

6280 & 6230 Great Ocean Road  
Apollo Bay

*Landscape and Visual Impact  
Assessment Report*

For: Australian Tourism Investments No.5 Pty Ltd  
November 6<sup>th</sup>, 2019



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## **1 INTRODUCTION**

Papworth Davies Pty Ltd has been commissioned by Australian Tourism Investments No.5 Pty Ltd to provide a Landscape and Visual Impact Assessment Report related to the development of their land, comprising two adjoining properties: 6230 Great Ocean Road and 6280 Great Ocean Road, Apollo Bay.

The combined properties are located on the northern edge of Apollo Bay and have frontage to the Great Ocean Road. Mariners Lookout is located above the site.

To the south of the site is located the Pisces Caravan Park, containing permanent cabins and an internal road layout.

To the west and south of the caravan park and adjoining the subject site is the Mariners Vue property. In 2007, this property was re-zoned from Rural Conservation zoning to residential development. It has not yet been developed but would continue residential development around the caravan park and to the edge of the site.

The Wild Dog Creek corridor is located immediately to the north of the combined properties.

### **1.1 SITE INSPECTION**

The site and surrounds were inspected on Monday, 7<sup>th</sup> October, 2019 by Director of Papworth Davies Pty Ltd., Brendan Papworth.

### **1.2 QUALIFICATIONS**

Brendan Papworth has a Bachelor of Applied Science in Landscape Architecture from RMIT (1993) with part of his degree also undertaken at the University of Osaka in Japan. He has 28 years' experience in professional practice in Landscape Architecture in Australia and internationally and is a registered member of the Australian Institute of Landscape Architects (AILA). He has given expert evidence at VCAT and Panel Hearings in Victoria as well as RMPAT tribunal hearings in Tasmania to provide evidence on landscape and related issues.

Brendan was part of the team at Chris Dance Land Design that produced the Apollo Bay Harbour Masterplan in 1997. He also assisted Chris Dance in 2004 in the preparation of the Landscape and Visual Impact Assessment report for the Mariners Vue site which is located adjacent to the properties investigated in this report.

A Curriculum Vitae is attached as an Appendix to this report (refer Annex A).

## 2 **BACKGROUND DOCUMENTS**

Background documents relevant to potential visual impacts of development 6280 & 6230 Great Ocean Road are as follows:

### 2.1 **VICTORIAN COASTAL STRATEGY 2014.**

The Victorian Coastal Strategy establishes an overall vision for the coast and sets out principles, policies and actions that includes development of coastal areas such as Apollo Bay.

In the strategy's Hierarchy of Principles, it states that development on the coast needs to be "located within existing, modified and resilient environments where demand for development is evident and any impacts can be managed sustainably".

Key policy directions for decision-making for "Coastal Settlements and Communities" include:

- Coastal settlements and growth are appropriately planned and managed by directing residential development ... to areas within boundaries of existing settlements that are capable of accommodating growth;
- Avoid development on ridgelines...
- Existing non-urban breaks between all coastal settlements must be maintained to support community identity and inspire a sense of place
- Non-urban use and development between coastal settlements is retained and visually significant landscapes and views are protected

### 2.2 **SITING AND DESIGN GUIDELINES FOR STRUCTURES ON THE VICTORIAN COAST 1998.**

The '*Landscape Setting Types for the Victorian Coast-May 1998*' and the companion document, '*Siting and Design Guidelines for Structures on the Victorian Coast- May 1998*' (prepared by Tract Consultants & Chris Dance Land Design) both seek to improve the design of buildings and structures in coastal landscapes and those bordering the coastline.

The *Siting and Design Guidelines* are aimed at raising awareness about more sensitive design while the companion document is orientated more towards providing a better understanding of the landscape characteristics of the coast. The '*Landscape Setting Types for the Victorian Coast*' identifies unique characteristics and features into distinct sections of coastline. The document provides a basis for the consideration of development proposals to achieve integrated development sympathetic with the surroundings.

The Project falls within **Precinct 8** the '*Great Ocean Road / Cape Patton – Elliott River to Anglesea*' and is described as follows:

*This setting type is characterised by revegetated sedimentary hills descending to the ocean as cliffs and interspersed by beaches and small inlets. This is Great Ocean Road territory - one of the most dramatic ocean drives in the world and also a focus for holiday resort development.*

*At Anglesea the coast comprises low coastline heath and woodland gently falling to the ocean shorelines as low to moderate elevated cliffs. This condition changes as one proceeds south west, the land becomes more elevated and the vegetation becomes dense rainforest. The effect of this is to increase the visual exposure of the land edge in the coastal condition and to produce the spectacular driving experience on the Great Ocean Road some describe as*

*unequaled anywhere else in the world. Protection of its viewshed is essential to primary landscape values and to its burgeoning tourism industry.*

*This area contains the resort towns of Apollo Bay, Lorne and Anglesea. The foreshore areas associated with these nodes offer opportunity for improved recreational opportunities. A major threat to the integrity of this highly significant landscape is the continual encroachment of unsympathetic strip development spreading out from existing coastal settlements. The character of townships should be protected from unsympathetic development.*

*Critical viewpoints include Marengo, Apollo Bay, Cape Patton, Kennett River, Wye River, Cathedral Rocks, Lorne, Cinema Point, Eastern View and Aireys Inlet to Point Roadnight.*

Under ‘Special Considerations’, the guideline for **Precinct 8** goes on to state:

- *It is desirable to enhance this coastal landscape. It is important to address problems of linear development and inappropriate development, some of which can be seen within the coastal townships;*
- *Concentrate any development at existing nodes;*
- *Appropriate planning controls are required to protect this significant landscape asset.*

The “Siting and Design Guidelines for Structures on the Victorian Coast 1998” do seek to protect Coastal Communities, Scenic Lookouts and the Landscape Character of the Coast.

In Clause 3.1.4 it is stated that:

*A coastal settlement should have visually hard edges to give the settlement a sense of entry and exit.*

*Urban design and townscape planning can be a useful tool to establish a sense of entry and exit from coastal townships.*

*Coastal settlements should use physical links such as pathways and signage, and visual links such as coastal views and landscape design to promote connectivity between the water, foreshore and the hinterland.*

In 3.2 “Cultural and Aesthetic Guidelines” it is stated that:

*The siting and design of structures should generally be sympathetic to the character of the surrounding landscape, particularly with respect to the degree of naturalness of this landscape and its coastal related character.*

*Landscape character is determined by both natural and cultural features. The natural features of a landscape include the vegetation, geology, landform, soils and the presence of water bodies. The cultural features include land uses, the character and arrangement of existing structures, and the extent to which the natural features of the landscape have been altered.*

In Clause 3.2.2 “Form” it is stated that:

*The form of structure should maintain and enhance the established coastal landscape character of the area as expressed in the dominant forms of the surrounding environment.*

- *In predominantly culturally modified areas:*
  - *the form of surrounding structures, where they contribute to the landscape character, should be used as a basis for the design of new developments;*
  - *where surrounding structures make no contribution to the coastal landscape character of the area, new forms of a coastal or traditional character may be introduced.*

- *innovative proposals which complement the landscape character and the existing form of surrounding structures will be considered on their merits.*
- *In predominantly natural areas:*
  - *the form of buildings should relate to the landform and vegetation masses of the local landscape;*
  - *in flat areas with low vegetation, low single storey developments are most easily integrated with the surroundings;*
  - *in sloping treed locations, split level buildings with roof lines which follow the slope are most appropriate;*
  - *in undulating country, either of the above forms are suitable depending on the location of the development.*

The sketches in xx demonstrate the principles of appropriate siting of development within a mainly natural landscape. The subject properties sit at the base of the steep slopes of the Otway Ranges that rise behind. These guidelines suggest that development can be accommodated in such a landscape, given the steeply rising topography behind it and the capacity for enhanced revegetation.

In Clause 3.2.3 “Line” it is stated that:

*The siting and design of development should maintain and enhance the coastal landscape character of the area as expressed in the dominant line or linear relationships found in the surrounding environment.*

- *In predominantly culturally modified areas:*
  - *the height line of existing development should be maintained;*
  - *avenues of trees, both in formal public gardens and streets, should be maintained unbroken.*
- *In predominantly natural areas:*
  - *ridgelines should remain unbroken by roads or structures;*
  - *boundaries between vegetation types, e.g. the edge of a tea-tree scrub, should remain intact;*
  - *the canopy of vegetated areas should not be broken;*
  - *wherever possible, the shoreline or water's edge should be maintained as a continuous line, unbroken by structures. New jetties, water play features, buildings or similar structures on the shoreline should be located in visually unobtrusive sites at the ends of stretches of beach, in bays, under cliffs or other positions where not disrupting major linear landscape elements.*
- *The skyline as viewed from the water should be considered to ensure undesirable intrusions do not occur.*

The subject properties sit at the base of the steep slopes of the Otway Ranges that rise behind and any possible future development of the site would not break the skyline or affect significant views of the hinterland.

