

COMMUNITY  
INFRASTRUCTURE  
PLAN

# APOLLO BAY HARBOUR DEVELOPMENT PLAN

FINAL DECEMBER 2020

APOLLO BAY - SKENES CREEK - MARENGO

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## Traditional Owner Acknowledgement

Colac Otway Shire Council (COSC) proudly acknowledge the Eastern Maar as the traditional custodians of the area.

We pay our respects to their Ancestors and Elders, past and present.

We recognise and respect their unique cultural heritage, beliefs and intrinsic connection to their traditional lands, which continue to be important to them today.

We value the contribution their caring for Country makes to the land, coastlines, waterways and seascapes within the municipality.

We support the need for genuine and lasting partnerships with the Eastern Maar People to understand their culture and connections to Country in the way we plan for, and manage. We embrace the spirit of reconciliation, working towards self-determination, equity of outcomes and an equal voice for Australia's First People. By integrating traditional ecological knowledge and land management practices with contemporary western ecological knowledge, we can deliver better environmental outcomes, make communities more liveable, and provide a great visitor experience.

## Report Authors

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

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# 1 INTRODUCTION

## 1.1 Introduction

The Apollo Bay Harbour is a key state-owned asset contributing significantly to Victoria's economy. As just one of three safe blue havens in Victoria, west of Port Phillip Bay, the Harbour is identified in the Planning Scheme as a key development opportunity 'to deliver economic benefits to the Shire and promote Apollo Bay as a tourist destination.'

Colac Otway Shire is the designated Port Manager for the harbour through an agreement with the State Government and is responsible for its management, operations and maintenance. The redevelopment and improvement of the harbour has been a long term goal for Council and the Community. It will provide a major boating, recreational and visitor destination for Apollo Bay and the region, whilst protecting the landscape, environment, heritage and authenticity of the harbour.

To facilitate the redevelopment of the Apollo Bay Harbour precinct, the Apollo Bay Harbour Development Plan has been prepared by Tract Consultants in conjunction with a number of specialist consultants, on behalf of Colac Otway Shire Council.

On 1 December 2020 the Great Ocean Road Coast and Parks Authority (GORCAPA) was established and operates under the Great Ocean Road and Environs Protection Act 2020. It is anticipated that at some time in the future the GORCAPA may take over management of the Port Operations, however the timing of any management change, roles and responsibilities have not yet been determined.

### 1.1.1 What is a Development Plan?

A Development Plan is a planning tool that provides a vision and strategic guidance for the future development of an area to ensure that this is well-coordinated and orderly.

The Development Plan ensures that all issues, concerns and opportunities are considered together before any redevelopment occurs, so that both the big picture and detail is established early on in the process and future redevelopment will work to achieve this vision.

The Development Plan outlines how new buildings and landscaping will look and how pedestrians and vehicles will move around the site. It identifies commercial and recreational areas within the precinct, where public facilities such as toilets, landscaping, picnic areas and car parks will be located and how the precinct will connect to and complement surrounding streets, parks, beaches as well as the Apollo Bay Town Centre.

The Development Plan has been informed by significant community input, as well consideration of State and Local policies. It ensures the precinct is sustainably developed and managed so that it caters for the future needs of the Apollo Bay community and visitors.

### 1.1.2 Why is a Development Plan required?

In order to allow for the redevelopment, an approved Development Plan is required under the Special Use Zone - Schedule 2 of the Colac Otway Planning Scheme.

The Development Plan is intended to:

- establish certainty in terms of the overall use and development of the site;
- provide flexibility to allow for possible minor changes at the detailed design phase; and
- be endorsed as the statutory "umbrella" document within which further planning approvals for various stages of the development will sit.

Without an approved Development Plan, Council cannot consider any significant development proposals within the harbour precinct. Redevelopment of the harbour must be consistent with the requirements of the Special Use Zone.

### 1.1.3 How will the Apollo Bay Harbour Development Plan be used?

The Apollo Bay Harbour Development Plan will provide a development framework upon which the Apollo Bay Harbour will be developed over the next 20-30 years.

The Development Plan will be used by Colac Otway Shire Council to:

- To guide land use decision making on future planning permit applications.
- To allow for projects to be completed as part of the City Deal Funding program.
- To attract future funding.

The Development Plan will support a Business Case and an Expression of Interest process for private investment in the Harbour. The Business Case and an Expression of Interest process for private investment will be prepared separately.

### 1.1.4 Additional Consent and Approvals Processes

In addition to the requirement to obtain planning permits for new development within the Harbour precinct, there may be other consents or approvals required having regard to other Victorian and Commonwealth legislation, such as the Flora and Fauna Guarantee Act 1988, the Flora and Fauna Guarantee Amendment Act 2019 and the Environment Protection and Biodiversity Conservation Act 1999. Any party proposing to undertake building or works in the Harbour precinct is responsible for finding out which approvals are required for various works and obtaining any relevant statutory authorisation, approvals or permits.

In particular, there is a requirement to obtain consent under the Marine and Coastal Act 2018 for all use, development or works on marine and coastal Crown land undertaken by any party, including committees of management and local government.

### 1.1.5 Marine and Coastal Policy

In March 2020, a new policy prepared by the Victorian Government under the Marine and Coastal Act 2018, came into effect aiming to guide planning and management of the marine and coastal environment so that ecosystems, communities, industries and built assets are resilient in the face of future climate change, including from natural hazards, population growth or a combination of these factors.

The vision of the Marine and Coastal Policy (March 2020) is for a:

Healthy, dynamic and biodiverse marine and coastal environment that is valued in its own right, and that benefits the Victorian community now and in the future.

In light of this policy, the draft Development Plan was reviewed through the lens of the key objectives and principles set out in the Marine and Coastal Policy. The importance of the planning and decision based pathway was recognised and considered in refining the final draft Plan.

It is considered that the Development Plan responds well to the objectives and principles of the Marine and Coastal Policy.



Figure 1. Marine and Coastal Policy - Planning and Decision Pathway

## 1.2 Report Structure

The Harbour Development Plan was developed as part of the Apollo Bay, Skenes Creek and Marengo Community Infrastructure Plan (the CIP). It is however a stand alone document, consistent with the requirements of the Special Use Zone.

The structure of the Harbour Development Plan is outlined below, in Figure 2.



Figure 2. Harbour Development Plan Structure

## 1.3 Study Area

The Study Area for the Harbour Development Plan is defined by the Special Use Zone and is outlined below in red.



Figure 3. Development Plan Study Areas



# 2 CONTEXT

## 2.1 Overview

In order to understand the context, challenges and opportunities to be addressed at Apollo Bay Harbour, an analysis of the area was undertaken using information gathered from past studies, desktop analysis, site visits, specialist technical reports, as well as community and stakeholder engagement. The following is a summary of key background material, analysis and consultation findings informing this Development Plan.



**Image 1.** Historic photo of the Apollo Bay Harbour, date unknown.



**Image 2.** Apollo Bay Harbour, present day.

## 2.2 Planning Scheme - Schedule 2 to the Special Use Zone

A number of master planning processes with the community have been undertaken for the harbour precinct generating a range of ideas. These ideas have been implemented through the application of the Special Use Zone. Specifically, the zone:

- Prohibits accommodation as a use.
- Requires that development supports the ongoing operations and viability of the Harbour’s port operations (including commercial fishing and the Fishermen’s Cooperative).
- Requires that built form reinforces the established landscape character and does not intrude upon the Harbour’s southern skyline.
- Allows for up to 200m<sup>2</sup> of food / drink premises without a permit. This can be exceeded with a permit.
- Provides for the ongoing operation of the Apollo Bay Golf Course.

Also relevant, the Special Use Zone - Schedule 2 outlines key projects for a future Development Plan. These include:

- The Harbour Precinct Entry Road Upgrade to straighten the ‘dog leg’ south of the Fishermen’s Co-Op building and provide safer access to the Harbour.
- Breakwater Road Upgrade to a suitable standard to allow two-way vehicle movement with allowance for parallel parking if there is sufficient space.
- Provision for upgrade of pedestrian/bicycle paths throughout the harbour.

- Retain and provide for the eastern extension of the Fishermen’s Co-Op building for fish processing operations.
- Construct new Harbour Edge Buildings located on the water’s edge south of the boardwalk which could cater for a mix of retail, hospitality, aquatic based recreation, health and wellbeing facilities and multi-use event and meeting spaces for club, community and commercial activities.
- Provide a new recreational marina mooring along the eastern breakwater wall based on appropriate mooring types.
- Increasing the capacity of the boat launching facility to at least three lanes.
- Relocate and expand the port operations and boat repair facility to the north to provide for the pedestrian boardwalk.
- A new Sailing Club Facility to be provided generally in its current position to provide clubrooms, race control facilities, toilets and storage space, roll-in access to the Harbour Beach and grassed surrounds for small craft laydown.
- The potential for an Aboriginal and Cultural Centre, subject to a detailed business case and the support of the Aboriginal community.
- Provision for other commercial water based development.
- Provide for an extension of the eastern breakwater by approximately 60 metres to enable safe access to the Harbour.
- Upgrading of the Mothers Beach car park to maximise the number of parking spaces available.
- Retention and enhancement of Public Open Space within the Harbour that contributes to the use and enjoyment of the harbour and vistas to the Otway Coast.

## 2.3 City Deal Funding

Funding has been secured by Council through the ‘City Deal’ which will support a first stage of redevelopment for the harbour. Stage One will focus on a wide range of upgrades and new infrastructure to facilitate regional tourism, to provide social and recreational opportunities for the community and create better links with the town centre.

Specifically the City Deal Funding will allow for the following works to be undertaken:

- Upgrading of Mothers Beach Car Park.
- Harbour Precinct Entry Road Upgrade.
- Breakwater Road Upgrade.
- Provision or upgrade of pedestrian and bicycle paths connecting the harbour precinct with the township including historical and interpretive signage.
- A new boardwalk along the harbour water’s edge.
- Extension of the Fishermen’s Co-operative building.
- New port operations depot, and public change room and amenities.
- Replacement of fencing in the harbour.

## 2.4 Port Management Arrangements

### 2.4.1 Port Management - Services and Operations

Colac Otway Shire has been responsible for the management, operations and maintenance of the Port of Apollo Bay since it assumed control from the Port of Geelong in 1995. The Victorian Department of Transport (DOT) provides the operational and capital funding for the port. The Council's harbour management team provides all maintenance and services at the port. Some of the major services provided and operations performed by the Port of Apollo Bay team include:

- Dredging – the harbour's entrance and inner harbour areas are prone to significant sand silting. Dredge vessel 'Apollo' is used by the harbour management team regularly as required to maintain a sufficiently deep harbour entrance and internal channel, enabling continuous safe navigation of vessels.
- Navigational Aids - provision and maintenance of NAVAIDS to ensure safe navigation of vessels through the waters surrounding the harbour and into the harbour itself.
- Provision of marina berths and swing moorings for permanent in-water storage of vessels.
- Provision of temporary berths and moorings for visiting vessels.
- Maintenance of the boat ramp.
- Wharf maintenance – structural repairs and general maintenance to ensure the harbour remains safe, productive and progressive.

- Provision of slipway operations - the slipway is available for harbour users/vessel owners requiring out of water maintenance or marine survey inspections.

Colac Otway Shire Council manage two leases associated with the Harbour precinct. These include the Fishermen's Co-op site and the Apollo Bay Sailing Club site. These lease areas and arrangements may need to change over time to reflect the development outcomes of the plan.

Any new commercial uses within the precinct would be subject to new lease arrangements.

As noted in the introduction, port management operations may change in the future with GORCAPA anticipated to assume some management responsibility. However, details are yet to be determined.

## 2.5 Supporting Documents

The following documents provide background for this Development Plan:

### 2.5.1 Cultural Heritage Strategy

A Cultural Heritage Strategy was prepared by Australian Cultural Heritage Management to identify and document relevant legislative requirements regarding the protection and management of cultural heritage within the Apollo Bay Harbour area, document registered Aboriginal Places and historic archaeological sites within and surrounding the Harbour area, document the condition of the Harbour in relation to disturbance and the potential for the presence of cultural heritage within the area, consult with relevant stakeholders regarding cultural heritage within the Harbour area, and make recommendations for the protection and management of Aboriginal and historic cultural heritage within the Apollo Bay Harbour.

A background assessment of the Harbour identified the following:

- There are 20 registered Aboriginal Places surrounding the Harbour.
- There is one registered Place (VAHR 7620-0192), consisting of a shell midden and possibly a former freshwater spring, located within the boundary of the Harbour.
- The entire Harbour area is considered to be of local historic significance and is listed on the Heritage Overlay of Colac Otway's Planning Scheme, as the Apollo Bay Pier Precinct (HO300).

