pedestrians) is more important than aesthetics.
- Plantings of trees should be of smallish shrubs, not large trees. Lavers Hill can be a dark place at times, we need light more than shade, no overshadowing from large trees please.
- High cost. Should include a qualification that rates are not increased to fund projects.
- Existing plans for the erection of a Lavers Hill icon / statue on the road reserve outside the motel should be taken note of. Development is expected to begin this year.

- Very sloppy workmanship on part of T.H.A. – in a small town with so few buildings. So many mistakes have been made rendering the whole plan topsy turvey – are people voting for what they think they are? Eg. Blackwood Gully ‘Hotel’, very very unprofessional. Start again and do it properly this time.
- Urban design is yucky – it’s country let’s keep it that way. Beautification in line with a natural environment is a great idea. We however have enough introduced species of flora that are now a problem – don’t need anymore of that.
- Improvement of footpaths etc. needed for existing residents. How about concentrating on the existing picture and improving that rather than waffling on about the big picture. It appears to be a marketability plan based on attracting tourists.

Tourist Precinct Comments

- Too tourist orientated, i.e. roundabout just silly. Hand railing and retaining walls insulting – even for our kids. Why only car parks at intersection? Nothing but take-from-tourists-then-leave-area shops. Why not car park at roadhouse? (opposite school) where the locals shop. Only Blackwood Gully Hotel on map. Sounds very corrupt!!
- Tourist precinct is okay as long as it is unobtrusive to the environment and people who live at Lavers Hill. We must not lose the plot in order for the dollar made through tourism. Environment first consideration, then safety of children and people who live in area. E.g. the road safety implements (*sic*) with all the cars and trucks is appalling at present.
- Unbalanced. A view of the future from a tourist’s perspective. Don’t want to become like Apollo Bay. Get basics done like drainage, footpaths and the Hall fixed up. Locals should not have to pay - already pay heaps.
- If implemented would have Lavers Hill looking just like any other small town with lots of pavers. It fails to pick up on the atmosphere of the town.

Any Other Suggestions?

The following provides a list of ‘other suggestions’ listed by the Lavers Hill community in the Community Response Sheet:

- Toilet to be joined in to hall for community public.
- Upgrade Hall to be more like Gellibrand Community Centre. School can be awkward during school hours and hard to access after hours. Maintain old quarry / cold water pool.
- Drainage throughout township is appalling, therefore ruining car parks such as the roadhouse and the edges of the road are the biggest eyesore in town.
- Roads need to be improved as they are a danger and contribute to accidents.
- Simplicity is a virtue. No need for monuments to the architect.
- Speed limit reduction would be cheaper than narrowing the road at crossing points.
- At various points along the street small displays / signs of old photographs depicting views as they once were.
- Signs for town & speed limits already exist added expense on tourist “attractions”. Neither wanted nor needed.

Other Important Points Noted By The Community

The following provides a list of ‘other points’ noted by the Lavers Hill community as priority points. These have been grouped according to topic:

- Internal / attached toilets at local hall.
- Toilets to be joined to public hall for community / public use.
- Guttering and footpaths through the town need repair.
- Upgrading of gravel pathway. So you (can) heard us? It’s not that sort of place. Opposite of why we are here.
- Roundabout. Nightmare for trucks and buses.
- Major car parking opportunity. Why not at roadhouse?
- Rationalised car parking etc. at Lavers Hill – Cobden Road intersection. Why not at roadhouse? Dodgy. Who’s behind this?
- Footpaths and drainage / kerbs to roadhouse.
- Clearing of ever approaching blackberry infestation. Every so often I’ve cleared a path but can’t keep it up. Equally invaded from neighbouring properties.
- More car parking. Locals are the worst when speeding through town.
- Shift rubbish pick up and depot. An eyesore.
- Small community park. Not near rubbish depot.

Streetscape Planting

- In consultation with landowners.
- All endemic trees. (I have stack of young trees). As an avenue of ultimately large trees over road – Blackwoods & Nothofagus with shrubs in between.
- Plenty of trees now, more will inhibit road vision!

Signage

- Rationalisation and review of signage.
- Last thing we need is another SIGN of any kind along the Great Ocean Road – it's starting to look like a Queensland resort – please leave Lavers Hill looking like a small forest town. Worst sign is the 'Waterfall Tourist Route' – very confusing, far too big.
- Proposed entry signs are redundant - there are signs already in place.
- Too many signs now!