In Clause 3.2.5 “Views – including scenic lookouts, road views, path and open space views” it is stated that:

*(a) Structures should not impair existing views to the water or along the coast and should enrich views to and from the coast.*

*Particular attention should be paid to the maintenance of panoramic views from cliff tops and other elevated locations and the impact of structures in these prominent locations. Important also are the views from roads and public spaces.*

*(b) Key views should be maintained and controlled from inappropriate development that may reduce or impinge on the setting.*

- *Identify those views of value and the controlling attributes.*
- *Identify actions that are inappropriate within the viewshed. For example, in an open and predominantly natural viewshed, development or modification to the current character should be avoided.*
- *The siting of structures in key viewsheds should take into account all other guidelines.*
- *Particular attention should be paid to the maintenance of panoramic views from cliff tops and other elevated locations and the impact of structures in these prominent locations. Important also are the views from roads and public spaces.*

*(c) Views of Natural Features from Roads.*

*In major new development, views of attractive natural features (such as dunes, the surf, coastal bluffs, outcroppings and estuaries) from the nearest public thoroughfare should be protected and public viewing areas provided.*

*(d) Protection of Coastal Views.*

*Development (including buildings, fences, paved areas, signs, landscaping) should not be allowed to significantly block views of the shoreline from key public viewing points such as roads that terminate at the coast, roadside turnoffs, recreation areas and beaches.*

*Urban design and townscape planning can be a useful tool to establish a sense of entry and exit from coastal townships.*

*Coastal settlements should use physical links such as pathways and signage, and visual links such as coastal views and landscape design to promote connectivity between the water, foreshore and the hinterland.*

The main implications for the subject site from the above extracts from the siting and design guidelines is that any possible future development of the site would not be inappropriate, as long as it was designed sensitively. The guidelines in fact provide the opportunity for any possible future development of the site to provide a definitive hard edge to the settlement of Apollo Bay and to assist in defining a sense of entry to the township.

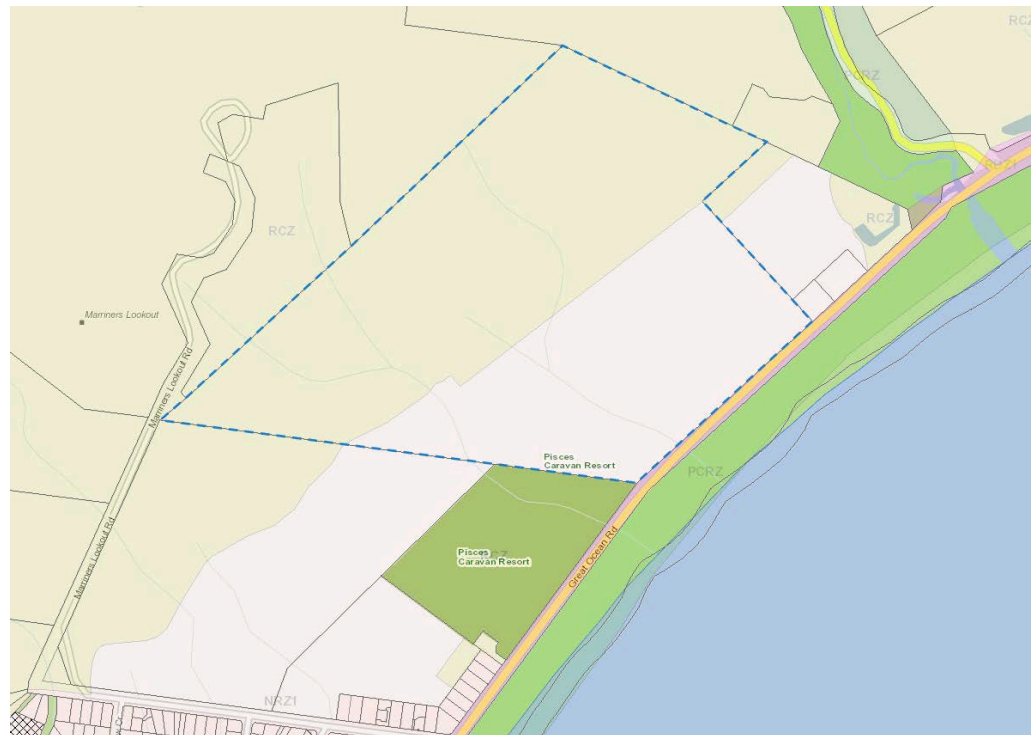
The existing topography of the site means that any possible future development of the site, if located below the 40 metre contour, would align with requirements to protect viewsheds and ridgelines.

The protection of views from the scenic lookout of Mariners Lookout, located above the site, will need to be considered with any potential future development of the site.



### 3 ZONING

A plan of the zoning of the properties is shown below in Figure 3-1.



**Figure 3-1** Zoning Plan

#### 3.1 RURAL CONSERVATION ZONE (RCZ)

The upper elevations of the properties of 6280 & 6230 Great Ocean Road are zoned Rural Conservation (RCZ).

For the property of 6280 Great Ocean Road, the Rural Conservation Zone comprises the higher portion of the land extending up to the rear boundary and encompassing approximately half the property.

For the property of 6230 Great Ocean Road, the Rural Conservation Zone comprises a portion of land at the rear of the property to its north-west as well as a portion of land adjacent to the Wild Dog Creek corridor to its north.

#### 3.2 NEIGHBOURHOOD RESIDENTIAL ZONE SCHEDULE 1 (NRZ1)

The lower elevations of the properties of 6280 & 6230 Great Ocean Road are zoned Neighbourhood Residential Zone Schedule 1 (NRZ1).

For the property of 6280 Great Ocean Road, the Neighbourhood Residential Zone Schedule 1 comprises the portion of the land at a lower elevation down to the Great Ocean Road frontage, encompassing approximately half the property.

For the property of 6230 Great Ocean Road, the Neighbourhood Residential Zone Schedule 1 comprises a significant portion of the land, north of the existing adjacent properties that also front the Great Ocean Road.

### **3.3 ZONING OVERLAYS**

Five zoning overlays currently apply to the properties of 6280 & 6230 Great Ocean Road. They are as follows:

- DDO10 – Schedule 10 to the Design Development Overlay;
- BMO – Bushfire Management Overlay;
- SLO3 – Schedule 3 to the Significant Landscape Overlay;
- SLO5 – Schedule 5 to the Significant Landscape Overlay;
- DPO5 – Schedule 5 to the Development Plan Overlay; and
- EMO1 – Schedule 1 to the Erosion Management Overlay.

## **4 PLANNING FRAMEWORK**

Existing provisions in the Colac Otway Shire's Planning Scheme relevant to potential visual impacts of development 6280 & 6230 Great Ocean Road are as follows:

### **4.1 CLAUSE 11.01-1S – SETTLEMENT**

Relevant strategies of Clause 11.01-1S include:

- Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.

### **4.2 CLAUSE 11.02-1S – SUPPLY OF URBAN LAND**

Relevant strategies of Clause 11.02-1S include:

- Planning for urban growth should consider neighbourhood character and landscape considerations.

### **4.3 CLAUSE 11.03-4S – COASTAL SETTLEMENT**

Relevant strategies of Clause 11.03-4S include:

- Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.
- Support the sustainable management of growth around coastal, estuary and marine assets to protect environmental values, and to achieve regional economic and community benefits;

**4.4** ***CLAUSE 11.03-5R – THE GREAT OCEAN ROAD REGION***

Relevant strategies of Clause 11.03-5R include:

- Manage the impact of development on catchments and coastal areas.
- Manage the impact of development on the environmental and cultural values of the area.

**4.5** ***CLAUSE 12.02-1S – PROTECTION OF COASTAL AREAS***

Relevant strategies of Clause 12.02-1S include:

- Ensure development is sensitively sited and designed and respects the character of coastal settlements.

**4.6** ***CLAUSE 15.01-1S – URBAN DESIGN***

Relevant strategies of Clause 15.01-1S include:

- Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.
- Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

**4.7** ***CLAUSE 15.01-3S – SUBDIVISION DESIGN***

Relevant strategies of Clause 15.01-3S include:

- Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.
- Protecting and enhancing native habitat.

**4.8** ***CLAUSE 15.01-5S – NEIGHBOURHOOD CHARACTER***

Relevant strategies of Clause 15.01-5S include:

- Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the underlying natural landscape character and significant vegetation.

**4.9** ***CLAUSE 19.02-6S – OPEN SPACE***

Relevant strategies of Clause 19.02-6S include:

- Create opportunities to enhance open space networks within and between settlements.

**4.10**                    **CLAUSE 21.02-2 – LAND USE VISION (TOWNSHIPS)**

Relevant strategies of Clause 21.02-2 include:

- The Apollo Bay Structure Plan (2007) includes the following vision for Apollo Bay, Marengo and Skenes Creek:
  - Apollo Bay, Marengo and Skenes Creek will remain as distinct coastal settlements, each with a separate identity and local character;
  - The natural beauty of the area, with its unspoilt beaches set against a dramatic backdrop of rolling hills, provides the overarching character which unites the settlements, and should be reflected in new development;

**4.11**                    **CLAUSE 21.03-1 – SETTLEMENT**

Relevant strategies of Clause 21.03-1 include:

- Promote a pattern of settlements in the coastal strip that balances between opportunity for growth and retention of environmental and cultural qualities.