The report identified several legislative requirements relating to cultural heritage places and values within the Harbour area including:

- Historic site Apollo Bay Pier Precinct (HO300) is protected under the Planning and Environment Act 1987; any activity which alters the Apollo Bay Pier Precinct (HO300) will require a planning permit from Colac Otway Shire.
- The Apollo Bay Harbour is located in an area of Aboriginal cultural heritage sensitivity and is protected under the Aboriginal Heritage Act 2006. Any high impact activity, as defined in Division 5 of the Aboriginal Heritage Regulations 2018, will require the preparation and approval of a Cultural Heritage Management Plan (CHMP) before any works as part of that activity can proceed.
- In the event that a high impact activity is being undertaken within the Apollo Bay Harbour in an area of significant ground disturbance; at least a Preliminary Aboriginal Heritage Test (PAHT), should be undertaken to determine if a CHMP is required before the activity commences.
- Any land rehabilitation works or activity that is likely to harm Aboriginal Place Point Bunbury Midden 1 and Spring (VAHR 7620-0192) will require a cultural heritage permit before that activity can proceed. A cultural heritage permit is required for these activities even if they do not require a cultural heritage management plan.

The following management recommendations were identified in relation to cultural heritage within the Apollo Bay Harbour precinct:

- Due to the culturally sensitive nature of the Apollo Bay Harbour, and for the potential for archaeological deposits to occur even in disturbed contexts, it is recommended that a voluntary CHMP or PAHT be prepared for minor activities (i.e. activities not considered to be of high impact under the Aboriginal Heritage Regulations 2018).
- Continue consultation with Aboriginal Victoria (AV) and the Traditional Owners the Eastern Maar Aboriginal Corporation (EMAC) to create a cultural heritage strategy that encompasses the entire cultural landscape of the coast fringe of Apollo Bay, rather than focusing just on the Apollo Bay Harbour.
- Proactive consultation should occur between Colac Otway Shire, AV and the EMAC on all projects to ensure that concerns regarding cultural heritage are identified and addressed during the early stages of the project.
- The EMAC should be engaged by Colac Otway Shire to organise the commemoration of Aboriginal cultural heritage along the coastal area of Apollo Bay.

### 2.5.2 Geotechnical Assessment

A Geotechnical and Groundwater Assessment of the Apollo Bay Harbour study area was undertaken to :

- Inform potential investors of the geotechnical conditions in the Study Area.
- Identify any general issues or constraints which might be present in the area of interest by geotechnical sampling to a depth required for two storey buildings and associated infrastructure.
- Assess land and water based geotechnical conditions within the area of interest.
- Inform this Development Plan.

The investigation was however limited to a desktop study and site walkover only.

The following key geotechnical issues were identified in the report and may affect future development in the precinct:

1. Scour of footings from coastal erosion
2. Relatively shallow permanent groundwater and documented perched ground water tables in the immediate project area.
3. Past use of part of the site for port development. The depth of disturbed material and fill is unknown.
4. Bulk earthworks completed for the port development. It is unlikely that supervision of earthworks documents are readily available.

The report noted that based on the results of the site walkover and desktop study, geotechnical risks for the proposed development of the precinct were likely to be acceptable subject to;

- Completion of an appropriately scoped coastal erosion and scour assessment.
- Completion of a geotechnical investigation.
- Appropriate design and construction of the proposed new development.

### 2.5.3 Flora and Fauna Assessment

A flora and fauna assessment of the terrestrial area of Apollo Bay Harbour was undertaken to explore future development options and inform this Harbour Development Plan. Key findings in relation to the precinct are as follows:

- 2.248 ha of native vegetation, including 0.070 hectares of Coastal Dune Grassland EVC 879, and 2.178 ha of Coastal Dune Scrubland EVC 160. Both EVCs have a bioregional conservation status of depleted.
- No significant ecological communities were deemed to be present within the study area.
- No significant species were recorded during the site assessment. However coastal dune scrub and coastal dune grassland may be utilised as breeding habitat for several threatened shorebird species and the precinct could potentially provide habitat for other threatened species.
- Due to the proximity of the ocean and the Barham River estuary the site may be used a wildlife corridor for shorebird species.

Where appropriate, impacts on native vegetation and threatened species habitat should be avoided and minimised. Additionally, there is the potential to enhance the environmental qualities and landscape character of the foreshore through increased planting of appropriate species.

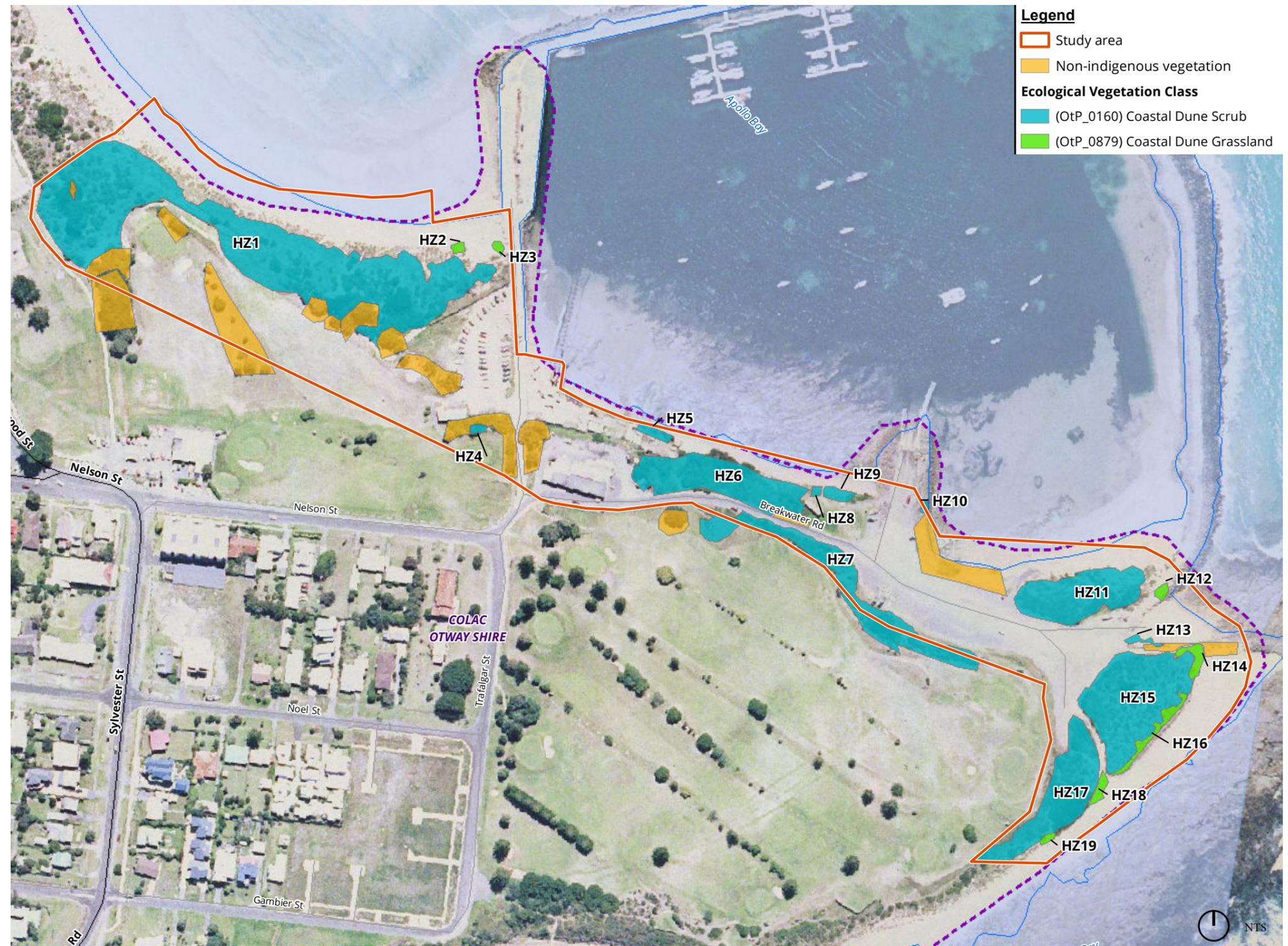


Figure 4. Ecological features within study area. Source: :Apollo Bay Harbour: Terrestrial flora and fauna assessment, prepared by Biosis, July 2019.

### 2.5.4 Coastal Study

A study of coastal processes was undertaken for the Apollo Bay, Skenes Creek & Marengo CIP - Issues and Opportunities Paper: Coastal study prepared by Water Technology. Key findings in relation to the precinct are as follows:

- Erosion to the inner Harbour access ramp to the beach, and to the dunes at the Harbour's south-eastern beach. This is considered most likely due to carpark runoff (access ramp) and storm tides/loss of vegetation/wind erosion/currents due to seiching (dune).
- The dune to the west of the inner-boat ramp is well vegetated and showing no signs of erosion.
- The beach at the northern end of Mounts Bay (Bunbury Point) is stable, with no indication of erosion.
- Analysis of inundation and risk associated with storm tide surges indicated assets at risk could include car parks and low-lying areas of the inner harbour.
- The Bunbury Point Groyne is currently holding sand, with one section close to shore that needs urgent repair. At present, the structure could be outflanked during a storm event.
- The proposed new Harbour boardwalk and area for the lower terrace commercial tenancies are not considered to be at risk from erosion or future sea level rise issues.
- The car park and grass area in front of the Apollo Bay Sailing Club sit above the predicted storm-tide levels up to 2100. Erosion risk here is low, considering its protection by the breakwaters and its present condition.

Erosion within the harbour has not been considered in previous reports but with coastal processes affecting the south-eastern dune accelerated erosion is possible.



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



APOLLO

BARFUM

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## 2.6 Key Analysis Findings

The Apollo Bay Harbour Precinct is an important asset and a major tourism opportunity for Apollo Bay and the region. It includes a number of facilities that support tourism, commercial, recreational fishing and marine safety. There are opportunities to expand harbour based activities whilst providing additional attractions that enhance the Harbour as a key tourist destination.

Background research, previous studies and site visits undertaken for the project identified the opportunity to improve the appearance and amenity of the harbour for both residents and visitors, while retaining its authenticity and functionality as a working port.

The following provides a summary of key analysis findings relevant to the Apollo Bay Harbour and are mapped in Figure 6:

- The Fishermen's Co-Op have proposed a concept plan for providing new and improved facilities in their current location. This includes an expanded building and improved access.
- The Slipway Yard and Port Operations Depot restrict public access to the harbours edge.
- There are significant views from the harbour area, including to the town centre, beach and Otway Ranges.
- Vehicle and pedestrian access between the Harbour, town centre and Point Bunbury is disjointed and / or constrained. Additionally the Great Ocean Walk is visually disconnected from the harbour, headland and golf course features.
- The challenges of providing a new access along the dunes from the harbour to the town centre including existing land use constraints, the implications of sea level rise, storm surge and erosion.

- The harbour precinct includes a number of facilities that supports tourism, commercial, recreational fishing and marine safety. There are opportunities to expand harbour based activities whilst developing leisure areas and infrastructure facilities that address the needs of short term and day tourism, such as parking.
- Aboriginal archaeological sites and other heritage sites are present and should be respected.
- Dense vegetation along the foreshore, between the Co-Op and Sailing Club, has low environmental value but sits atop an Aboriginal midden.
- The working depth of the harbour is maintained through dredging. Sand ingress is an ongoing issue.

Further details regarding key analysis findings can be found in the Apollo Bay, Skenes Creek and Marengo CIP - Issues and Opportunities Report.

## 2.7 Community and Stakeholder Feedback

The following key themes relative to Apollo Bay Harbour emerged during consultation:

### 2.7.1 Key Challenges

- Ensuring the commercial viability of the harbour.
- Improving the amenity and capacity of car parking areas.
- Allowing for public access while retaining the authenticity and functionality of the harbour.
- Minimising the impacts of trapped sand on the harbour's usability.
- Preserving and celebrating existing Aboriginal heritage sites.
- Providing clear and connected pedestrian links between the Harbour and Town Centre.
- Maintaining the primacy of the Harbour as a working port.

### 2.7.2 Key Opportunities

- Improving dredging to ensure sand levels don't impact harbour's usability.
- Celebrating the fishing and Aboriginal heritage of the site through interpretation.
- Potential for additional bus parking.
- Potential for a maritime museum, which may also include interpretation of Aboriginal heritage.
- Providing additional public toilets at the Fishermen's Co-Op.
- Improving pedestrian access along the waters edge and along the street to Point Bunbury and the car parking area.
- Making the harbour area a recreational, passive, reflective and publicly accessible space.
- Improving facilities for visiting boats.
- Supporting the Golf Club to implement their redevelopment plans.
- Providing better pedestrian connections from the Harbour to the town.

Further details regarding consultation can be found in the Apollo Bay, Skenes Creek and Marengo CIP Phase 1 and Phase 2 - Consultation Summary.