Tourist Precinct (see note below)

- Absolutely opposed – must be taken off the plan or there will be friction between locals and tourism operators. It is threatening to locals when businesses are told they are not wanted in the future.
- All of this is tourist orientated. Lavers Hill needs upgrading. As does tennis court.
- Where? (location of tourist precinct).

Drainage

- Near the roadhouse.
- Drainage on the south side of Great Ocean Road badly needs to be attended to. Run-off from road after heavy rain erodes edges and whole of town. (x 3 responses).
- Proper curb and channelling on Great Ocean Road. (x 2 responses).
- Clearing and sealing as far as it goes.

Pedestrian Crossing / Footpaths

- Should not be put on corners, where Great Ocean Road is going downhill, as this will make it very difficult for large buses and log trucks to stop.
- Pedestrian crossings too dangerous (trucks & buses are town's livelihood). School crossing for kids maybe (only 40 minutes per day).
- Two only. Unsafe.

Old Beechy Line

- No. There are objections and should not proceed against the wishes of affected landholders.
- Public land only.
- How?

Note:

All references to the proposed tourism precinct / icon building location shown on the original plans has been removed from the final plans as this public land area is currently been leased for private commercial purposes.

It was not the intention of the consultants to in any way affect the livelihood of the commercial tenants on this site – or to cause them to believe they were to be removed from the site and therefore face financial hardship.

The recommendation to consider alternative uses for the site was raised by a community member at the initial public meeting. The consultants supported this idea, as the intention of the Urban Design Process is to look to the future for alternatives for the future long-term development of the township.

3.12 Community Development Priorities

The following table provides amended community development priorities as discussed at the Lavers Hill community meeting on March 14, 2006. The table has been amended to reflect current conditions, the removal of recommendations that have been implemented by the Shire and the community and to reflect current community thinking / views.

The prioritised project list will assist the Colac Otway Shire in understanding the Lavers Hill community's expectations for the implementation of the streetscape works and also assist in budgeting for capital works and for applying for capital works funding to assist in the implementation of the streetscape plan.

Ranking	Key Framework Elements as defined by the Lavers Hill community	Recommended Timeframe
1 (highest)	Install roadside drainage infrastructure (kerb and channels) and sealing of the roadside shoulder along the Great Ocean Road between the Lavers Hill P12 College and the General Storage.	Short term
2	Completion of the eastern-most section of the concrete pathway (east of the boardwalk) between the General Store and the School intersection (at the Great Ocean Road) including hand railing, retaining walls and drainage works.	Immediate
3	Development of a small community park and associated facilities on the land surrounding the Lavers Hill Public Hall. Install a children's playground within this site and upgrade the kitchen in the Hall. Investigate options for relocating the Shire Works Depot (ranking #5) to an alternative location to allow the playground to be located on part of this land.	Short – medium term
4	Rationalise signage along the Great Ocean Road throughout the Lavers Hill township with the aim being to significantly reduce signage within the township.	Short term
5	Colac Otway Shire to undertake a structure plan / landuse analysis for the Lavers Hill township. The aim of the project being to assess and analyse the use of land throughout the town to ensure: - the planning zones are adequate for the future short, medium and long term development of the town (including residential, commercial, industrial, tourism community use etc.). - that community consultation, discussion and consideration is given to the use of key land parcels throughout the town including the existing Bus Depot site, the former Uniting Church site, the Shire Depot (including alternative locations), the Pound Block, an industrial landuse zone and a site for location of storage tanks for the future township water supply (long term).	Medium term
6	Colac Otway Shire to instigate discussions with Vicroads regarding the installation of a roundabout or alternative intersection treatment at the Great Ocean Road and the Colac – Lavers Hill Road intersection.	Short – medium term
7	Upgraded car parking and landscape treatment at the Lavers Hill – Cobden Road intersection.	
8	Extend a pedestrian path from the Lavers Hill P-12 School along the road reserve / a widened shoulder of the Great Ocean Road to Melba Gully.	Medium – long term
9	Development of additional streetscape planting throughout the town, including some native and some exotic trees.	Short term
10	Establishment of pedestrian crossings, at key points, along Great Ocean Road.	Medium term
11	Proposed major car parking opportunity (as a long term proposal) within the road reserve adjoining the Blackwood Gully Tea Rooms.	Long term
12 (lowest)	Support for a tourist precinct (possibly as an 'icon' building including historical interpretation, a viewing point lookout, commercial facility, car parking, community facility etc.	Long term

3.13 Record of Community Meeting (March 14, 2006)

The following provides a summary of the community views expressed at the community meeting held at the Lavers Hill Hall on March 14, 2006. The majority of the comments listed below have been noted / amended and revised on the associated Streetscape Master Plan.