**4.12**                    **CLAUSE 21.03-3 – APOLLO BAY AND MARENGO**

Relevant strategies of Clause 21.03-3 include:

- Utilise natural boundaries, where appropriate, to define settlement edges and set limits to urban expansion.
- Maintain the 'green-breaks' and landscape dominance between the settlements to ensure that each settlement remains distinct.
- Reinforce and enhance the identity and the sense of arrival and departure at the entrances to Apollo Bay and Marengo.
- Protect the Otway foothills as a scenic, undeveloped backdrop to Apollo Bay and Marengo.
- Improve the appearance and amenity of the foreshore reserve in Apollo Bay and reduce the impact of the existing and future structures on the naturalness of the setting.
- Protect and enhance the significant views and vistas available from the settlements, the beach and the harbour, as well as views available from key vantage points in the hills.

4.13

**APOLLO BAY, MARENGO AND SKENES CREEK FRAMEWORK PLAN.**

The Apollo Bay, Marengo and Skenes Creek Framework Plan is shown below in Figure 4-1. The plan shows the properties of 6280 and 6230 Great Ocean Road as part of the areas identified as areas of “Future Residential Growth” with the Skenes Creek corridor identified as a “vegetated edge to the town”.

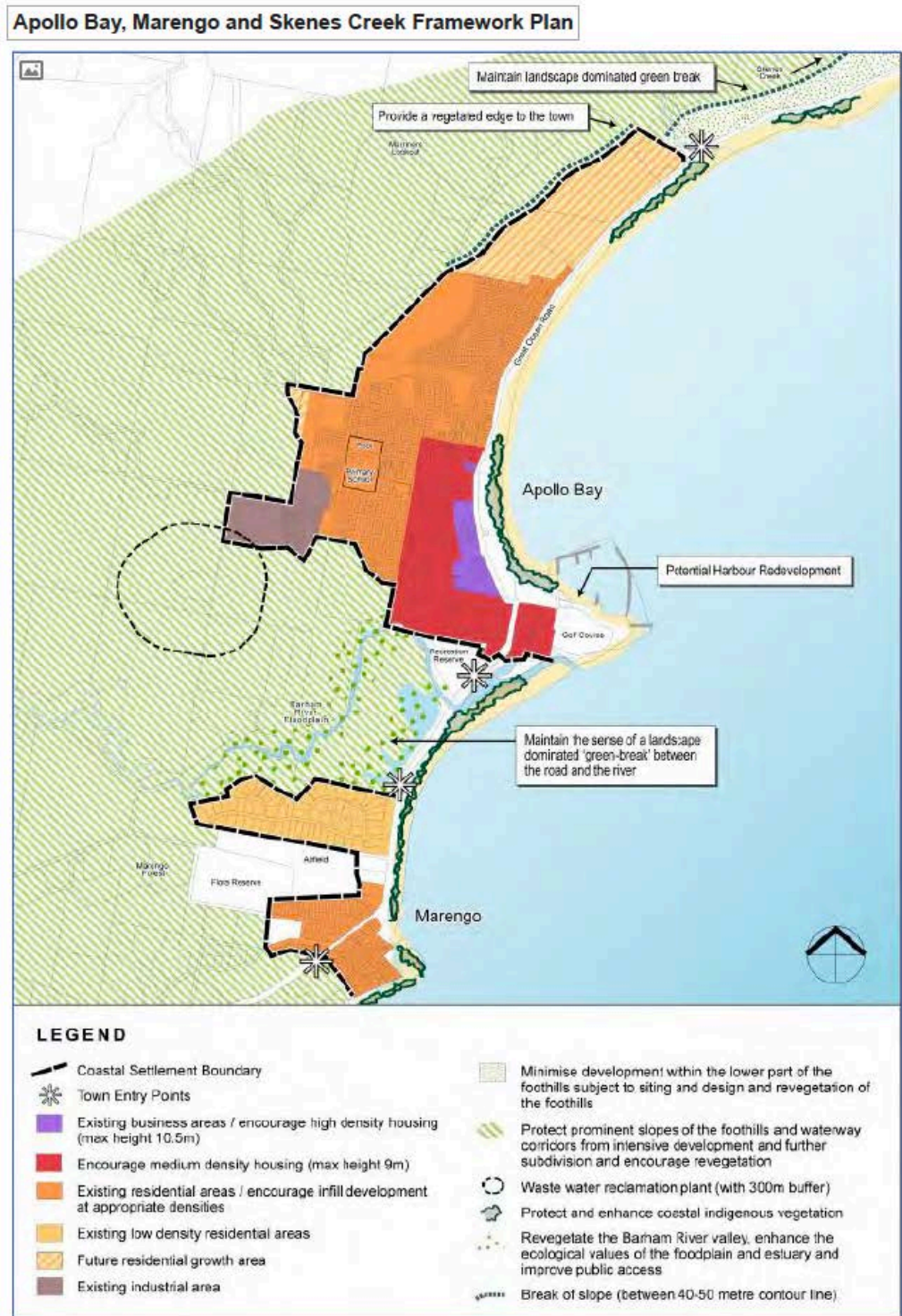


Figure 4-1 Apollo Bay, Marengo and Skenes Creek Framework Plan

**4.14*****OVERALL IMPLICATIONS OF PLANNING FRAMEWORK***

The assessment of the existing Planning Framework and policy relating to the properties of 6280 & 6230 Great Ocean Road provide the following list of implications:

- The site's location between the Wild Dog Creek corridor and the Pisces Caravan Park and Mariners Vue site provides the opportunity to clearly consolidate and finish the eastern edge of the Apollo Bay settlement and protect the landscape separation of Apollo Bay and Skenes Creek;
- The site's steep topography that rises away from the ocean means that any possible future development of the site would greatly assist in meeting the requirements for protecting viewsheds and ridgelines, especially from the south or from the Great Ocean Road;
- Limiting any potential development of the site to lower elevations of the properties will retain the landscape integrity of the Otway hills that rise up above the land to Mariners Lookout and beyond.

The following chapters will provide a summary of views to and from the site and further discuss any visual impacts future development of the site may have.



## LANDSCAPE OF THE SUBJECT SITE

The subject site (the properties of 6280 & 6230 Great Ocean Road) is located approximately 2 km to the north of Apollo Bay.

The total site area is 40.9 hectares with a frontage of 370 metres to the Great Ocean Road.

The site is located within or sits adjacent to different landscape zones that are described as follows:

- Steep grassed roadside embankment (average slope of 1:3 to 1:4), fronting the Great Ocean Road. This provides a degree of visual separation of the majority of the site when travelling along the Great Ocean Road. The condition is illustrated in Figure 5-1 and Figure 5-2;



**Figure 5-1** Steep grassed embankment to frontage of 6280 Great Ocean Road



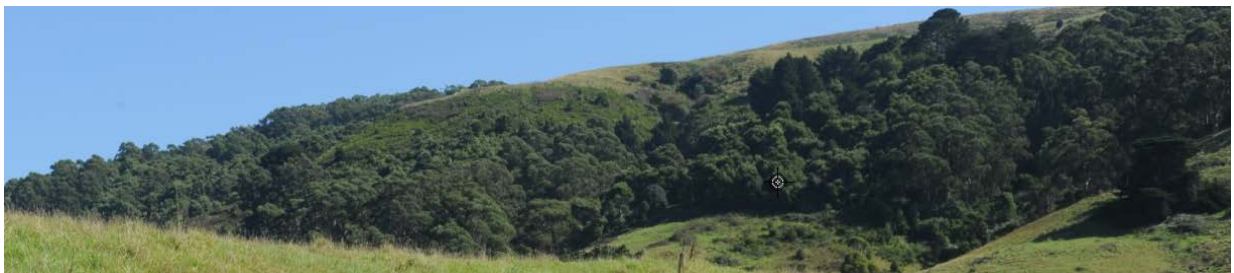
**Figure 5-2** Grassed embankment to frontage of 6280 Great Ocean Road

- Gently sloping pasture areas (average slope of 1:10) rising up from the embankment fronting the Great Ocean Road to an elevation of approximately 40 metres (This landscape is illustrated in Figure 5-3);



**Figure 5-3** *Gently sloping pasture areas*

- Steep vegetated foothills (average slope of 1:4) of the Otway Ranges, rising from 40 metres to approximately 120 metres. This character is illustrated in Figure 5-4);



**Figure 5-4** *Steep vegetated foothills*

- Steep cleared foothills (average slope of 1:4) of the Otway Ranges, rising from 40 metres to approximately 120 metres. This character is illustrated in Figure 5-5;



**Figure 5-5** *Steep cleared foothills*

- Gently sloping vegetated areas (average slope of 1:15). This is located at the eastern end of the site and comprises most of the property of 6230 Great Ocean Road. It has limited frontage to the Great Ocean Road, located primarily behind existing properties along the Great Ocean Road, including the Old Cable Station Museum located at 6250 Great Ocean



Road. This part of the property slopes in a mainly easterly direction toward the corner of the site and is vegetated with native trees and shrubs. This landscape character is illustrated in Figure 5-6.