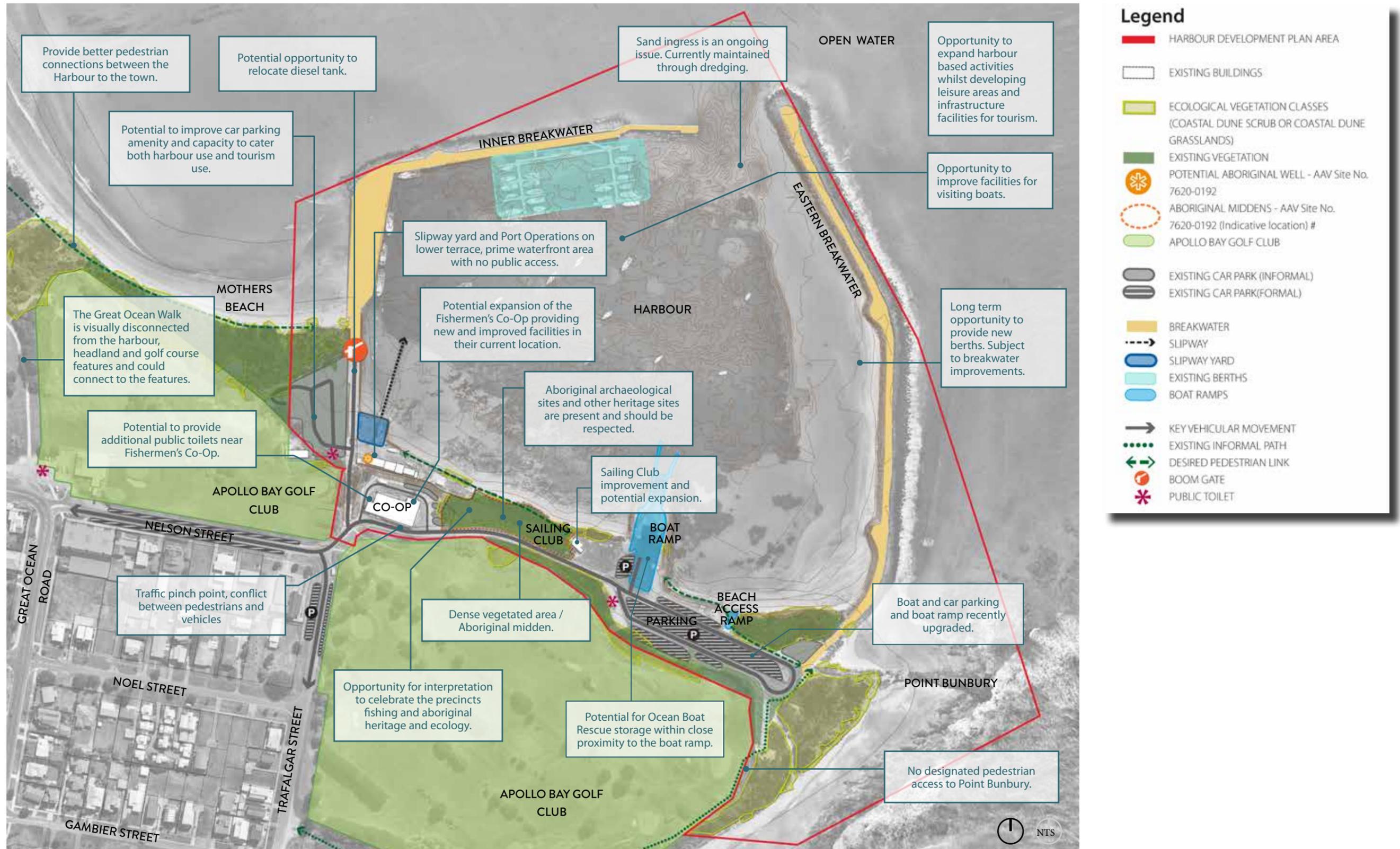


Figure 6. Apollo Bay Harbour - Opportunities and Issues Plan

# 3 HARBOUR DEVELOPMENT PLAN

## 3.1 The Development Plan

### 3.1.1 Overview

The Development Plan provides the overall framework for the redevelopment of Apollo Bay Harbour in accordance with the provisions of the Special Use Zone - Schedule 2.

The Development Plan establishes the general layout of the site and indicates the various land uses, activities and connections proposed for Apollo Bay Harbour. It provides the framework for the detailed plans which will be prepared for planning applications to be lodged for each stage of the project.

### 3.1.2 Key Outcomes

Key outcomes outlined by the Development Plan include:

- New buildings along the lower terrace allowing for cafes, retail, tourist operators and a potential Aboriginal and cultural centre to activate the waterfront promenade.
- The redevelopment and expansion of the Fishermen's Co-Op building on the upper terrace, including:
  - Reconfiguration of access and car parking arrangement
  - Expansion of the fish and chip café.
  - Allowance for additional uses including a restaurant and outdoor dining.
  - An additional level of development to maximise views out of the precinct.
- Relocated Port Operations within an improved area / compound. An new and expanded 2 storey building will allow for:
  - Office space, including the Harbour Masters Office (upper level)
  - Garage, workshop and storage space (ground floor)
- A continuous pedestrian access between the town centre and Point Bunbury. This includes a waterfront promenade on the lower terrace of the site and a new boardwalk along the waters edge between the promenade and the Sailing Club and pedestrian access to the breakwaters.
- Enhanced public open space through the creation of nodes of interest and connectivity that encourages exploration of the area.
- Improved access between the Fishermen's Co-Op and Golf Club for both vehicles and pedestrians.
- More efficient and formalised parking area, that is integrated into its landscape setting.
- Streetscape improvements along Nelson Street and Trafalgar Street to improve pedestrian access and allow for additional parking within close proximity to the precinct.
- Relocated Diesel Tank to the inner breakwater.
- Improved and potentially expanded Sailing Club Facility (located in its current position) to include clubrooms, race control facilities, toilets, boat storage and storage space, roll-in access to the Harbour Beach and grassed surrounds for small craft laydown.
- Relocated Golf Maintenance Shed and outdoor supplies area.
- Provision of new public toilets and changing rooms underneath the Port Operations Depot Building and at Point Bunbury.
- Provision of Port User amenities, including toilets and changing rooms, underneath the Port Operations Depot Building.
- Provision of the Ocean Rescue Boat Shed within proximity of boat ramp.
- Upgrades to the Breakwater Road / Nelson Street to allow two-way vehicle movement, in particular south of the Fish Co-Op building.
- Additional boat trailer parking and car parking spaces at Point Bunbury.
- End of trip facilities (i.e. bike parking).
- Gateway and wayfinding signage throughout the precinct.
- Improved intersection at Nelson Street and Great Ocean Road (subject to further detailed investigations).
- Retention of Aboriginal heritage, where known.
- Opportunity to provide new berths along the inner breakwater, with the long term opportunity for additional berths along the eastern breakwater subject to improvements to the breakwater.



Figure 7. Apollo Bay Harbour - Overall Development Plan





Figure 8. Central Area Plan



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

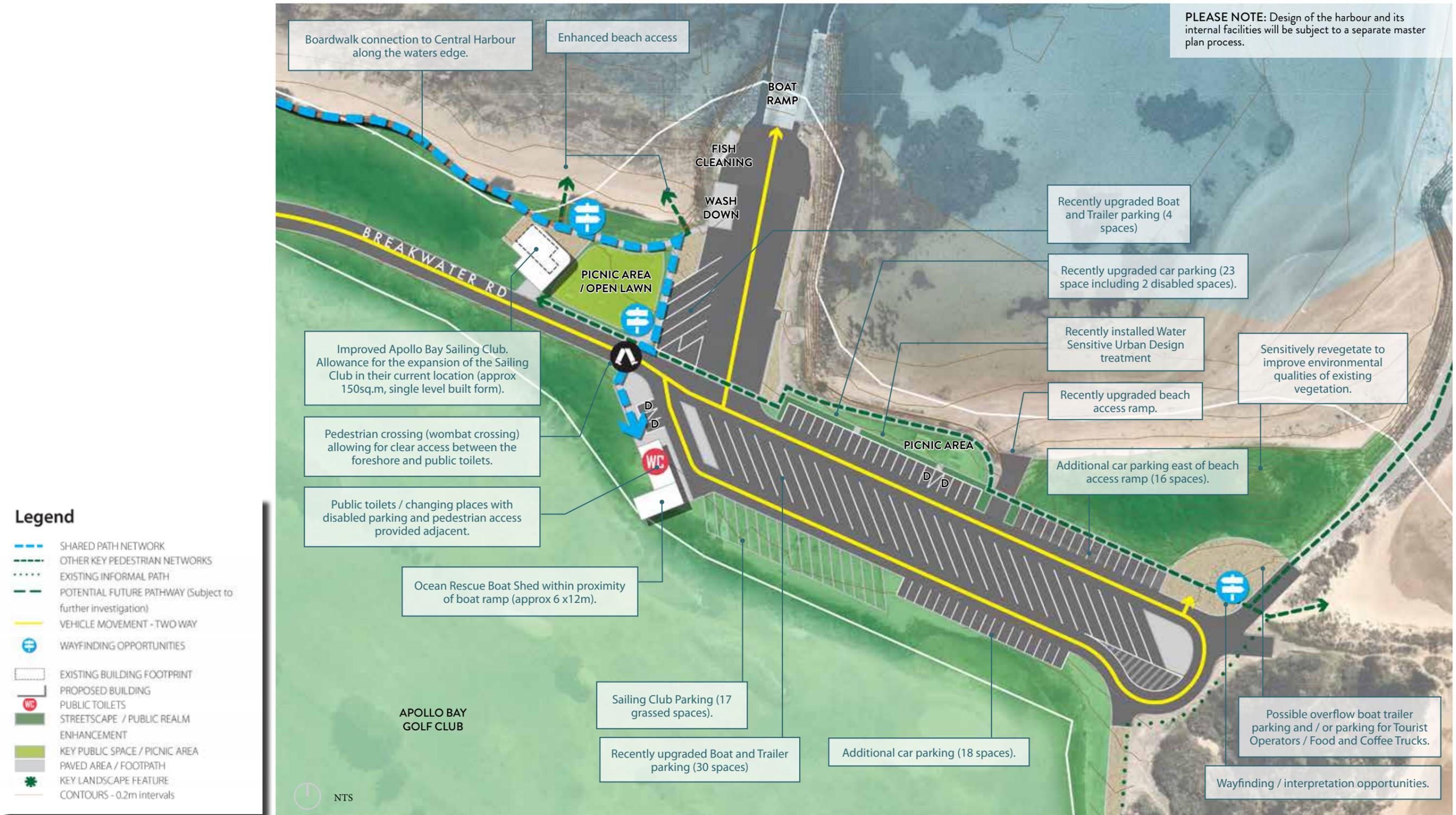


Figure 9. Point Bunbury Plan

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

3.1.3 Cross Sections



Figure 10. Cross Section A -A' - Apollo Bay Harbour - Existing Conditions

1:100 0 1 2 5

Figure 12. Cross Section - Key Plan

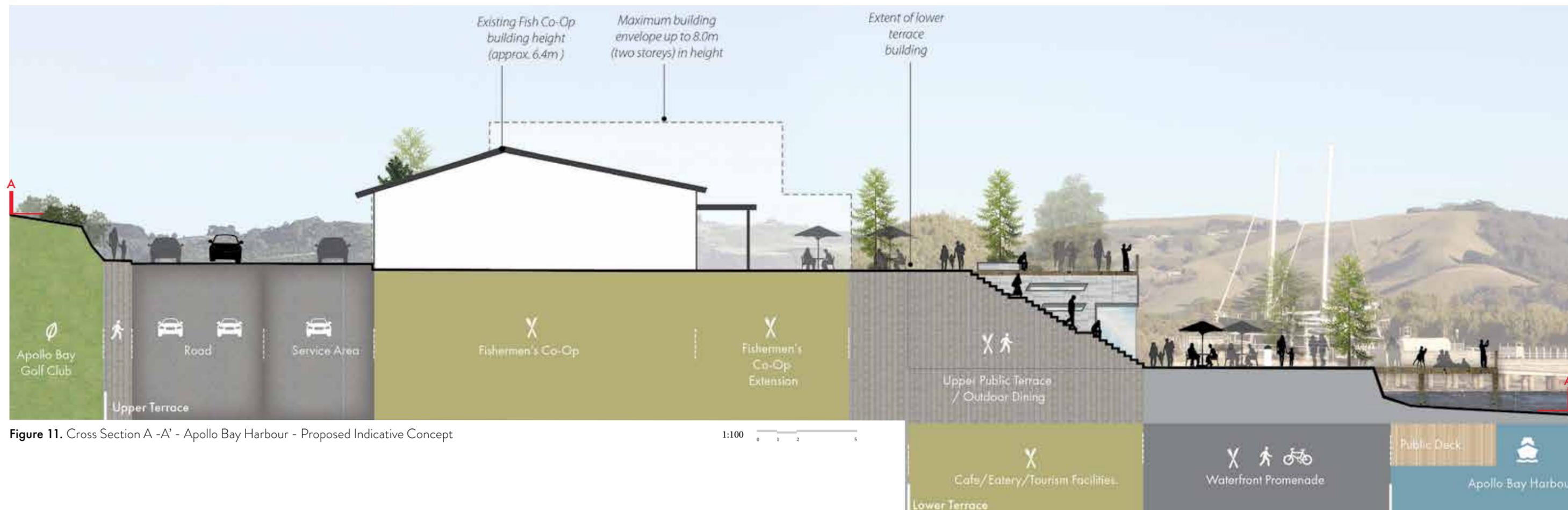


Figure 11. Cross Section A -A' - Apollo Bay Harbour - Proposed Indicative Concept