The following provides a summary, listed under general groupings of the community discussion.

Pedestrian and Vehicle Safety within the Lavers Hill Township:

- Reduce the accumulation of signs along the Great Ocean Road within the Lavers Hill township.
- Install a guard-rail above the walking bridge / boardwalk (below the intersection) to protect pedestrians and the bridge from damage by out-of-control vehicles (as per recent experience).
- Liaise with VicRoads to install a stop sign at the Colac-Lavers Hill Road & Great Ocean Road.
- Edges of the Great Ocean Road within the Lavers Hill township are poorly maintained resulting in a dangerous situation caused by the height difference between the sealed road & the gravel shoulder. The strong community feeling was that the existing gravel shoulder should be constructed and sealed with concrete kerb and channeling and associated drainage infrastructure installed.
- Shoulder treatment and concrete drainage will eliminate washing of gravel onto footpaths and down driveways.
- The use of kerbing throughout Lavers Hill will assist in defining / identifying the town 'as a town'. Costs for shoulder, kerb and drainage infrastructure should not be recovered as a special charge scheme.

Toilets near Pedestrian Footbridge

- The water supply for the toilets is insufficient. The water is currently drawn from the Swimming Pool into a small dam near the Public Toilets (near the bridge).
- The size of the toilets are not sufficient, consequently they are often always overcrowded. Effluent trenches do not cope with demand.
- Solution: dry composting toilets (possibly) or alternate sewage treatment method (i.e. a treatment plant).
- Toilet condition is up to scratch but need more cubicles to cater for high use demand.

Speed Limit

- Dialogue with Vicroads is required re: reducing the speed limit within the Lavers Hill township.
- Speed signs are inappropriate located along the Lavers Hill – Cobden Road.
- 100km/h de-restriction signs are inappropriately placed – particularly just before the sharp curve prior to the swimming pool.

Footpath

- As a priority complete the concrete footpath between the pedestrian bridge & the Post Office / General Store.

Walking Track for Lavers Hill to Melba Gully

- There is a growing need for a walking track between Lavers Hill & Melba Gully. Community discussions indicated that the most practical site for the path is on the side of the School side of the Great Ocean Road.
- There is a growing need for a path along the south Great Ocean Road – to Johanna Blue Road – to link with the Great Otway Walking Trail.

Lack of Kitchen at Lavers Hill Hall

- Upgrade kitchen facilities in Hall – possibly using timber from Triplet Falls.
- Need a grant to undertake these works.

Signage

- The general signage throughout the town is confusing. The general community feeling was that there is too much signage (including private / VicRoads / directional signage etc) throughout the Lavers Hill township. Comment: signs outnumber trees in the town.

Streetscape Tree Planting

- Need to be replaced due to damage / death by weed spraying contractors.
- Future trees need to be properly staked & protected.
- Lavers Hill needs more trees – the town is not ‘pretty enough’.

Preparation of a Lavers Hill Landuse Analysis / Structure Plan

There was a strong community feeling that due to the limited amount of land within Lavers Hill (in particular land adjoining the Great Ocean Road, relatively flat land etc.) that a landuse analysis / assessment and an associated Structure Plan be developed for the township to consider the most appropriate use of the limited available developable land. Initial community comments suggested that the following sites be considered:

- The bus depot (consider relocating the bus depot from the former Beechy Line rail reserve to the former Uniting Church site).
- Widened road reserve on the Great Ocean Road (currently used for silage storage)
- The Pound block
- The Shire Depot (consider relocating to Chapel Vale Road)
- The swimming pool
- The site of the former Uniting Church

The Structure Plan should identify:

- Re-zoning to provide an industrial area in the town (i.e. for the Shire Depot, bus depot, industrial landuse).
- Re-zoning to provide for commercial, residential, tourism landuse etc.