**Figure 5-6** *Gently sloping vegetated areas*

- The Wild Dog Creek corridor, located adjacent to the site. This is defined by dense indigenous riparian vegetation with Eucalypt trees the dominant upper storey vegetation. This character is illustrated in Figure 5-7.



**Figure 5-7** *Wild Dog Creek corridor*

The landscape of the site determines that any potential future development of the site could only be located on the gently sloping pasture areas up to the 40 metre contour. Topographical constraints would prevent development at higher elevations. Existing vegetation and the proximity of the Wild Dog Creek corridor restricts any development to the east of the site.

## **6 VIEWS OUTWARD FROM THE SUBJECT SITE**

As a means of determining where the site may be visible from in the surrounding areas, I undertook a series of views from the subject site on the gently sloping pasture land below the 40 metre contour. It is on this part of the site that any possible future development might occur.

From this part of the site, there are long views to the north-east along the coast, as illustrated in Figure 6-1. This view is across the Wild Dog Creek corridor and is partially terminated by the cleared bluffs just beyond. Skenes Creek is not visible.



**Figure 6-1** *View North-east from the property*

Parts of the township of Apollo Bay are visible from this part of the site. Apollo Bay Harbour, the golf course, Nelson Street, parts of the foreshore and parts of the main commercial strip are some of the main township features that can be seen. This is illustrated in Figure 6-2.

The township of Marengo, beyond Apollo Bay, can be also be seen from this location.

The Great Ocean Road is difficult to see or not visible from this location, mainly due to existing topography, vegetation and the existing steep embankment at the front of the property.



**Figure 6-2** *View South to Apollo Bay from the central part of the site*

At the eastern end of the site, a small section of the Great Ocean Road (near the turn-off to Wild Dog Creek Road) can be seen. This is view is illustrated in Figure 6-3.



**Figure 6-3** *Glimpse toward the Great Ocean Road from the eastern end of the site*

## **6.1** *IMPLICATIONS*

Views outwards from the site take in a wide expanse of locations along the coast and towards Apollo Bay and beyond to Marengo. Consequently, there would be some views back to the site and in the following chapter I will provide an examination of these views back to the site from various locations.



## VIEWPOINTS TO THE SITE

The following section of this report will examine viewpoints from a series of locations around and beyond the site.

To best illustrate the range of viewpoints and to demonstrate the importance of any potential visual impacts, I have separated the viewpoints into the following categories:

- ***Approaching the site from the north-east along the Great Ocean Road;***
- ***Approaching the site from the south-west along the Great Ocean Road;***
- ***From Townships;***
- ***From the Beach;***
- ***From Mariners Lookout.***

These viewpoints provide a range of locations from which to assess the visual prominence of the site and the degree of visual impact that possible future residential development may have.

### 7.1

#### **APPROACHING THE SITE FROM THE NORTH-EAST ALONG THE GREAT OCEAN ROAD**

When approaching Apollo Bay from Skenes Creek along the Great Ocean Road, the subject site is either partially visible from limited locations or not visible at all. I have chosen three locations along the Great Ocean Road to explain these views. Their locations are mapped below in Figure 7-1 and explained in detail as follows.



**Figure 7-1** Viewpoint locations, approaching the subject site from Skenes Creek

When approaching Apollo Bay by car from Skenes Creek, the first view toward the site is gained from a turn in the road approximately 850 metres east of the turn-off for Wild Dog Creek Road.

Glimpses of the lower areas of the 6280 Great Ocean Road property (below the 40 metre contour) are gained from this location but they are either partially screened by existing trees or only small “windows” framed by foreground vegetation and trees. A residential property is seen on the right. This is illustrated below in Figure 7-2.



**Figure 7-2** *Viewpoint No.1 – View towards the site from the Great Ocean Road, east of the Wild Dog Creek Road turn-off*

This first view toward the site, coming from Skenes Creek, does not include views of residential subdivision development. The composition of the view is mainly of sparsely vegetated hills, creek vegetation and roadside vegetation, the beach and the residential property.

From immediately east of the Wild Dog Creek Road turn-off on the Great Ocean Road, a portion of the lower areas of the 6280 Great Ocean Road property (below the 40 metre contour) is still just visible through the existing trees and vegetation. This location is approximately 8-9 metres lower in elevation than the view illustrated in Figure 7-2 and, as a consequence, the lower areas of the 6280 Great Ocean Road property (below the 40 metre contour) are screened by the existing trees of the Wild Dog Creek corridor and on the 6230 Great Ocean Road property. Figure 7-3 below illustrates this view.



**Figure 7-3** *Viewpoint No.2 – View towards the site from the Great Ocean Road immediately east of the Wild Dog Road turn-off*

After passing the turn-off to Wild Dog Creek Road and crossing the Wild Dog Creek bridge, there is a section of the Great Ocean Road of approximately 250 metres fronted by the 6230 Great Ocean Road property and three other residential properties. One of these properties includes the Old Cable Station Museum at 6250 Great Ocean Road. This section of the Great Ocean Road affords no views of the lower areas of the 6230 and 6280 Great Ocean Road properties (below the 40 metre contour) because of significant existing trees as well as the existing houses. This is illustrated in below in Figure 7-4.



**Figure 7-4** *Viewpoint No.3 - Great Ocean Road east of Old Cable Station Museum*

After passing the Old Cable Station Museum, travelling toward Apollo Bay, you arrive at the frontage to the 6230 Great Ocean Road property. A view from this location is illustrated in Figure 7-5 below.



**Figure 7-5** *Viewpoint No.4 - View north-west through south-west across 6280 Great Ocean Road property from Great Ocean Road near front of Old Cable Station Museum*

In summary, any future residential development of the lower areas of the 6230 and 6280 Great Ocean Road properties (below the 40 metre contour) would have minimal to no visual impact on the approach to Apollo Bay in the above locations that have been examined. Existing vegetation and any future tree planting associated with a possible future development would screen any visual impacts from these locations.



7.2

**APPROACHING THE SITE FROM THE SOUTH-WEST ALONG THE GREAT OCEAN ROAD**

Approaching the site along the Great Ocean Road from the south-west, the site can be seen from a number of locations as far as beyond the township of Marengo as well as in Apollo Bay. The site is not visible from Great Ocean Road in the Barham River floodplain between Marengo and Apollo Bay.

Travelling to Apollo Bay from the south, the township and the subject site are first seen from the Great Ocean Road when approaching Marengo. These views, from elevations of approximately 130 metres, are approximately 6.5 kilometres from the subject site. Apollo Bay is in the foreground of each view. Viewpoints to the subject site the Great Ocean Road west of Marengo are mapped below in Figure 7-6 and are explained, as follows:



**Figure 7-6** Viewpoints 5 and 6, approaching the site from the south-west

Viewpoint No.5 is gained from the Great Ocean Road, past the turn off to Jansil Court. It is illustrated below in Figure 7-7. The dark diagonal sloping line of vegetation of the Wild Dog Creek valley immediately behind the site is visible from this location with the subject site immediately below it. The township of Apollo Bay is screened by existing vegetation.



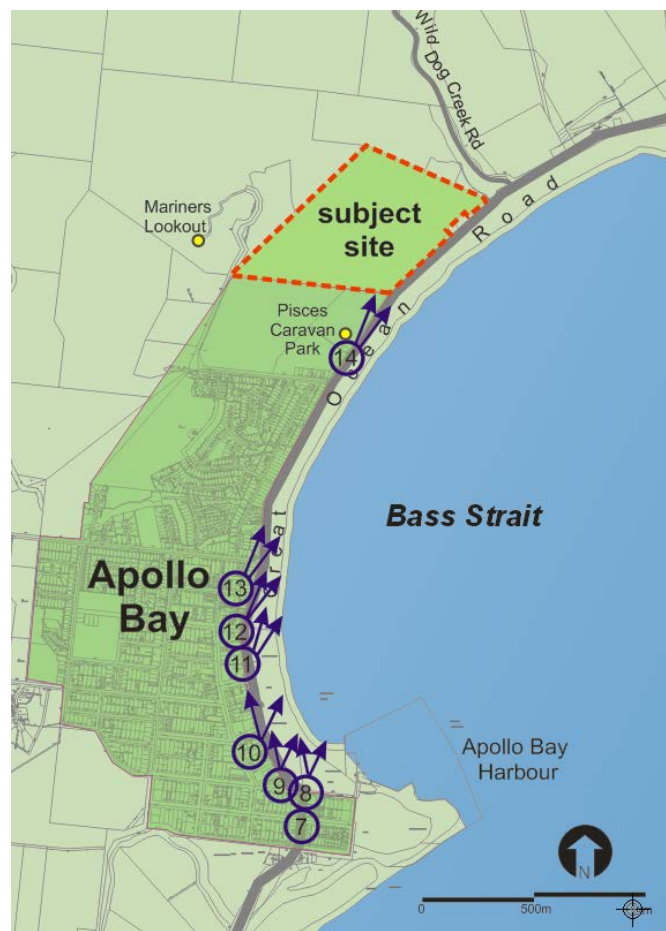
**Figure 7-7** View No.5 - to Apollo Bay from Great Ocean Road, near turn off to Jansil Court, 3 km west of Marengo

Viewpoint No.6 is gained from the Great Ocean Road near the turn off to Alice Court. It is illustrated below in Figure 7-8. The view is similar to that of except the town of Apollo Bay is now visible as well as glimpses of the Barham River floodplain just above the foreground trees and vegetation.