1:100 0 1 2 5

3.1.4 3D Perspectives



Figure 14. Proposed Built Form Illustration - Elevated View West



Figure 13. Proposed Built Form Illustration - Upper Terrace View North West



Figure 16. Proposed Built Form Illustration - Waterfront Promenade View South towards the Restaurant / Fish Co-Op



Figure 15. Proposed Built Form Illustration - Waterfront Promenade View South East towards the Restaurant / Fish Co-Op

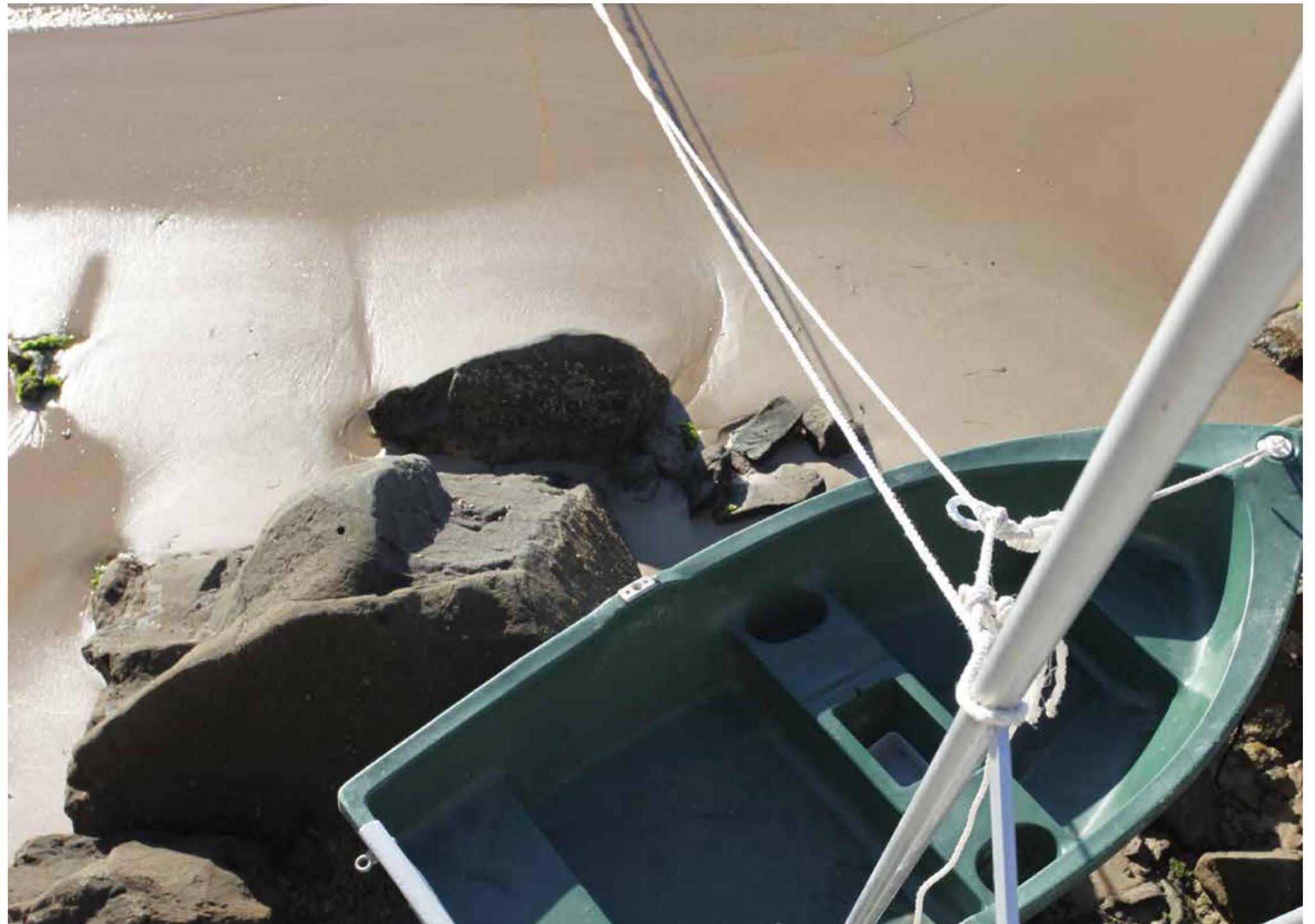


# 4 KEY COMPONENTS OF THE DEVELOPMENT PLAN

## 4.1 Overview

This section describes the key components of the Apollo Bay Development Plan and is outlined under the following sections:

- Land Use and Development
- Built Form
- Land Use and Public Realm
- Heritage and Environment
- Access and Connections



## 4.2 Land Use and Development

Constructed in the 1950's, the harbour provides a home for a range of local, commercial and recreational fishing uses and other water-based activities. Additionally, a number of community uses are based at the harbour, while the harbour and headlands provide a range of recreational opportunities for both residents and visitors to Apollo Bay.

### 4.2.1 Land Use Objectives

Overall objectives for land form are to:

- Retain the authenticity and functionality of the Harbour as a working port.
- Accommodate the Port Operations in new and improved facility.
- Provide for ongoing commercial port operations, commercial and recreational fishing, commercial tourism uses and other water-based activities.
- Provide for the ongoing operation of the Apollo Bay Golf Course.
- Allow for the expansion of the Apollo Bay Fishermen's Co-Op and its associated uses.
- Provide for a mix of use, including cafes, retail, tourist operators and cultural centre, that enhance the precinct as an engaging and active location and key destination for residents and visitors.
- Allow for the expansion of the Sailing Club in its current location.
- Provide opportunities for permanent and temporary small scale commercial development that does not adversely impact retail in the Apollo Bay Town Centre and is relevant to the harbour context.
- Contribute to the development and growth of regional tourism by providing a wider range of recreational and open space opportunities, public amenities and improving access for visitors and locals.

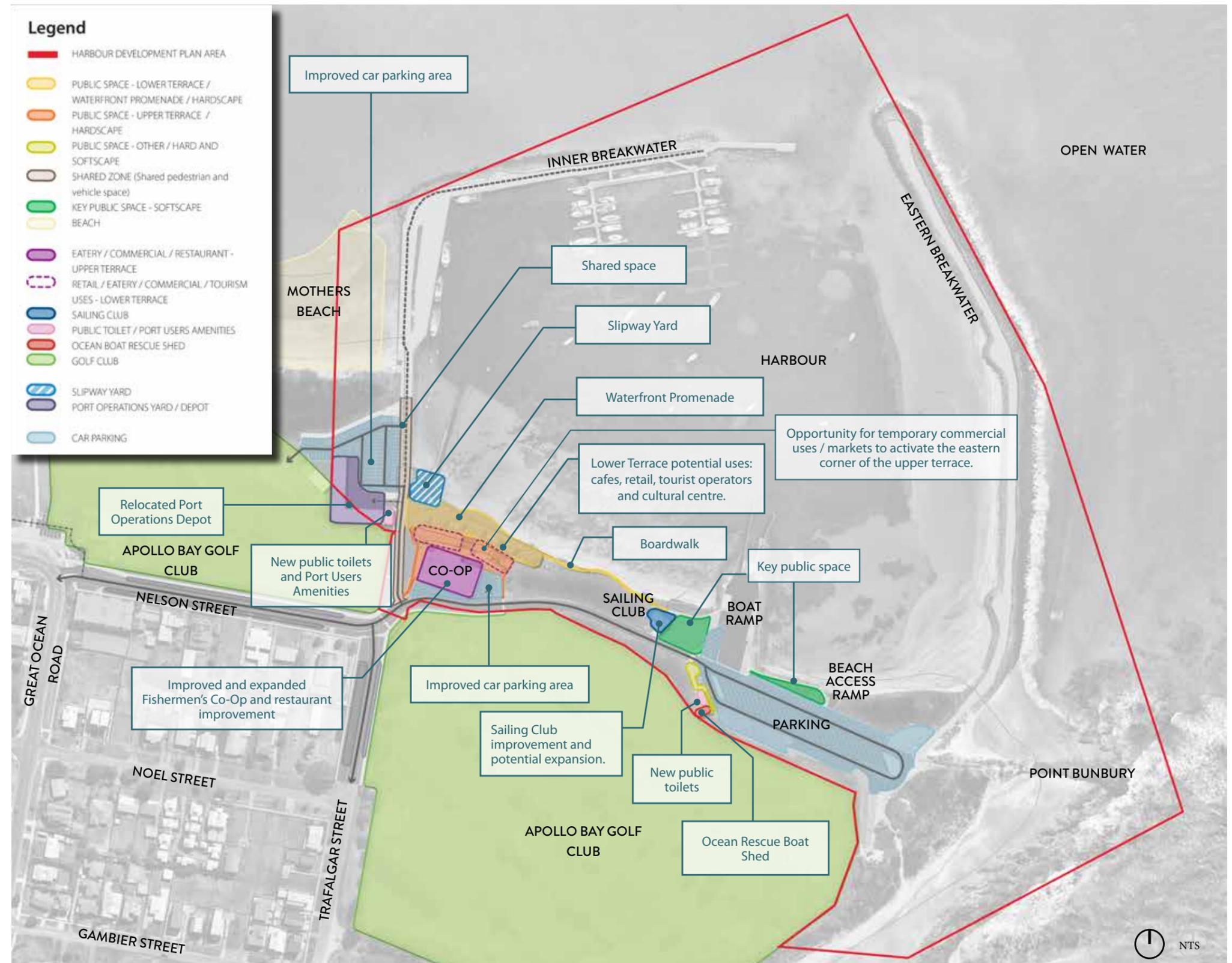


Figure 17. Land Uses

This is outlined further in the following pages.

### 4.2.2 Ports Operations

The Port Operations; including the harbour office, depot buildings and yard facilities; are an integral part of the harbour precinct and provide an important role in ensuring the safety of boaters along Victoria's coastline. These facilities, in their current location restrict public access along the harbour's edges. Additionally, there is a need to expand these facilities to support its ongoing operation and to ensure the facility complies with standards.

The Development Plan proposes to relocate the Port Operations depot (including the buildings and yard) within an improved area / compound at the southern end of the Mothers Beach car park. The area will allow for:

- A new and expanded building for equipment storage, staff amenities and administration which will include:
  - Harbour Masters Office. Located at the southern eastern end of the depot, this two storey building will provide for expanded meeting and office space on the upper level and change facilities, kitchen and amenities on the lower level. The lower level of the building will also incorporate public toilets and change rooms to support visitors to the precinct, as well as separate toilets and change rooms for Port Users. The public toilets will be located outside of the depot area and will be publicly accessible, while the Port User amenities will be accessed within the depot via a key / pincode.
- Garage / Workshop / Storage Shed. Running in an L shape along the southern and western boundaries of the Port Operations depot, this single storey building will provide for a garage, workshop and storage space.

- Outdoor yard space and spill kit and decontamination area.

To allow for the relocation of the Port Operations depot, the Golf Maintenance Shed will also be relocated further north.

Operational areas of the depot should maintain a clean and orderly appearance for residents, visitors and to public areas. Vegetation, level differences and screen walls will screen the depot yard and to improve the amenity of adjacent public realm.



**Image 3.** Parts of the port operations depot could be screened, particularly from Mothers Beach Car Park. Screening that incorporate materials reflecting the harbour character could be used to provide interest. Planting could also be used to soften this edge.

### 4.2.3 Slipway / Breakwaters

As a working harbour, boat maintenance is essential. A slipway is located at the lower section of the harbour, near the entry to the main breakwater and adjacent Mothers Beach car park. It has direct harbour access and includes a hardstand area and winch. The slipway is available for harbour users/ vessel owners requiring out of water maintenance.

The slipway is a unique aspect of the harbour and provides visitors with the opportunity to view some of the workings of a functioning harbour. However, there are some amenity issues associated with boat maintenance activities that do impact adjacent public spaces (i.e. dust and spray from the slipway).

The Development Plan proposes screening or similar be provided around the slipway yard to minimise these adverse impacts. The screen could also incorporate interpretive signage that provides information about the slipway and the history of the harbour.

Improvements to the slipway itself are not proposed as part of this Development Plan. Any future expansion of the slipway area would require reclamation investigations.

The harbour is enclosed by two large breakwaters, an eastern and inner. Both breakwaters allow for pedestrian and vehicular access and recreational fishing. The Development Plan proposes that safe pedestrian access along the breakwaters is maintained to allow people to experience an authentic working harbour. Pedestrian connections to both will also be enhanced.

### 4.2.4 Diesel Tank

The Diesel Tank is currently located at Mothers Beach Car Park. It is proposed that the tank is moved to a new location along the inner breakwater. This will allow for increased car parking at Mothers Beach Car Park.