Miscellaneous Comments

- Time frame for recommendations to be provided in the final report.
- Identify ‘boundaries’ of township.
- Do not provide an over emphasis on tourism on the plans.
- Develop Lavers Hill as a fire safety zone refuge including:
 - develop the swimming pool as a fire water supply with a diesel pump;
 - develop a substantial fire water storage of in Chapel Vale Road (to be pumped full over winter).
- General clean-up is needed throughout the town including signs, vacant land, vacant houses.
- Guidelines for land management within the township (could be sent out with rates notices).
- The Lavers Hill community expressed interest in the Lavers Hill Progress Association becoming a referral authority for permit applications and township development plans and relevant strategic plans within the Lavers Hill township and surrounding district.
- Correct dairy effluent from flowing into the swimming pool via the gully above – protect from future spillages.
- Shire to buy town blocks on crest of hill for water tank supply (unlikely to happen).
- Find an alternate location for the Shire / VicRoads gravel stockpile & log storage site on the Colac side of Lavers Hill (an alternative location could be the Crowes buffer stop – subject to vehicle safety).
- Properly defined main road – make tourists ‘want to stop’.
- Public recycle bins throughout the town to be clearly labeled – not for general rubbish.

3.14 Lavers Hill Streetscape Materials & Species Palette (Prepared January 2002)

The following provides a summary, including indicative costs of the streetscape paving, furniture, signage and species recommended to be considered as part of the future development of the Lavers Hill township. Further design development, documentation and community consultation is required to finalise this palette and associated costings.

Materials & Species Palette	Unit cost (* denotes materials cost only).
Proposed Tree & Shrub Species <i>Establish indigenous tree and shrub species around edge of proposed carpark at the intersection of the Great Ocean Road and Lavers Hill-Cobden Road.</i>	\$3.00* (tube stock & guard)
<i>Establish indigenous tree and shrub species on the slope beneath the constructed boardwalk behind the turnoff to the Great Ocean Road and on the slope of the 'triangle' of land in front of the Uniting Church.</i>	\$3.00* (tube stock & guard)
<i>Establish indigenous tree species around the edge of the proposed major carpark along the Great Ocean Road.</i>	\$3.00* (tube stock & guard)
<i>Establish indigenous tree and shrub species on the southern boundary of the Lavers Hill Public Hall and as screen planting in front of the fence of the Council Works Depot.</i>	\$3.00* (tube stock & guard)
<i>Where possible establish one of the following species as infill planting along the Great Ocean Road:</i> <ul style="list-style-type: none"> • <i>Prunus 'Shirotae'</i> • <i>Prunus Tai Haku'</i> 	\$30.00* (30 cm pot)
<i>Establish selected indigenous trees at designated crossing points.</i>	\$20.00* (25 cm pot)
Paving <i>Construct 1.50 metre wide bitumen sealed footpath along both sides of the Great Ocean Road, using one of the following materials:</i> <ul style="list-style-type: none"> • <i>Bitumen (allowing for full reconstruction)</i> • <i>Asphalt spray seal (over existing base & including stabilisation works)</i> 	\$30.00 sq m \$8.00 sq m
<i>Construct paved area at designated crossing points, as shown on Plan, using the following material:</i> <ul style="list-style-type: none"> • <i>Concrete pavement cost subject to final treatment)</i> 	\$40.00 to \$80.00 sq m
<i>Construct paved areas and pathways at the Lavers Hill Public Hall, as shown on Plan, using one of the following materials:</i> <ul style="list-style-type: none"> • <i>Brick paving on a crushed rock base.</i> • <i>Urbanstone concrete pavers on a concrete base (or similar)</i> • <i>Concrete pavement.</i> 	\$65.00 sq m \$120.00 sq m \$40.00 to \$80.00 sq m

Lighting <i>Installation of standard style street lighting as required following consultation and analysis.</i>	Consult with Powercor.
Streetscape Furniture / Fittings <i>Shelter structures at crossings including seating / signage with seating.</i>	\$12,000.00 to \$18,000.00
<i>Timber bollards & cable.</i>	\$80.00 lin. m
<i>Stone retaining walls & footings</i>	\$300.00 sq. m
<i>Stone lined gutters / channels</i>	\$160.00 lin. m
Signage <i>Historical interpretation / community noticeboards /township entry signage / street signage.</i>	\$250.00-\$2,500.00 (allowance)
Other structures <i>Install new BBQ picnic shelter including picnic tables and seating at the Lavers Hill Public Hall.</i>	\$8,000.00 to \$15,000.00
<i>Install new single hotplate electric BBQ in the shelter.</i>	\$3,000.00* ea
<i>Construction of the new toilet block behind the Hall, which will include dual access from outside and inside the Hall.</i>	To be confirmed.
<i>Installation of the proposed playground within the Lavers Hill Public Hall grounds. Include surfacing materials.</i>	To be confirmed.
Infrastructure <i>Construction of:</i> <ul style="list-style-type: none">o <i>designated crossing points</i>o <i>Carparks (major & smaller carparks)</i>o <i>Roadside drainage</i>	Subject to further investigation, survey and design