**Figure 7-8** *View No.6 - to Apollo Bay from Great Ocean Road, near turn off to Alice Court, 2.5 km west of Marengo*

Between Marengo and Apollo Bay, when travelling along the Great Ocean Road, the site is not visible. Viewpoints to the subject site from the Great Ocean Road within the town of Apollo Bay are mapped below in Figure 7-9 and are explained, as follows:



**Figure 7-9** *Locations of Viewpoints from the Great Ocean Road in the town of Apollo Bay*



The site is viewed when entering the town of Apollo Bay and arriving at the intersection of Noel Street. Viewpoint No.7 is at the intersection of Noel Street and the Great Ocean Road. It is the first view of the water of Apollo Bay when coming into the township from Marengo when travelling along the Great Ocean Road and rising out of the Barham River floodplain. The view is illustrated in Figure 7-10.

The subject site is visible above the water of Apollo Bay and below the dark diagonal sloping line of vegetation of the Wild Dog Creek valley. The existing Pisces Caravan Park is visible below the subject site as well as existing residential development closer to Apollo Bay. The subject site and the hills behind the site are “framed” by the view created by the existing buildings on either side of the Great Ocean Road



**Figure 7-10** *Viewpoint No.7 - north to the subject site from the intersection of Noel Street and the Great Ocean Road, Apollo Bay*

Viewpoint No.8 is from the corner of the Great Ocean Road and Nelson Street. The subject site is visible from this location. It is viewed through a gap between the Apollo Bay Golf Clubhouse and existing trees on the foreshore and golf course, above the water of the bay. The Mariners Vue site, the Pisces Caravan Park, Mariners Lookout and existing residential development can also be seen across the bay from this location. This is illustrated below in Figure 7-11.



**Figure 7-11** *Viewpoint No.8 - north to the subject site from the intersection of the Great Ocean Road and Nelson Street*

There are views to the subject site from various locations along the retail and commercial strip of Collingwood Street (The Great Ocean Road) and the foreshore reserve in Apollo Bay.

Collingwood Street and the foreshore reserve is a major tourist rest stop and holiday destination for travellers along the Great Ocean Road. The foreshore reserve contains the Tourist Information Centre, Surf Life Saving Club and public toilets. The commercial retail strip runs for approximately 500 metres. The water of the bay cannot be seen from the foreshore reserve or the main shopping strip because of the existing vegetated dune formations. However, the subject site can be seen or glimpsed from some locations along the foreshore as follows.

Viewpoint No.9 is from the driveway of the Comfort Inn Motel on Collingwood Street. The subject site is only partially visible from this location. This is illustrated below in Figure 7-12. The site is glimpsed in a “window” between existing foreshore trees. The Mariners Vue site is also seen this way. Existing vegetation, however, mainly screens views of the site from this location.



**Figure 7-12** Viewpoint No.9 - North toward the subject site from outside Comfort Inn Motel on Collingwood Street

Viewpoint No.10 is from the outside the Trading Post on Collingwood Street. The subject site is visible from this location across the foreshore reserve. This is illustrated below in Figure 7-13. The site is viewed across the dune vegetation between existing foreshore trees.



**Figure 7-13** Viewpoint No.10 - North to the subject site from outside the Trading Post on Collingwood Street



Viewpoint No.11 is from the foreshore reserve picnic table area opposite the newsagency on Collingwood Street. This is a popular place, especially for travellers along the Great Ocean Road taking a break. The subject site is visible from this location. In addition, the Pisces Caravan Park and the Mariners Vue site are also visible from this location. The view is shown below in Figure 7-14. The site is viewed across dune vegetation and is partially framed by existing Cypress windbreak trees and wooden sculpture totems. The buildings of the Tourist Information Centre can also be seen.



**Figure 7-14** Viewpoint No.11 - North to the subject site from outside the Trading Post on Collingwood Street

Viewpoint No.12 is from the front of the Coastal Motel on Collingwood Street. The subject site is visible from this location. This is illustrated below in Figure 7-15. The site is viewed across dune vegetation and is partially framed by existing Cypress windbreak trees lining the Great Ocean Road out of the township.



**Figure 7-15** Viewpoint No.12 - North to the subject site from outside the Coastal Motel on Collingwood Street

Viewpoint No.13 is from the Great Ocean Road, just south of the intersection with Murray Street, looking north toward the site. This is shown below in Figure 7-16. The site cannot be seen from this location due to existing cypress windbreak planting, overhead powerlines and existing topography. This is a consistent landscape condition and constraint on views to the site along this stretch of the Great Ocean Road from this direction.



**Figure 7-16** *Viewpoint No.13 – Great Ocean Road, south of intersection with Murray Street*

Viewpoint No.14 is from in front of the Pisces Caravan Park, just south-west of the site. From this location, the site is not visible due to the existing topography immediately adjacent to the road.



**Figure 7-17** *Viewpoint No.14 – Great Ocean Road, adjacent to Pisces Caravan Park*

In summary, views to the site from the Great Ocean Road from this approach along the Great Ocean Road have no visual impact or low visual impact for the following reasons:

- Some views from the Great Ocean Road are from long distances with the town of Apollo Bay and the water of the bay in the foreground;
- The site can't be seen from the Great Ocean Road within the town of Marengo, in the Barham River Valley or north of Murray Street in Apollo Bay; and
- Views from the Great Ocean Road in Apollo Bay are part of an overall composition that includes the foreshore reserve, or the golf course and the clubhouse, travelling vehicles as well as parked vehicles, as well as existing vegetation.



I have examined a number of views to the site from within the townships of Marengo and Apollo Bay. These viewpoints are from more “static” locations than that of the Great Ocean Road where many of the views are taken in while in motion.

### 7.3 VIEWS FROM WITHIN THE TOWNSHIP OF MARENGO

The viewpoints from the township of Marengo are mapped below in Figure 7-18 and are explained, as follows:



**Figure 7-18** Viewpoints to the Subject Site from within the Township of Marengo

I examined views toward Apollo Bay and the subject site beyond from three locations in the township of Marengo. These views, from elevations ranging from approximately 45-50 metres, are approximately 5 kilometres from the subject site. Apollo Bay is in the foreground of each view.

Viewpoint No.15 is from the end of Roberts Road on the western side of Marengo on a gravel access road that used to access the old Marengo tip. The dark diagonal sloping line of vegetation of the Wild Dog Creek valley immediately behind the site is visible in the distance from this location with the subject site immediately below it. Parts of the township of Apollo Bay are visible. There is a glimpse of the bay. This is illustrated below in Figure 7-19.



**Figure 7-19** Viewpoint No.15 – North toward Apollo Bay from northern end of Roberts Road in Marengo

Viewpoint No.16 is from the Marengo Cemetery. It is illustrated in Figure 7-20 below. The view of the subject site is similar to that of Viewpoint 15 except with the additional elevation Mounts Bay is more prominent from this location, as is Point Bunbury.



**Figure 7-20**      **Viewpoint No.16 – North toward Apollo Bay from Marengo Cemetery**

Viewpoint No.17 is from the head of Mitchell Court in Marengo. It is illustrated in Figure 7-21 below. The view is similar to that of Viewpoint No.16 from the cemetery except there are houses in the immediate foreground as well as other visual clutter such as antennas, overhead wires and vegetation.