**Image 4.** Diesel tank located currently within the Mothers Beach Car Park.

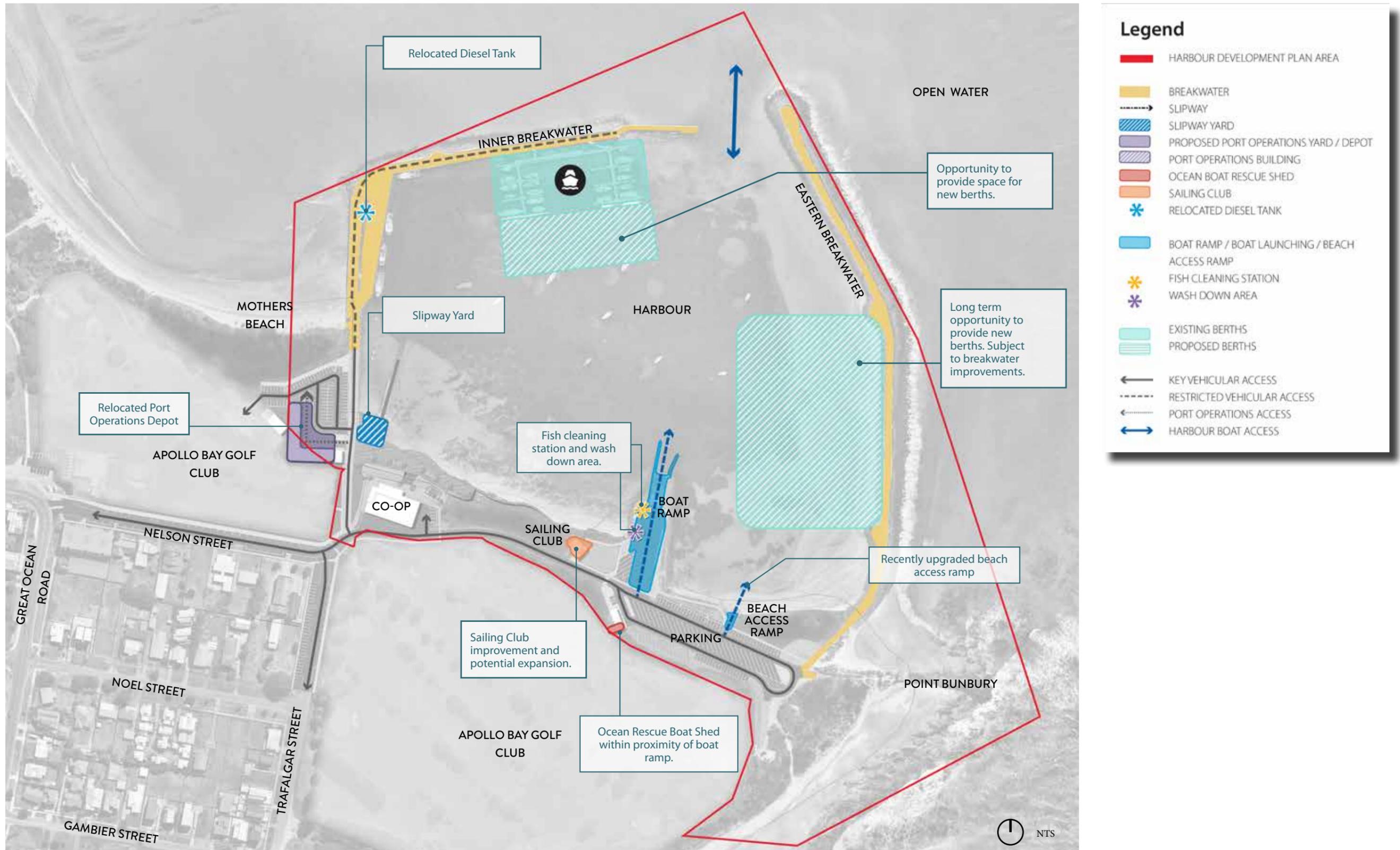


Figure 18. Water Related Uses

#### 4.2.5 Apollo Bay Ocean Rescue

The Ocean Rescue Boat is provided to assist in a range of water-based emergencies including marine pollution response, firefighting, Victoria Police operations or even wildlife emergencies such as an entanglement.

The Development Plan proposes that a secure building is provided for the storage of the Ocean Rescue Boat at Point Bunbury. The building will be located adjacent to the car park area, close to the existing boat ramp, and would allow for easy boat launch and potentially improve rescue times.

The proposed building is expected to be approximately 75sq.m to accommodate the boat and allow appropriate access, however this would be subject to further detailed design. There is also the opportunity to integrate this building with the adjacent public toilets and to provide a building that is designed to be sympathetic to its landscape setting and visually appealing.



Image 5. Apollo Bay Ocean Rescue Boat will be permanently located within the precinct in a new building.

#### 4.2.6 Sailing Club

A new and expanded Sailing Club Building is proposed generally in the location of the current facility. The new building (max. 150sq.m) will provide clubrooms, race control facilities, toilets and storage space, while the adjacent lawn area will allow for outdoor gathering, for roll-in access to the Harbour Beach and for small craft laydown. There is the potential to connect this new building to services including water, electricity and sewerage, where these are available.

The Development Plan encourages this new one storey building to be of high architectural quality, reflective of its prominent position and the aesthetics and character of the harbour. It will be set back into the vegetated slope to minimise its visibility along Breakwater Road. In addition, storage of the Sailing Club's duty boat is required within the harbour precinct. The duty boat is launched by trailer and is used for safe supervision of races, kids sailing, towing in becalmed boats, assisting with capsizes etc. The boat is approximately 7m long and its storage would be integrated into the new building.

A deck area / paved area along the northern facade of the building will provide an active edge to the waterfront and engage with adjacent public areas.

The Sailing Club also leases an area to the south of the car park for dry boat store for sailing boats, located in the adjacent car park. This area has recently been upgraded as part of the broader car parking improvements at Point Bunbury and will continue to be made available.



Image 6. Opportunity to integrate the new building with the landscape setting.



Image 7. Use of natural materials and well articulated form.



Image 8. Opportunity for deck along the northern facade facing the water.

### 4.2.7 Golf Club

The Development Plan supports ongoing operation of the Golf Club in the precinct. The Golf Club sits south-west of the Harbour Precinct and is divided into two by Breakwater Road. A semi private 9 hole golf course it includes a clubhouse and associated car park located near the intersection of Great Ocean Road and Nelson Street, as well as a maintenance shed near the Mothers Beach car park.

To allow for the relocation of the Port Operations depot, the golf maintenance shed will be replaced and relocated further north. In addition; the presentation of this area; which will be accessed from the parking area near Mothers Beach, will be enhanced by landscape screening.



**Image 9.** There is potential to provide a maintenance building reflective of the landscape qualities of the harbour and the coast.

### 4.2.8 Fishermen’s Co-Op

In operation since 1948, the current Fishermen’s Co-Op includes a fish and chip café, seafood storage and processing facilities, as well as an informal thoroughfare, parking and an outdoor eating and viewing area. The Fishermen’s Co-Op have however proposed a concept plan for providing new and improved facilities in their current location. This includes an expanded building and improved access.

The Development Plan supports the redevelopment and expansion of the Fishermen’s Co-Op building on the upper terrace of the harbour precinct including:

- Reconfiguration of access and car parking arrangement;
- Expansion of the fish and chip café; and
- Allowance for additional uses including a restaurant and outdoor dining.

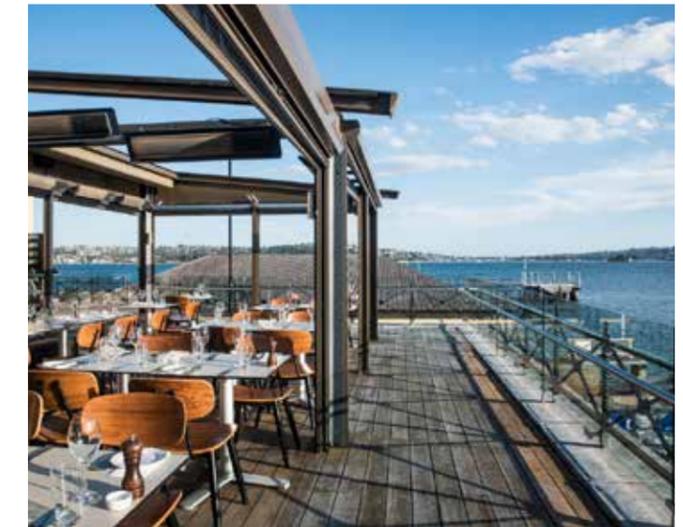
The expanded building footprint includes a maximum area of 1000sq.m for the lower level, with a maximum of 450sq.m for the upper level. The upper level setback can be used as balcony space.

This redevelopment would occur within an expanded lease footprint which is subject to further negotiations between the Fish Co-Op and the responsible land authority.

In addition to building changes, car parking and vehicular access will be reconfigured to remove vehicle access in front of the Co-Op building and formalise a parking area to the east of the building.



**Image 10.** Opportunity to expand fish and chip offering.



**Image 11.** Opportunity for restaurant on upper deck to take advantage of water views.



**Image 12.** Opportunity to enhance sales area.

#### 4.2.9 Retail / Commercial Uses

The Special Use Zone provision currently allows for a range of retail and commercial activities in the precinct which will support the local community, visitors to Apollo Bay Harbour and the needs of the harbour users.

A new building (approximately 760 - 800sq.m, excluding verandahs) being proposed along the lower terrace will allow for a range of retail and commercial activities to be established in the precinct. The new building will be set back into the slope and will allow a mix of uses including cafes, retail, tourist operators and a potential Aboriginal and cultural centre to activate the waterfront promenade. These uses will focus on the waterfront promenade and adjacent public spaces to create a highly active and engaging place all year round.

Details of specific uses within these buildings will be the subject of a separate process. Indicatively, it is anticipated the building will allow for:

- Retail / Café – Retail and cafes uses could be developed to cater to the demand generated from residents and visitors to the harbour. The retail uses should respond to the harbour context, while the inclusion of a cafe / takeaway should provide an alternative offer to the Fish Co-Op and restaurant.
- Tourist Operators – There are several tourist operators in the region and associated with the harbour area. There could be the opportunity for some of these operators to establish a presence in the precinct, or alternatively a shop front be provided with a range of tourist operators using this to advertise, organise booking and act as a meeting point.

- A potential Aboriginal and Cultural Centre - There has long been the intention to provide an Aboriginal and Cultural Centre to identify the unique qualities and heritage of the harbour. The centre could include all hours access and information display and interpretation has the potential to provide a unique and site specific attraction that links history of the harbour with the broader history of Apollo Bay and its region. This proposal is subject to further discussion with local community groups and the registered Aboriginal party.

The building form should be iconic and set the scene for a world class destination.



Image 13. Waterfront activated through food and beverage and cafes



Image 14. Opportunity for heritage and cultural centre to identify the unique qualities and heritage of the harbour.



Image 15. Opportunity for tourist operators in shop front along waterfront promenade.

#### 4.2.10 Temporary Retail / Commercial Uses

The Development Plan provides a number of flexible, multi-functional space that can stage temporary commercial uses. The spaces may also be used to support a range of markets and special events that take place across the site. These include:

- **Upper Terrace** - This space (approx. 100sq.m in area) provides the opportunity for temporary retail / commercial uses to set up in the central harbour area. It provides the opportunity for seasonal and / or smaller operators to trade within the area, particularly during peak seasons and when demand suits. These uses will also help activate the eastern corner of the upper terrace.
- **Point Bunbury** - There is the potential for the overflow parking area (approx. 350sq.m. in area) to be utilised for temporary traders including food / coffee vans and tourist operators. These uses will also help activate the eastern breakwater.

To support temporary based uses the Development Plan proposes that these areas are accessible for vehicles and infrastructure supply points (3 phase power, drainage, water supply) are provided in these two locations.

A booking system could be established to enable the spaces to be used by the broader community.



**Image 16.** Opportunity to allow for temporary retail / commercial operators within the precinct, with the potential for markets.

#### 4.2.11 Public Toilets

Toilets are important for visitors and a range of site users. They must be high quality and meet the needs of a full range of visitors. The Development Plan proposes two new permanent toilet facilities to be created in the precinct. These include:

- **Central Area** - Located on the lower level of the redeveloped Port Operations building, with access from the adjacent public spaces (east and north). The toilets will provide easy access for residents and harbour users to new retail / commercial uses and the waterfront promenade, as well as service the needs of all precinct visitors. There is also the opportunity to include showers and lockers as part of this facility for beach users and bike riders. Building approx. 60sq.m.
- **Point Bunbury** - Additional toilets are also required to support uses at Point Bunbury. A new permanent toilet facility will be provided in the car park area. Building approx. 50-75sq.m.

Both toilets should be open at all times of the day.

#### 4.2.12 Port User Amenities

The Development Plan allows for the provision of Port User amenities. These will be located on the lower level of the redeveloped Port Operations building, with access from the depot area (via a key or pincode). Amenities should include toilets, showers and lockers.



**Image 17.** Well designed public toilets, reflecting the coastal character of Apollo Bay.

### 4.3 Built Form

Existing buildings within the Harbour Precinct are generally nondescript and functional buildings, reflecting the working qualities of the harbour. These include the Fishermen’s Co-Operative (Fish Co-Op), Harbour Masters Office / Port Operations Depot buildings, the Sailing Club, the Golf Maintenance Shed and relocatable public toilets.