3.15 Lavers Hill Urban Design Framework Plans

Streetscape Master Plan (amended June 20, 2006)

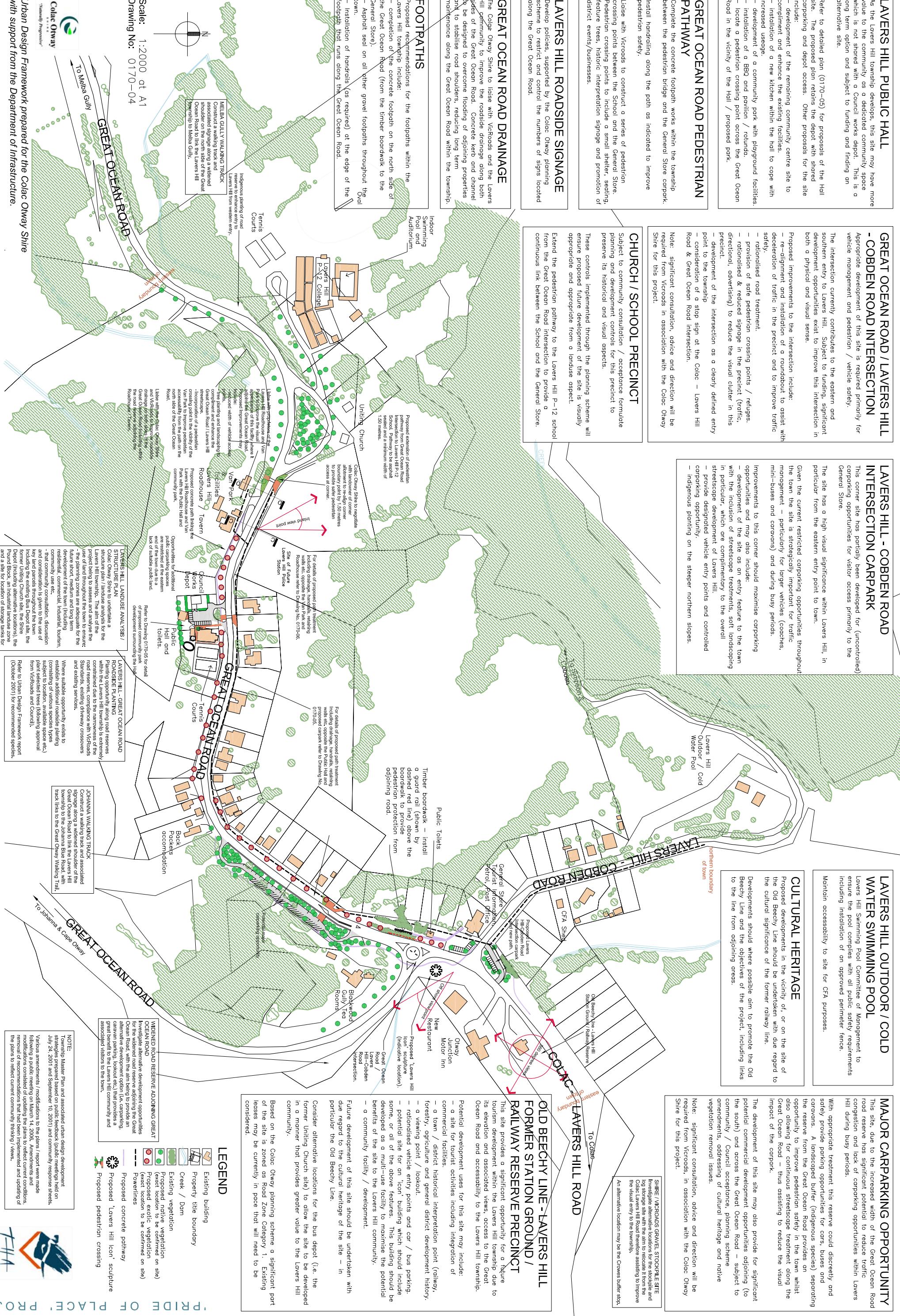
Streetscape Detail Plan (1) (amended June 20, 2006)