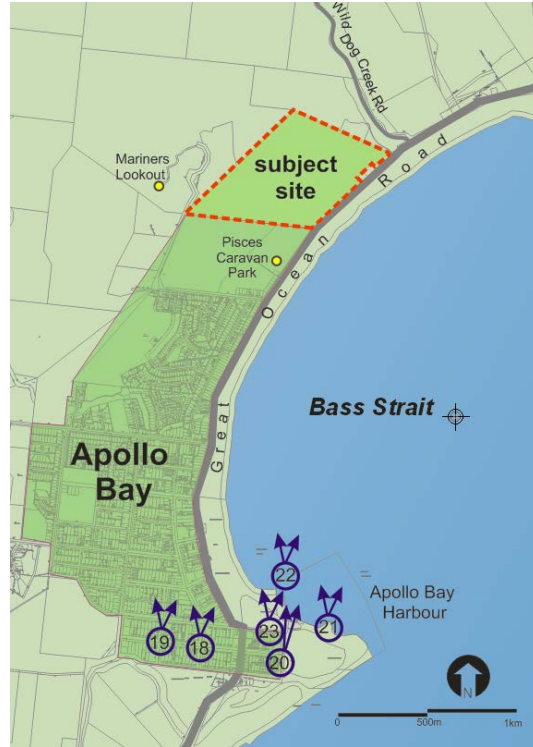


**Figure 7-21**      **Viewpoint No.17 – North toward Apollo Bay from Mitchell Court in Marengo**

7.4

**VIEWS FROM WITHIN THE TOWNSHIP OF APOLLO BAY**

There are views to the site from within the township of Apollo Bay. Viewpoints have been taken from Noel Street, from Nelson Street and from Apollo Bay Harbour. The site was not visible from other locations within the streetscapes of the town as far as I could ascertain, except for Collingwood Street (the Great Ocean Road) which has been explained earlier in this report.



**Figure 7-22** Viewpoints to the Subject Site from within the Township of Apollo Bay

Noel Street runs in a mainly east west direction. It is aligned on the top of a ridgeline at the southern edge of the township. Viewpoint No.18 is from the intersection of Noel Street and Cartwright Street. The view is illustrated in Figure 7-23 below. The subject site and the Mariners Vue site (seen as the grassed paddock on the left side of the image) are visible across the rooftops of buildings on Nelson Street and Collingwood Street, seen in the foreground. Existing residential development along the Great Ocean Road, closer to Apollo Bay, is also visible. The water of the bay is visible.



**Figure 7-23** Viewpoint No.18 – North toward Subject Site from the Intersection of Noel Street and Cartwright Street



Viewpoint No.19 is from the intersection of Noel Street and Diana Street. The view is illustrated in Figure 7-24 below. The subject site is visible across the rooftop of an existing house on Diana Street, seen in the foreground.



**Figure 7-24**      ***Viewpoint No.19 – north to the subject site from the intersection of Noel Street and Diana Street, Apollo Bay***

Viewpoint No.20 is from the intersection of Noel Street and Trafalgar Street. The view is illustrated below in Figure 7-25. A portion of the subject site is visible, looking north along the street but it is partially screened by existing trees and vegetation. This intersection is also slightly lower in elevation than the two intersections shown in Viewpoints 18 and 19 which slightly reduces the prominence of the view from this location.



**Figure 7-25**      ***Viewpoint No.20 – north to the subject site from the intersection of Noel Street and Trafalgar Street, Apollo Bay***



Apollo Bay Harbour is the first safe harbour for boats to the west of the Port Philip Bay heads. It is a key tourist attraction for visitors to Apollo Bay.

Viewpoint No.21 is from next to the slip at Apollo Bay Harbour. The subject site is visible from this location. This is illustrated below in Figure 7-26. The grassed paddocks of the lower areas of the 6280 Great Ocean Road property (below the 40 metre contour) sit directly above the breakwater to the left hand side of the boat entrance to the harbour when viewed from this location. The Mariners Vue site, the Pisces Caravan Park and existing residential development are also visible above the breakwater and the moored boats in this image.



**Figure 7-26** *Viewpoint No.21 – north to the subject site from next to the slip at Apollo Bay Harbour*

Viewpoint No.22 is from the end of the seawall of the northern breakwater at Apollo Bay Harbour. This is shown below in Figure 7-27. The subject site is visible from this location. This view is also gained from the beach adjacent to the harbour although from a slightly lower elevation of a few metres. This view across the bay is unencumbered and takes in the entire property (below the 40 metre contour), the Pisces Caravan Park, the Mariners Vue site and existing residential development. Mariners Lookout can also be seen.



**Figure 7-27** *Viewpoint No.22 – north to the subject site from next to the slip at Apollo Bay Harbour*

Nelson Street runs in a mainly east-west direction. Between the Great Ocean Road and the harbour, Nelson Street has the foreshore reserve and the Apollo Bay Golf Course located on its northern side. This, combined with its slightly elevated position provides views across the bay toward the subject site. On the southern side of Nelson Street is a motel, some individual residential allotments as well as the Catholic Church. The Apollo Bay Golf Clubhouse is located opposite the motel.

Viewpoint No.23 is from the steps of the Catholic Church on Nelson Street. The subject site is visible from this location. It is viewed across one of the fairways and greens of the Apollo Bay Golf Course., above the water of the bay. The Mariners Vue site, the Pisces Caravan Park, Mariners Lookout and existing residential development can also be seen across the bay from this location. This is illustrated below in Figure 7-28.



**Figure 7-28** *Viewpoint No.23 – north to the subject site from the steps of the Catholic Church on Nelson Street*

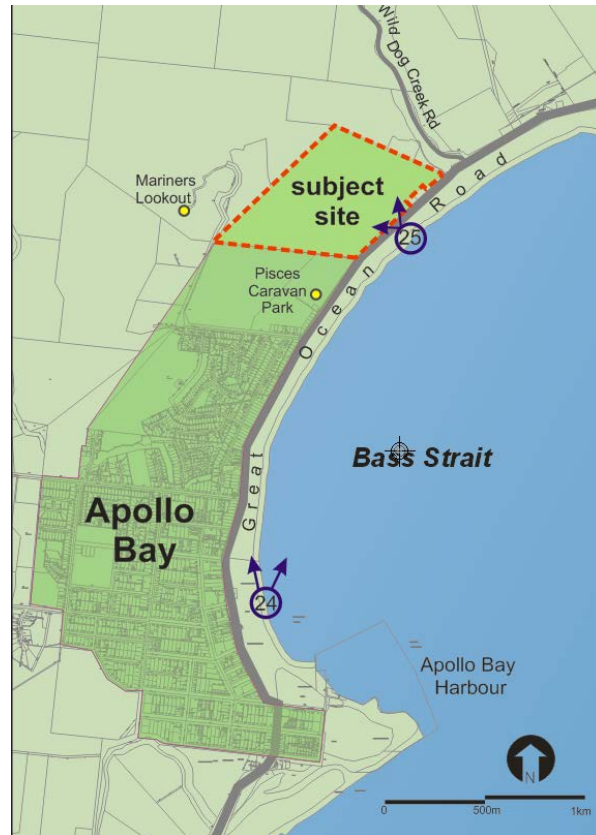
In summary, views from within the townships of Marengo and Apollo Bay to a possible future development of the site below the 40 metre contour will have low visual impact because:

- Views to the site are only gained from a limited number of locations within Marengo and Apollo Bay;
- Views are generally oriented or focussed on the ocean, the Otway Ranges as a whole or along streetscapes; and
- Views to the site form part of an overall composition that includes existing buildings, powerlines and other infrastructure, the foreshore reserve, the golf course, boats and the harbour, as well as existing vegetation.

7.5

**VIEWS FROM THE BEACH RESERVE**

I have examined two views to the site from the beach reserve. One view is taken from the entry to the beach reserve from the Surf Life Saving Club and the other is from directly in front of the subject site. These viewpoint locations are illustrated below in Figure 7-29.



**Figure 7-29** Viewpoints No.24 and 25 – Beach Reserve

Viewpoint No.24 is from the Surf Life Saving Club on the foreshore reserve. The subject site is visible from this location. In addition, the Pisces Caravan Park and existing residential development is also visible from this location. This is illustrated below in Figure 7-30. The site is viewed across the water and the breaking surf of the bay.



**Figure 7-30** Viewpoint No.24 – North to Site from the entrance to the beach in front of the Surf Life Saving Club



Immediately opposite the existing entry to the 6280 Great Ocean Road property is a gravel carpark providing access to the beach. There is a gap in the roadside cypress trees along the Great Ocean Road at this location and the property can be seen from the beach. Figure 7-31 illustrates this view to 6280 Great Ocean Road from the beach.



**Figure 7-31** *Viewpoint No.24 – North to Site from the entrance to the beach in front of the Surf Life Saving Club*

The lower areas of the 6230 and 6280 Great Ocean Road properties (below the 40 metre contour) cannot be seen from this location because of the existing grassed embankment fronting the property. However, any possible future residential development of the property might be partially visible because of building height protruding above the grassed embankment depending on the proposed setback.

In summary, there would be low visual impact of any potential future development of the site below the 40 metre contour from the beach reserve areas because:

- Views are generally focussed toward the water and along the beach from these locations;
- Views to the site are part of an already modified landscape including existing residential development;
- The existing Otway hills that rise above the site will assist in absorbing any future development into the landscape, as it has already done with existing recent residential development.

7.6

**VIEWS FROM MARINERS LOOKOUT**

Mariners Lookout is a viewing destination in the local area of Apollo Bay. It affords long and wide sweeping views east along the Great Ocean Road to Skenes Creek and beyond (refer), across Bass Strait and around to Marengo and the Barham River Valley. There are views of the entire Apollo Bay Township from the lookout. The viewpoint is mapped below in Figure 7-32.