The Development Plan supports plans by the Fishermen’s Co-Op, Harbour Masters Office / Port Operations Depot and the Sailing Club to upgrade and expand their buildings. New buildings also provide opportunities for new retail and commercial uses within the precinct, as well as improved amenities and facilities for visitors and port users.

#### 4.3.1 Built Form Objectives

Overall objectives for built form are to:

- Ensure future built form reinforces the qualities and aesthetics of the working harbour and its coastal landscape setting.
- Minimise the visual impact of buildings from key views and surrounding vantage points.
- Allow for the expansion of the Apollo Bay Fishermen’s Co-Op.
- Allow for the expansion of the Sailing Club in its current location.
- Allow the provision of additional retail / commercial uses and public amenities within the precinct.

This is outlined further in the following pages and in the Design Guidelines.

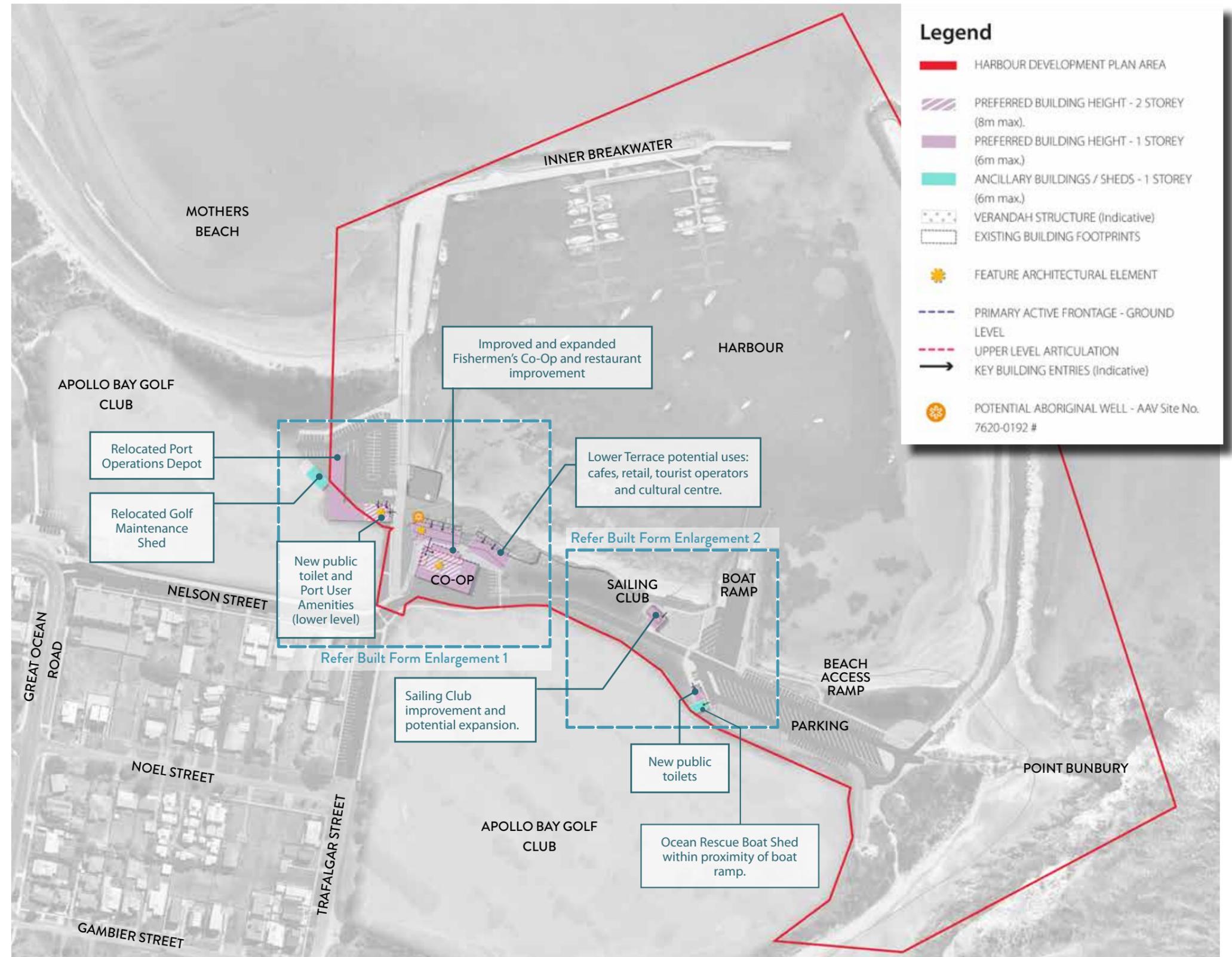


Figure 19. Built Form

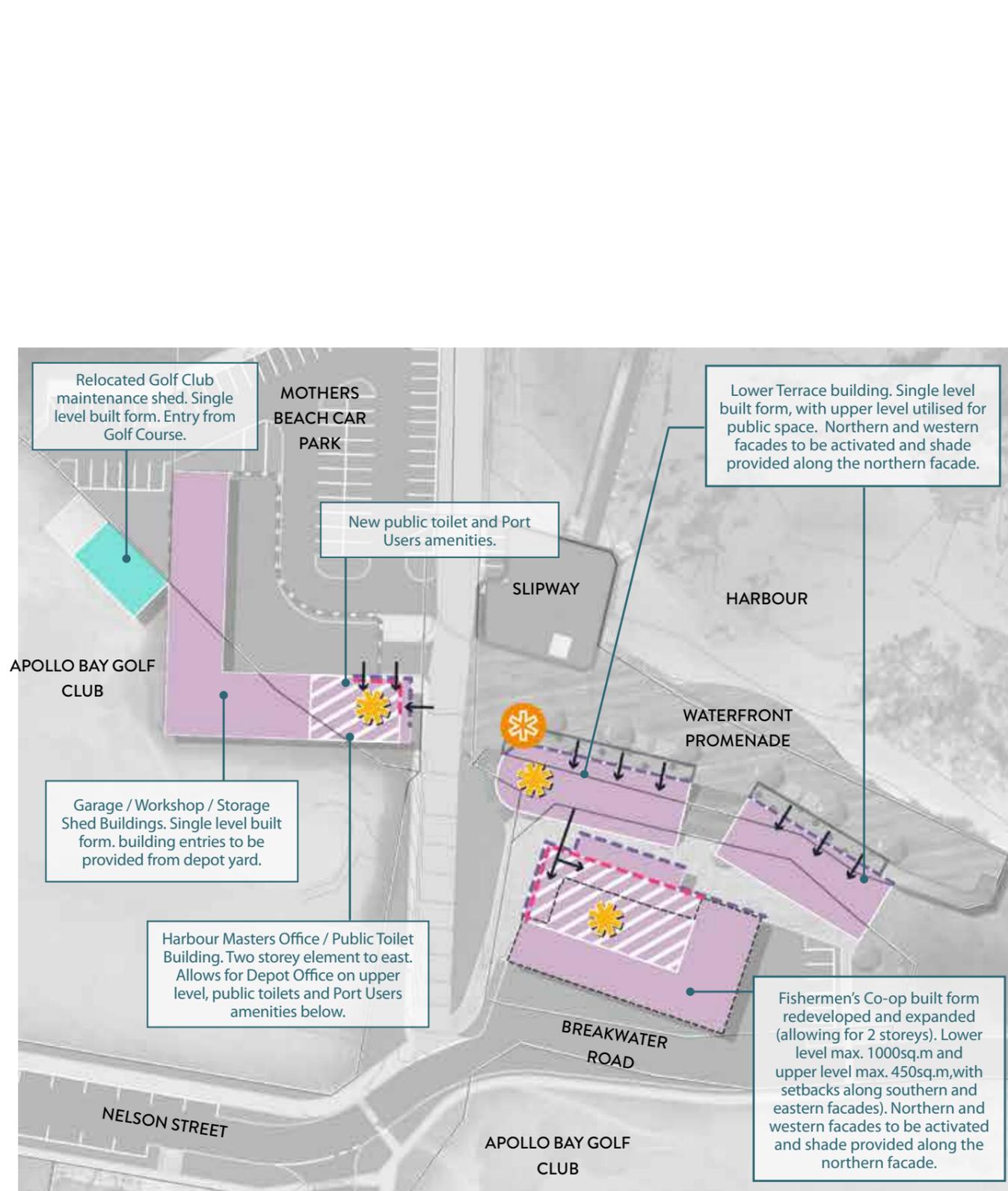


Figure 20. Built Form Enlargement 1

**Legend**

- PREFERRED BUILDING HEIGHT - 2 STOREY (8m max).
- PREFERRED BUILDING HEIGHT - 1 STOREY (6m max.)
- ANCILLARY BUILDINGS / SHEDS - 1 STOREY (6m max.)
- VERANDAH STRUCTURE (Indicative)
- EXISTING BUILDING FOOTPRINTS
- FEATURE ARCHITECTURAL ELEMENT
- PRIMARY ACTIVE FRONTAGE - GROUND LEVEL
- UPPER LEVEL ARTICULATION
- KEY BUILDING ENTRIES (Indicative)
- POTENTIAL ABORIGINAL WELL - AAV Site No. 7620-0192 #

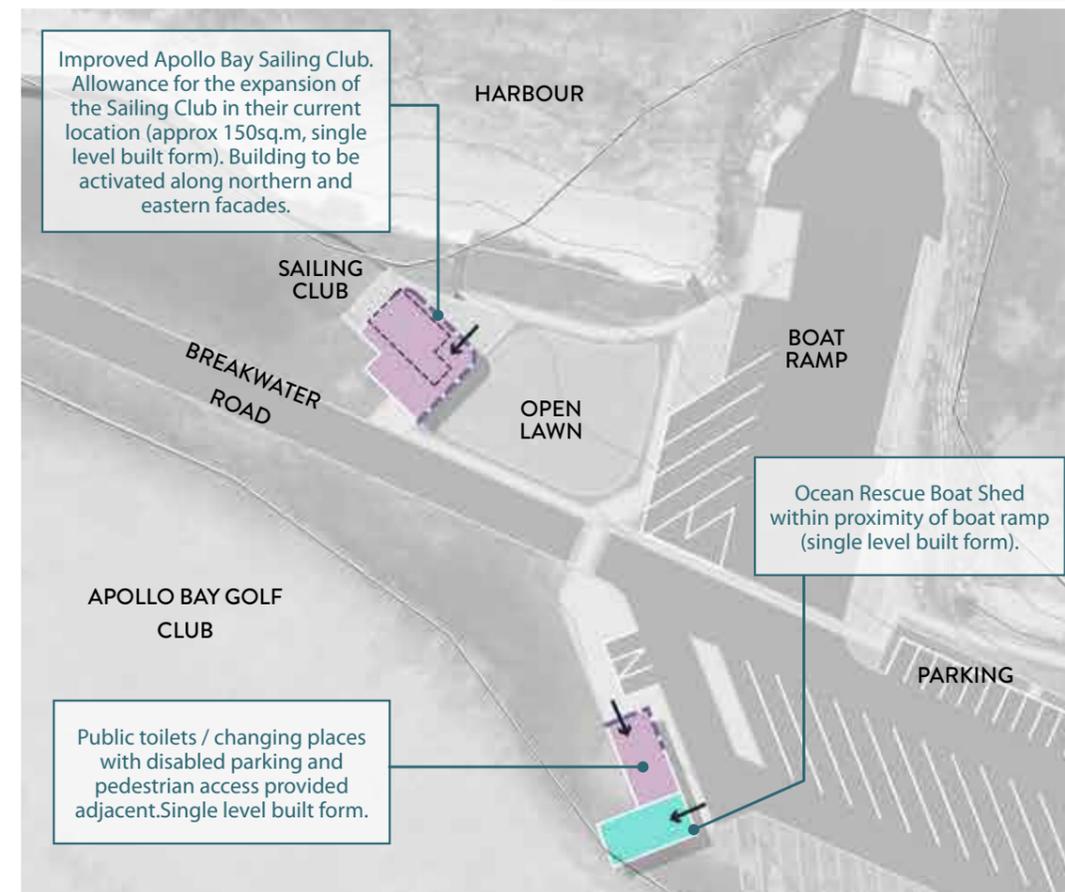


Figure 21. Built Form Enlargement 2

### 4.3.2 Views and building heights

The character and identity of the Apollo Bay Harbour is largely influenced by expansive coastal and harbour views as well as long vistas to the foothills behind Apollo Bay and Skenes Creek. Panoramic views to the coast and surrounding hills are available from most locations within the precinct and will be a key feature for new buildings and public spaces.

Views to the harbour from outside of the precinct are available from the Apollo Bay foreshore / beach, and along the Great Ocean Road. The Fish Co-Op is partially visible in these views against the backdrop of large Norfolk Island Pines along the Golf Course edge. The vegetated coastal dunes in the foreground and middleground are the dominant features of views to the harbour.