Streetscape Detail Plan (2) (amended June 20, 2006)

LAVERS HILL & DISTRICT TOWNSHIP

Streetscape Master Plan URBAN DESIGN FRAMEWORK PREPARED - OCTOBER 2001 AMENDMENT

ED - JUNE 200



LAVERS HILL & DISTRICT TOWNSHIP

Streetscape Details Plan URBAN DESIGN FRAMEWORK - PREPARED - OCTOBER 2001 AMENDED

NOTE: Township Master Plan and associated urban design development strategies prepared based on public feedback (public meetings held on July 24, 2001 and September 10, 2001) and community response sheets.

Various amendments / modifications to the plans / report were made following a public meeting on March 14, 2006. Amendments and modifications consisted of updating the plans to reflect current conditions, removal of recommendations that had been implemented and updating of the plans to reflect current community thinking / views.




Colac Otway
 Shire
Naturally Progressive

Scale: As shown
Drawing No: 0170-06

*Urban Design Framework prepared for the Colac Otway Shire
 with support from the Department of Infrastructure.*

Scale: AS shown
Drawing No: 0170-06

Proposed varying width (1.0 to 1.50 metres) asphalt pathway and handrail along elevated path sections only). Path to provide a link between the School and the General Store.

Property boundary

Proposed shallow stormwater drain, adjoining footpath to be installed where road side drainage does not exist, leading to Great Ocean Road. Consider using local material, therefore no cut or fill within the road reserve, therefore minimising overland stormwater flow / flooding within adjoining private property.

Drainage easements would need to be negotiated with adjoining landholders to discharge stormwater via underground pipes to the north, therefore minimising overland stormwater flow / flooding throughout the township.

Proposed varying width (1.0 to 1.50 metres) asphalt pathway adjoining property boundaries.

Existing property boundary

Proposed dry-stone wall with associated concrete kerb & channelling to stabilise embankment, adjoining Great Ocean Road. Consider using local stone for the kerbing throughout the township.

Construct and seal shoulders to new kerb to improve drainage and vehicle safety and reduce maintenance.

Proposed wet karri strip to be thickly planted to isolate separate carpark from main Great Ocean Road traffic, to prevent slope dislodgement, avoid erosion/joints for vehicle and pedestrian safety).

Proposed 5.50 metre wide (nominal) median strip informally planted with indigenous trees (i.e. Blackwoods) with lawn beneath to provide a distinct lawn/border buffer zone between the Great Ocean Road and the carpark.

Proposed one-way service road with parallel paths (10 m spaces), side parking (24 car spaces) and two coach parks. Parking bays and service road subject to VicRoads approval.

Note: Proposed carpark and road work to be designed and constructed with due consideration to the Old Beesby Line.

Proposed asphalt pathway and handrail along south site of proposed campsite; camparks and public toilets and General Store.

Indigenous forest adjoining to be protected from development works.

Proposed asphalt sealed pathway linking between Lavers Hill P-12 School and the General Store. Width of path will vary between 1.0-1.50 metres.

Proposed asphalt sealed pathway linking between the Lavers Hill P-12 School and the General Store. Width of path will vary between 1.0-1.50 metres.

Proposed pram crossing at kerb threshold.

Pram crossing at kerb threshold.

Note: Structure to be designed to be a small multi-functional shelter to provide the following opportunities:

- wild protection
- wind protection
- seating
- historical signage
- promotional signage

Proposed rough sawn treated pine paneling with slates to provide solar protection and an opportunity for mounting historical interpretive signage (township history, agricultural history, township history etc. with relevant historical photographs and promotion of district events, businesses, tourism etc.)

Steel circular hollow section posts within shelter with base set firmly in concrete to support open corner bay roof.

Features paving to be exposed aggregate concrete pavement with saw cuts at 150mm centres.

Final redesign documentation and locations of pedestrian crossing points to be undertaken in association with VicRoads engineers.

Proposed feature lighting at crossing points, two points may be positioned to cross over points to be aggregated. Install saw-cuts throughout pavement at 150mm centres.

Ensure a minimum tower canopy height of 2.0 metres to ensure sightlines along the Great Ocean Road are maintained.