**Figure 7-32** Viewpoint No.26 – Mariners Lookout

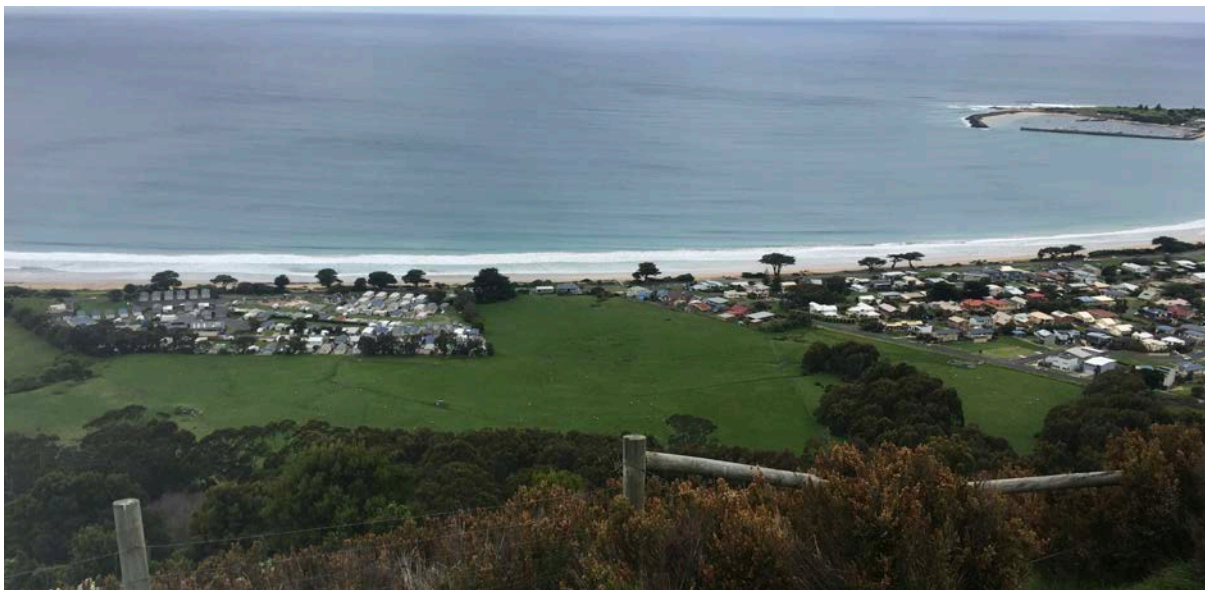
The subject site is located below Mariners Lookout and both properties (6230 and 6280 Great Ocean Road) are visible. The view is illustrated below in Figure 7-33. The adjacent Pisces Caravan Park is visible to the right of the figure. The Old Cable Station Museum and adjoining properties are visible, facing the Great Ocean Road. The Wild Dog Creek corridor demarks the edge of the properties in the centre of the image. Skenes Creek can be seen in the distance.



**Figure 7-33** View Down to the Site and East along the coast toward Skenes Creek from Mariners Lookout.



The view from the lookout down to the Pisces Caravan Park and Mariners Vue land is shown below in Figure 7-34. The view shows the bay, the current edge of the Apollo Bay residential area and Apollo Bay Harbour.



**Figure 7-34** *View Down to Pisces Caravan Park and the Mariners Vue site from Mariners Lookout.*

The view from the lookout toward the town centre of Apollo Bay is shown below in Figure 7-35. The view shows the Apollo Bay township, the harbour and Marengo in the distance. New residential development can be seen under construction.



**Figure 7-35** *View toward Apollo Bay Township from Mariners Lookout.*

In summary, any possible future development of the lower areas of the 6230 and 6280 Great Ocean Road properties (below the 40 metre contour) would have low visual impact from Mariners Lookout because:

- Views are generally directed to the water, along the coast toward Anglesea and to Apollo Bay and beyond;
- There would be no obstruction of views to the water;
- The future Mariners Vue development, existing residential development and the Pisces Caravan Park already contribute to a modified landscape when looking downwards from this viewpoint.



A Development Plan and Landscape Masterplan for the site has been prepared by Beveridge Williams. The Development Plan is shown below in Figure 8-1.

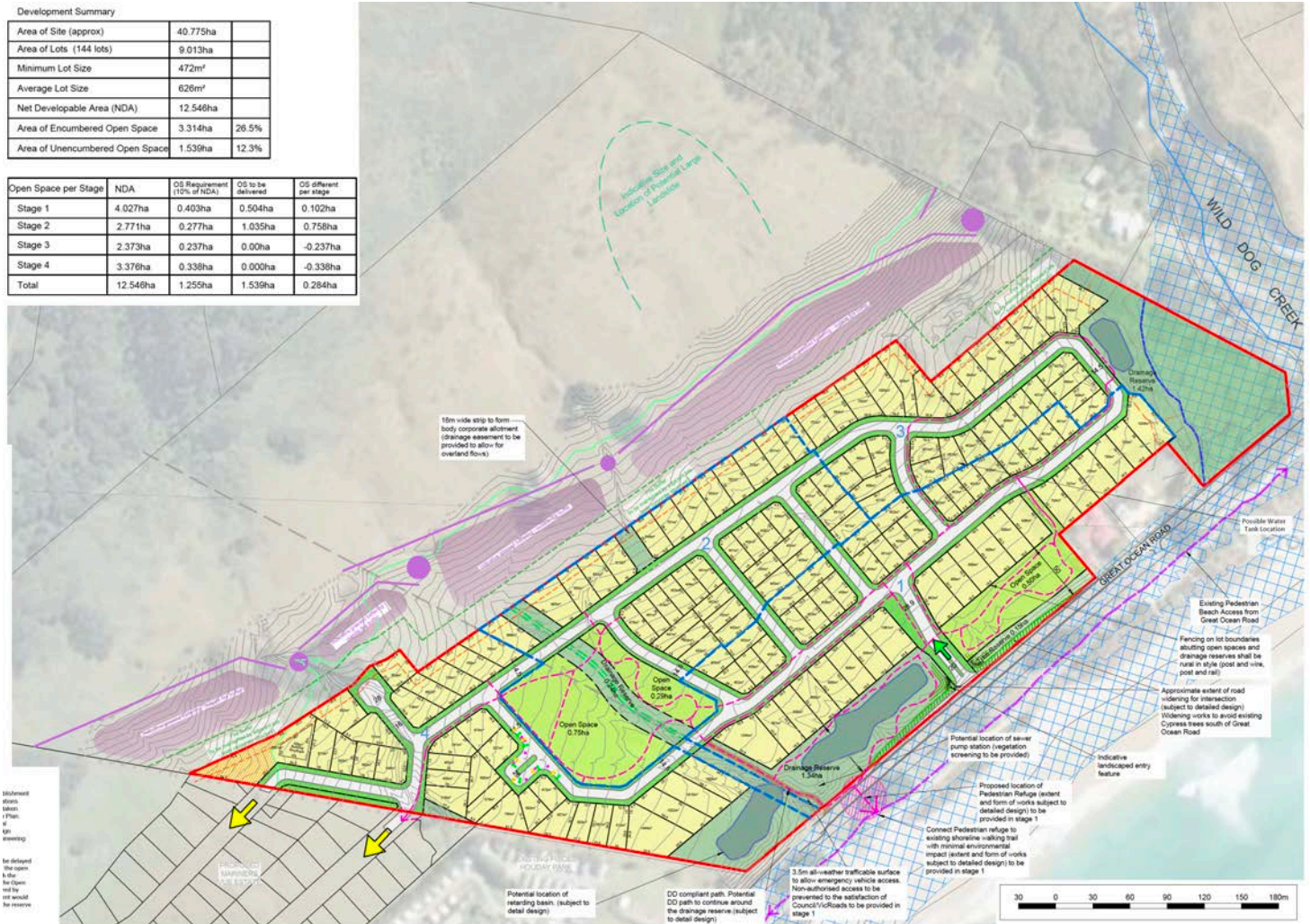


Figure 8-1 Proposed Development Plan (Oct 2019) by Beveridge Williams.

The proposed development of the land, based on the Development Plan and Landscape Masterplan, would comprise 144 residential lots. Residential allotments are located below the 40 metre contour and generally below the 30 metre contour. The residential allotments are proposed to be set-back from the Great Ocean Road property boundary by 50 metres. This 50 metre setback will include the existing embankment at the immediate frontage, drainage basins and a local park.

Immediately above the proposed residential allotments is a proposed fire buffer with grassed batters proposed above that, generally up to the 40 metre contour.

A large neighbourhood park is proposed for the south-western end of the development which would contain a playground and picnic area as well as canopy trees, grassed areas and pathways.

The property of 6280 Great Ocean Road which comprises the north-western end of the development, next to the Wild Dog Creek corridor, is proposed to be a drainage reserve which would comprise indigenous trees and vegetation.