The impact of future building heights on a number of these views was tested through 3D modelling. This testing demonstrated that a building height of two storeys (8.0m) would maintain a strong dominance of the landscape setting when the harbour was viewed outside of the precinct (refer to Figures 23-26).

The Development Plan proposes discretionary building height of 8.0m, with a maximum of two storeys for both the future Fish Co-Op development and the Depot Office. This is greater than the existing Fish Co-Op height of approximately 6.4m (single storey with pitched roof).

The proposed 8.0m height limit however provides scope for larger floor to ceiling heights on both the ground floor level and upper level of buildings, which would enable retail, office or hospitality uses on both levels. This will support hospitality uses on the upper level of the Fish Co-Op building with outdoor decks that take advantage of views to the water. All other buildings are not to exceed a height of 6.0m (single level).

Generous floor to ceiling heights will allow for adaptable designs and enable buildings to accommodate either retail or commercial uses over time. They also allow a greater level of amenity for occupants by allowing more light to enter the building, improved natural ventilation and reduced heat gain.

At the ground level, generous floor to ceiling heights allow for improved entrance design and a greater sense of openness for occupants, which is important for retail or restaurant uses.

The Development Plan encourages articulated roof forms. This will contribute to a visually interesting skyline and better respond to the character of the existing Fish Co-Op and the surrounding land form. The Development Plan allows roof forms, architectural features and detailing to extend beyond the 8.0m building height for buildings.



Image 18. Existing Fish Co-Op Building with Norfolk Island Pines in the background



Image 19. Close up of Norfolk Island Pines

### 4.3.3 Building Design

Existing buildings within the Harbour Precinct reflect the quality of a working harbour with a range of buildings and sheds of limited architectural quality. The Fish Co-Op building is intended to be retained and extended however it also has limited architectural quality.

There is an opportunity for new buildings and extensions to define an exciting identity for the Harbour that responds to the rugged, coastal, harbour character and promotes design excellence.

Design excellence is not only measured by how a building looks but also a number of other factors. These include how the building responds to the site and surroundings, whether the building is fit for purpose and built to last, whether people can access and use the building with ease, whether a building provides a high level of internal amenity, how the building responds to the street and adjoining spaces and the extent to which the building responds to Environmentally Sustainable Development principles.

A key issue raised during community consultation phases was visual bulk of future built form. This is particularly important in the Harbour and for views from outside of the Precinct. The Development Plan aims to ensure that future buildings and alterations to buildings are articulated to resemble individual structures rather than large bulky forms. This includes the provision of interesting roof forms, which will further reduce visual bulk.



Image 20. Generous floor to ceiling heights



Image 22. Simple built form with a focus on glass and timber.



Image 25. Views to the water are maximised

#### 4.3.4 Design Guidelines

Design Guidelines have been prepared to guide the development of built form of Apollo Bay Harbour.

The Design Guidelines seek to ensure built form complements the unique character, coastal location and heritage of the harbour, as well as ensure high quality architectural and environmental design outcomes.

The Design Guidelines are outlined in Chapter 5 of this report.



Image 23. Simple built form with a focus on glass and timber.



Image 26. Articulated facade with shade provided for outdoor dining.



Image 21. Articulated forms to reduce visual bulk



Image 24. Use of natural materials with access clearly identified.



Image 27. Built form utilizing natural materials.

### 4.3.5 Key Building Requirements

The following outlines the key buildings within the precinct and key design considerations for each. These requirements should be read in conjunction with the Built Form Design Guidelines in Section 5.

#### Fishermen’s Co-op Building

Built Form Element	Development Requirement
<b>Area</b>	<ul style="list-style-type: none"> <li>Lower level to be a maximum of 1000sq.m, with a maximum of 450sq.m for the upper level.</li> <li>Expansion of the current building footprint along the northern facade is permitted to be a maximum of 4.5m from the northern most point of the existing building only. Expansion along eastern and southern facades not permitted.</li> </ul>
<b>Building Height</b>	<ul style="list-style-type: none"> <li>Building heights should not exceed 8.0m (two storeys) above ground level. Roof forms may extend above this height to provide articulation.</li> </ul>
<b>Upper Level Setbacks</b>	<ul style="list-style-type: none"> <li>The upper level should be set back 4m from the northern building frontage, 7.5m from the western frontage and 11m from the eastern building frontage. The upper level setback can be used as balcony space.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>Key pedestrian entries are to be located along the western and northern frontages.</li> <li>Loading access to be located along the southern and eastern frontages.</li> </ul>
<b>Building Design</b>	<ul style="list-style-type: none"> <li>New additions and extensions to the existing building should integrate with the existing building, be built in a high quality style and utilise natural materials and simple forms.</li> <li>Northern and eastern facades should be articulated to reduce visual bulk.</li> <li>Shading device to be provided on the northern facade.</li> <li>Provide for temporary wind protection for outdoor dining areas and use materials that are highly transparent.</li> <li>Consider opportunities to incorporate local heritage and interpretation regarding the Fish Co-Op and the fishing industry.</li> </ul>
<b>Public Realm Interface</b>	<ul style="list-style-type: none"> <li>For areas identified as ‘Primary Active Frontages’ in Figure 20, buildings should provide pedestrian interest and interaction with a permeable façade incorporating windows and door openings with clear glazing.</li> </ul>

#### Lower Terrace Building

Built Form Element	Development Requirement
<b>Building Height</b>	<ul style="list-style-type: none"> <li>Building heights should not exceed 6.0m (one storey) above ground level. Roof forms may extend above this height to provide articulation.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>Key public entries to be located northern frontages.</li> <li>Allow for public use of the roof level of the building. This level will be integrated with the public space in front of the Fish Co-Op building.</li> <li>Allow for public access between the upper and lower levels including the provision of a central set of stairs between the two buildings and a ramp access / all abilities access to the east of the eastern building.</li> <li>Loading access to be provided from the front of buildings and generally undertaken outside of operating hours</li> </ul>
<b>Building Design</b>	<ul style="list-style-type: none"> <li>Utilise high quality style, utilising natural materials, heavy timber, simple forms and elements reminiscent of its harbour context. The building style and design should appear cohesive with the Fish Co-Op extension and proposed retail and commercial buildings.</li> <li>Northern facade to be articulated to reduce visual bulk.</li> <li>Balustrade design (along edge of upper terrace) should be integrated with the overall building façade design.</li> <li>Shading device to be provided on the northern facade.</li> <li>Provide for temporary wind protection for outdoor dining areas and use materials that are highly transparent</li> <li>Consider the opportunity to incorporate local heritage and interpretation regarding the Fish Co-Op and the fishing industry.</li> <li>There is the potential that this building maybe the location of the Aboriginal well. This building should respond to any discovered heritage items, as well as consider the opportunity to incorporate local heritage and interpretation.</li> </ul>
<b>Public Realm Interface</b>	<ul style="list-style-type: none"> <li>For areas identified as ‘Primary Active Frontages’ in Figure 20, buildings should provide pedestrian interest and interaction with a permeable façade incorporating windows and door openings with clear glazing.</li> </ul>

### Port Operations Buildings

Built Form Element	Development Requirement
<b>Building Height</b>	<ul style="list-style-type: none"> <li>• <b>Harbour Masters Office / Public Toilet / Port Users Amenities Building</b> - Heights should not exceed 8.0m (two storeys) above ground level. Roof forms may extend above this height to provide articulation.</li> <li>• <b>Garage / Workshop / Storage Shed Buildings</b> - Heights should not exceed 6.0m (one storey) above ground level. Roof forms may extend above this height to provide articulation.</li> </ul>
<b>Upper Level Setbacks</b>	<ul style="list-style-type: none"> <li>• The upper level should be set back 2m from the eastern building frontage. The upper level setback should be used as balcony space.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Restricted pedestrian access to the Harbour Masters Office to be located within the Depot area, along the northern facade.</li> <li>• Access to the public toilets to be provided along the eastern and northern facades, and within the public realm.</li> <li>• Access to the Port User amenities to be provided from within the depot area via a key / pincode.</li> <li>• Pedestrian and vehicle entries to the Garage / Workshop / Storage Shed to be located within the Depot area, along the northern and eastern facades.</li> </ul>
<b>Building Design</b>	<ul style="list-style-type: none"> <li>• Utilise high quality style, utilising natural materials, heavy timber, simple forms and elements reminiscent of the harbour context. The building style and design should appear cohesive with the Fish Co-Op extension and proposed retail and commercial buildings.</li> <li>• Garage/Workshop / Storage Shed buildings should be simpler in their forms and materials but appear cohesive with the Harbour Masters Office.</li> </ul>
<b>Fencing</b>	<ul style="list-style-type: none"> <li>• Fencing around the Depot Area should be semi-transparent</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Public toilets to include as a minimum:                             <ul style="list-style-type: none"> <li>• Male and female toilets;</li> <li>• DDA compliant facilities; and</li> <li>• Potentially a ‘changing places’ facility near commercial and retail uses.</li> </ul> </li> </ul>

### Sailing Club Building

Built Form Element	Development Requirement
<b>Area</b>	<ul style="list-style-type: none"> <li>• Maximum of 150.sq.m.</li> <li>• Expansion of the current building footprint along the eastern and southern facades only. Expansion to minimise impacts on existing vegetation along southern facade. Expansion along western and northern facades is not permitted.</li> </ul>
<b>Building Height</b>	<ul style="list-style-type: none"> <li>• Building heights should not exceed 6.0m (one storey) above ground level. Roof forms may extend above this height to provide articulation.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Key public entries to be located along the eastern and northern façades, facing the open lawn and waters edge.</li> </ul>
<b>Building Design</b>	<ul style="list-style-type: none"> <li>• High quality style, utilising natural materials, heavy timber, simple forms and elements reminiscent of its harbour context. The building style and design should appear cohesive with those elsewhere in the precinct.</li> <li>• Building to be set into landform to minimise its visibility along Breakwater Road.</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Consider the opportunity to incorporate storage of the duty boat within the building.</li> <li>• Connect new buildings to services including water, electricity and sewerage, where these are available.</li> </ul>

Point Bunbury Public Toilets

Built Form Element	Development Requirement
<b>Building Height</b>	<ul style="list-style-type: none"> <li>Building heights should not exceed 6.0m (one storey) above ground level. Roof forms may extend above this height to provide articulation.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>Key pedestrian entries to be located along the eastern and northern façades, facing the car park area.</li> </ul>
<b>Building Design</b>	<ul style="list-style-type: none"> <li>Utilise high quality style, utilising natural materials, heavy timber, simple forms and elements reminiscent of its harbour context. The building style and design should appear cohesive with those elsewhere in the precinct.</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>Public toilets to include as a minimum:                             <ul style="list-style-type: none"> <li>Male and female toilets;</li> <li>DDA compliant facilities;</li> </ul> </li> </ul>

Ocean Rescue Shed

Built Form Element	Development Requirement
<b>Building Height</b>	<ul style="list-style-type: none"> <li>Building heights should not exceed 6.0m (one storey) above ground level. Roof forms may extend above this height to provide articulation.</li> </ul>
<b>Building Design</b>	<ul style="list-style-type: none"> <li>Utilise simple forms with materials and colours consistent with buildings elsewhere in the precinct.</li> </ul>

### 4.3.6 Built Form Massing

The following key plan and illustrations demonstrate the desired built form including impact of the proposed building heights on key views across the Harbour Precinct.