The Landscape Masterplan prepared by Beveridge Williams is shown below in Figure 8-2.

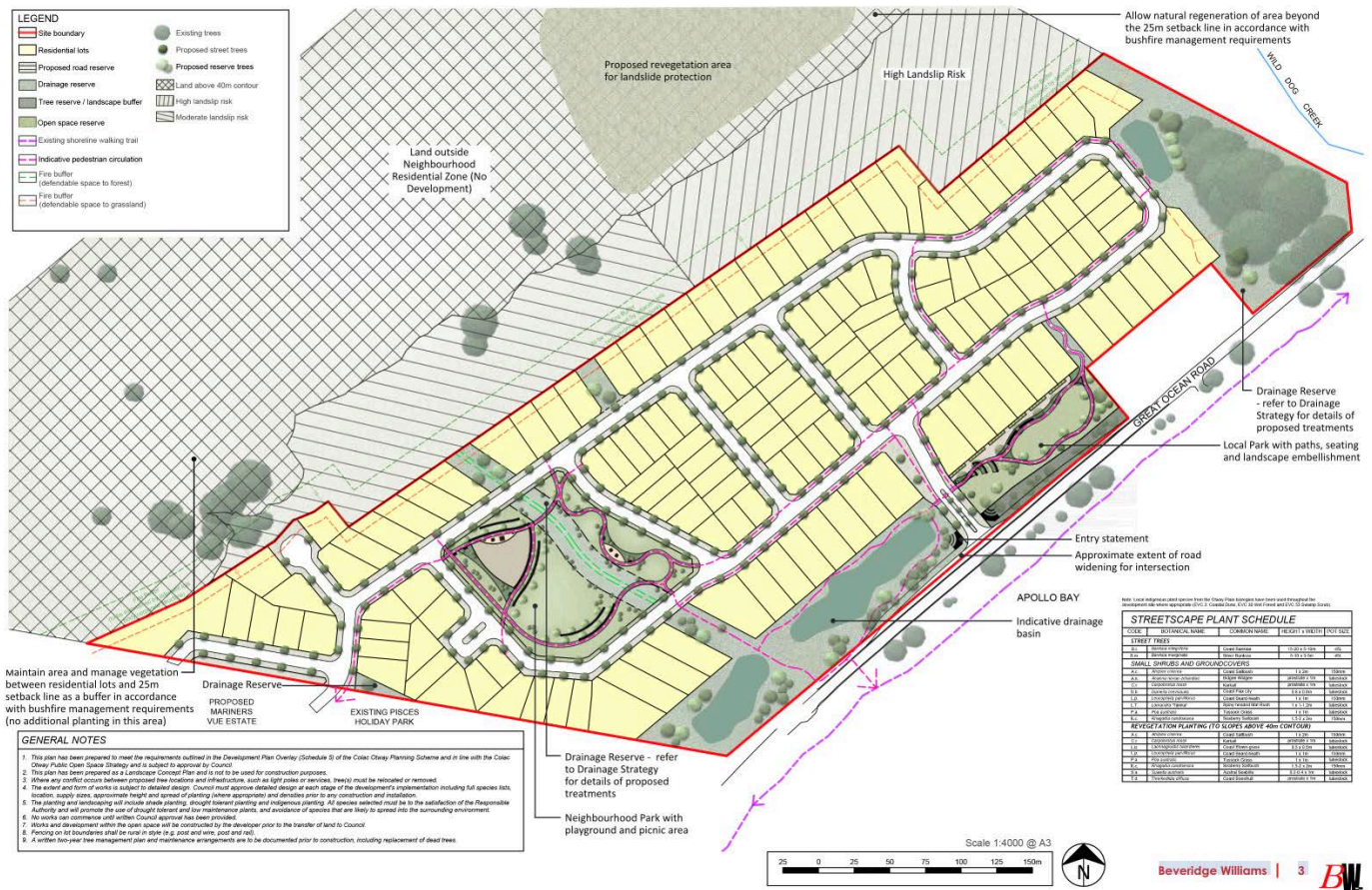


Figure 8-2 Proposed Landscape Masterplan (Nov 2019) by Beveridge Williams.

The Landscape Masterplan shows street tree planting to the internal roadways as well as tree planting in the drainage reserves and open space areas. Any tree planting proposed within the development will assist in receding the development in a visual sense when viewed from locations identified in this report. This is illustrated in the landscape cross-section of the proposed local park at the frontage of the proposed development in Figure 8-3 below. The combination of proposed trees and the natural slope of the site's topography combine to filter or screen views to built-form, particularly from lower elevations or from longer distances.

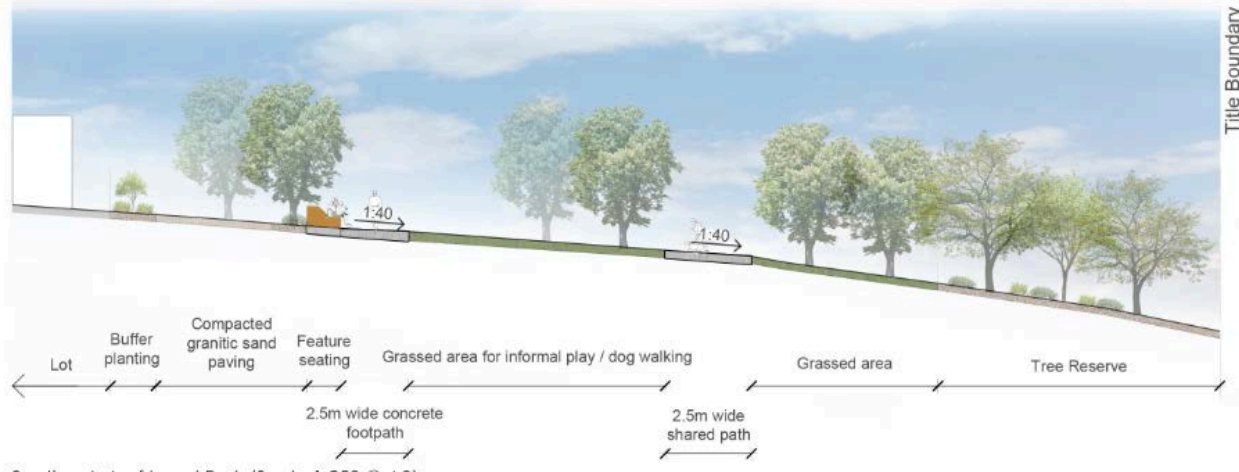


Figure 8-3 Landscape Cross-section – Local Park (Nov 2019) by Beveridge Williams.



## **CONCLUSION**

In conclusion, my opinion is that the visual impact of the proposed development of the lower areas of the properties at 6230 and 6280 Great Ocean Road (below the 40 metre contour) would be low and that, in fact, it is entirely appropriate for future residential development to be located on this land.

The development of this property for residential development would perceptually lengthen the township of Apollo Bay from some viewing points within the township. However, the Wild Dog Creek corridor that bounds the subject site on its northern side would effectively provide a final northern endpoint for residential development within Apollo Bay and define the northern edge of the township.

I have reached this conclusion based upon the following:

- The site is generally not visible from the Great Ocean Road and, where it is visible, it is generally viewed from a distance and already forms part of the overall composition of coastal Otway Ranges landscape, and existing residential development. In addition, with the proposed setback of 50 metres, the existing embankment at the property frontage and the establishment of landscaped drainage and parkland areas the visual impact will be low and in fact enhanced by the proposal;
- The proposed development would be sited within the landform of the area and be recessive in the landscape context of the site and its surrounds;
- Proposed canopy street tree planting as well as proposed new parkland trees will assist in reducing any visual impacts of the development when viewed from various viewpoints mentioned in this report;
- There would be no intrusion into the skyline by any future development, if located below the 40 metre contour, when viewed from locations explained in this report;
- Because of the Wild Dog Creek corridor, development of the site would identify a clear settlement boundary on the northern side of Apollo Bay which would ensure that coastal values of the settlement would be protected in the future. Currently, no settlement boundary for Apollo Bay is identified and it is only defined by the extent of existing urban zoned land;
- The proposed future residential development of the Mariners Vue property, existing residential development and the existing Pisces Caravan Park already contribute to an elongation of the Apollo Bay township and development of the site would terminate any potential future lengthening of the town;
- The termination of residential development at the Wild Dog Creek corridor would still fulfil the strategic goals of separation of the various settlements along the Great Ocean Road (in particular, Skenes Creek and Apollo Bay), as set-out in the Significant Landscape Overlay SL05 that applies to the site, as well as the Victorian Coastal Strategy;
- There would be minimal change to the landscape character of the site and its surrounds if the site was developed for residential development below the 40 metre contour, as viewed from locations explained in this report, because of the tall, steep rugged hills that are always viewed in the background, in addition to the existing riparian forest edge of the Wild Dog Creek corridor, the coastal hinterland and wide sandy beach; and
- Future landscape treatments associated with any new residential development of the land would further contribute to sensitive siting of buildings.