Figure 22. Proposed Built Form - View Key Plan

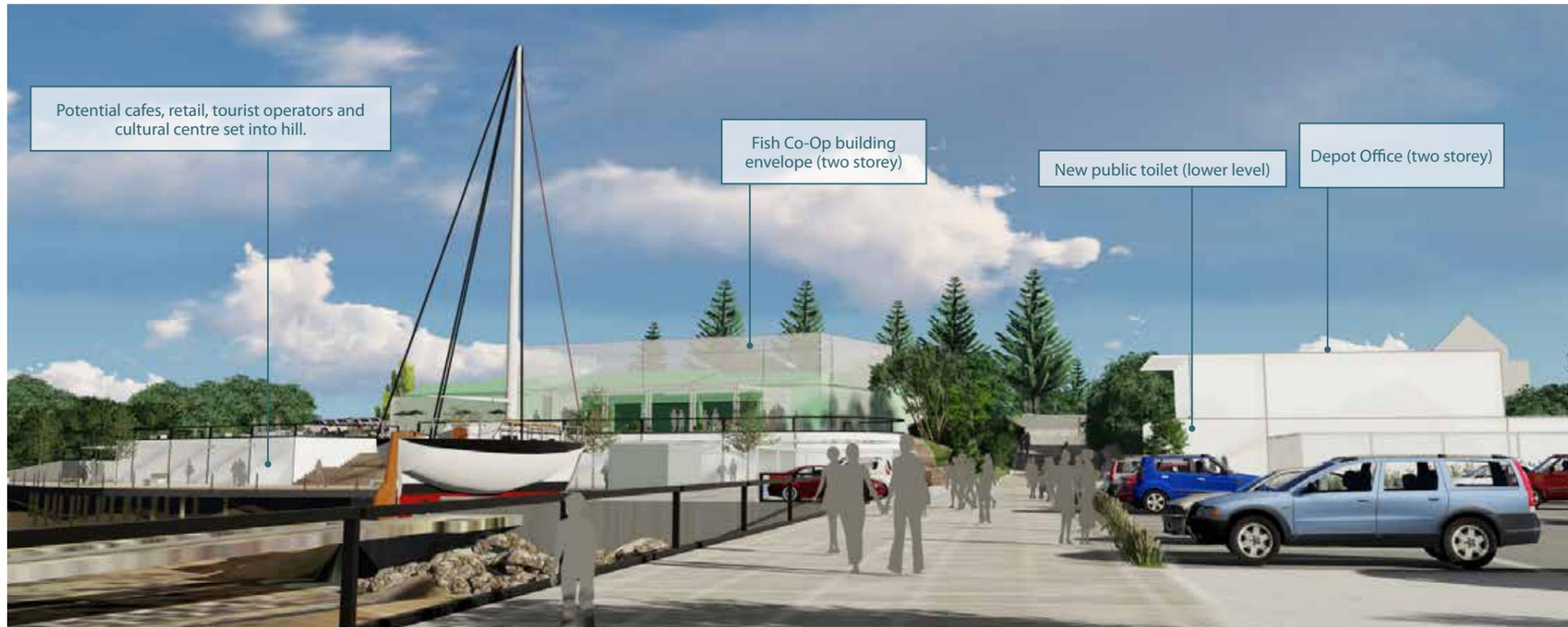


Figure 23. View 1 - Proposed Built Form Illustration - Mother Beach Car Park View South



Figure 24. View 2 - Proposed Built Form Illustration - Elevated Dune View South East

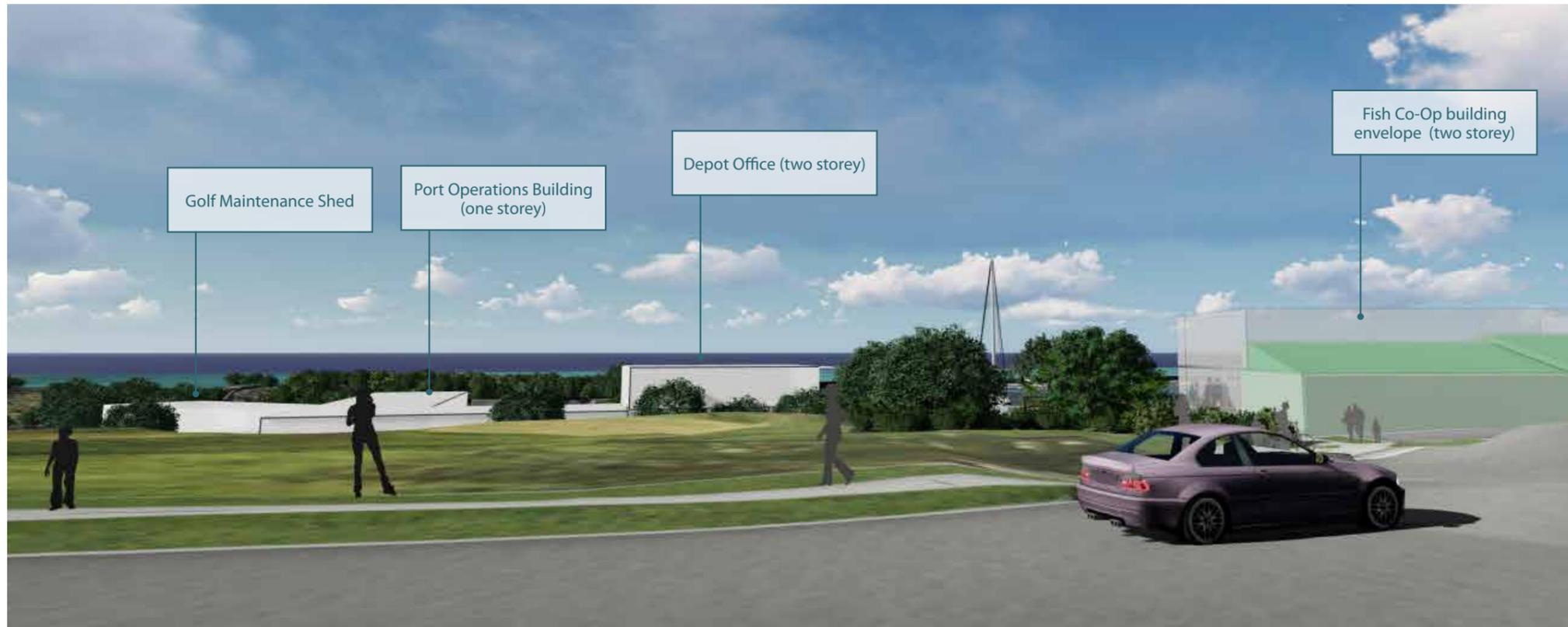


Figure 25. View 3 - Proposed Built Form Illustration - Trafalgar Street / Breakwater Road Intersection View North East



Figure 26. View 4 - Proposed Built Form Illustration - Main Street / Surf Life Saving Club View South East

## 4.4 Landscape and Public Realm

Apollo Bay Harbour will complement and enhance the attractions of Apollo Bay to the local community and visitors. The landscaped open space network will provide linkages to the Great Ocean Walk with key pedestrian paths extending along the foreshore reserve, the harbour precinct, and through to Point Bunbury.

The Development Plan for Apollo Bay Harbour includes extensive landscaped open space, plaza spaces and boardwalks, shared pedestrian and cyclist paths, as well as publicly accessible beaches.

An increase in accessible public open space will be achieved through the relocation of the Port Operations Depot, which will allow for a new boardwalk/promenade along the southern harbour edge. Improvements to pathways and access for pedestrians will enhance the opportunities for visitors and residents to enjoy the harbour and will reinforce it as a key destination within Apollo Bay.

### 4.4.1 Landscape and Public Realm Objectives

Overall objectives for the public realm and open space are to:

- Provide a range of public spaces, nodes and uses that enhance peoples experience of the harbour and establish the precinct as a key destination for both visitors and residents;
- Improve access to and the appearance of public spaces throughout the precinct;
- Create a cohesive landscape and public realm character that complements and reinforces the valued working harbour and coastal aesthetics, as well as the harbour's heritage;
- Balance functionality and visual appearance;
- Ensure spaces are comfortable, safe and enjoyable for all people at all hours of the day; and
- Utilise landscaping in car parking areas to improve visual amenity, provide shade and reduce the impact of urban heat caused by large areas of sealed surfaces.

### 4.4.2 Upper Terrace

A key feature of the Development Plan is the expanded upper terrace. The upper terrace is designed to provide a unique perspective and to maximise expansive views of the harbour. It will be a flexible multi-purpose public space that will function in both day to day mode and in special event mode. The space will also become a visual feature that along with the new Fish Co-Op will help to identify the space as a central part of the precinct and a key destination within Apollo Bay.

The upper terrace will:

- Provide expanded outdoor spaces (minimum width of 10m) that allow for outdoor seating, dining and public access to views for the adjacent harbour / water.
- Provide comfortable and sheltered spaces and seats for people to sit and enjoy the views.
- Provide generous pedestrian walkway (min 3m) to access the Fish Co -Op and restaurant.
- Be publicly accessible at all hours of the day.
- Be predominately a hard paved space that utilises level changes and a combination of hard and soft landscape elements to define spaces and create visual interest.
- Provide a balustrade or similar to ensure safety.
- Be adaptable for a variety of event needs. This should include access to power, water and other facilities to ensure it is able to be used for events.
- Provide clearly defined connections between the upper and lower terrace and the Fish Co-Op.
- Utilise materials and finishes that are high quality and reflect the character of the precinct.

- Include art, sculpture and interpretation to strengthen the character of the precinct and create an engaging space for people.

In event mode the space will a public gathering space for special community events and activities such as markets and festivals.



**Image 28.** Stairs providing access between the upper and lower levels of the harbour.



**Image 29.** Upper deck with seating and canopy trees to maximise views to the water.

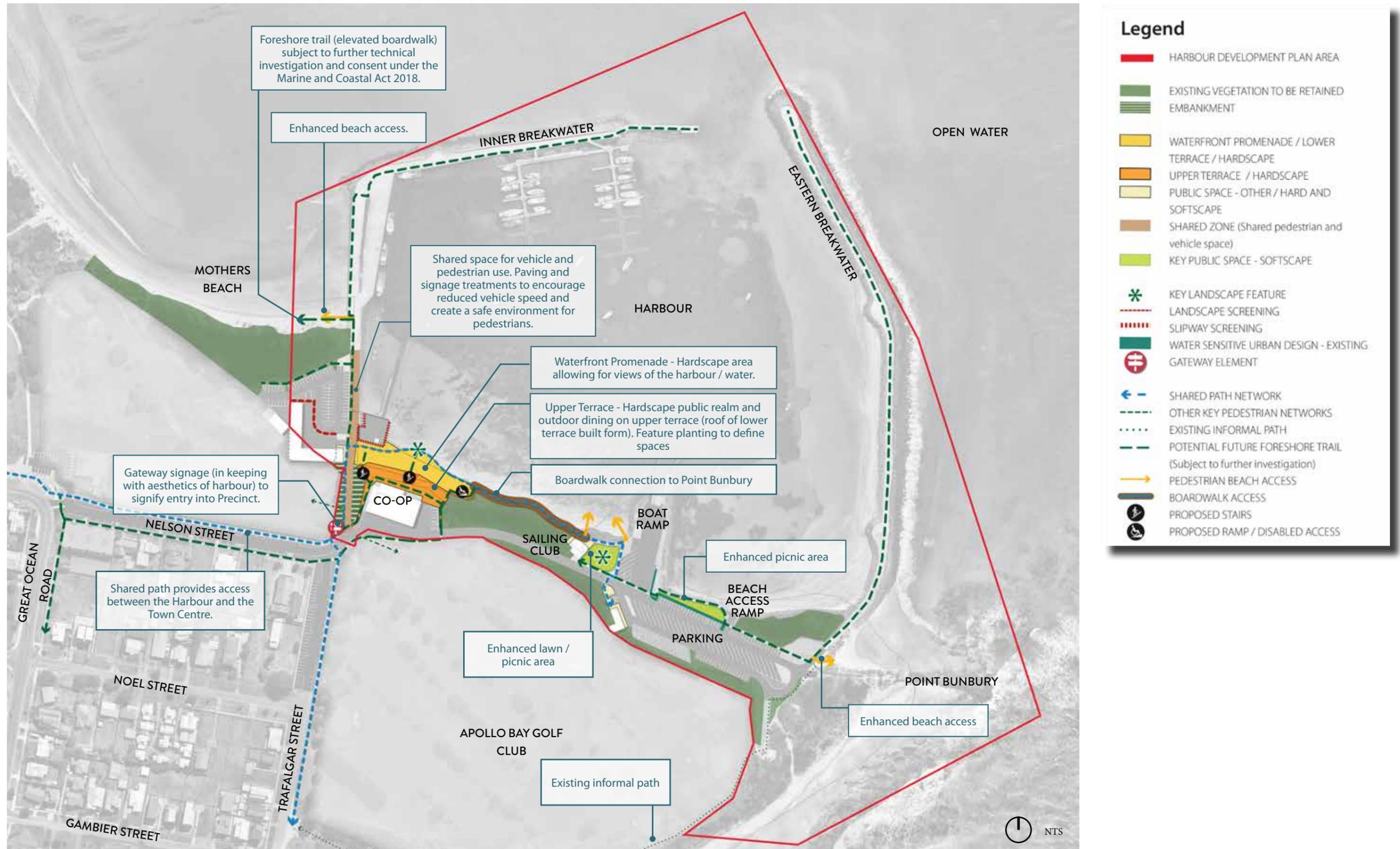


Figure 27. Landscape and Public Realm

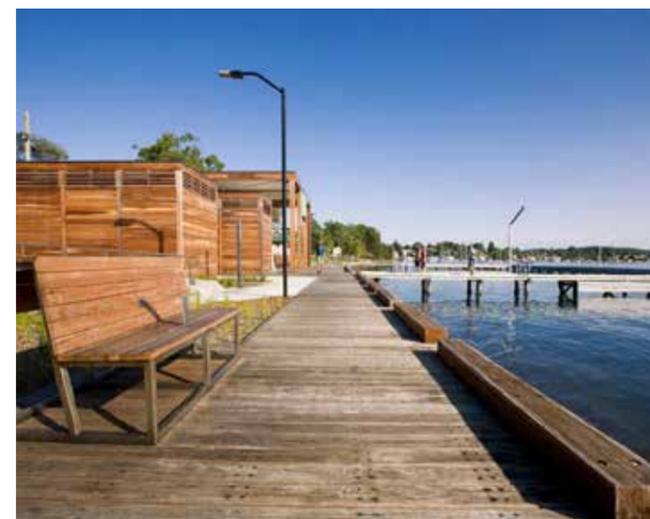
### 4.4.3 Waterfront Promenade / Lower Terrace

The relocation of the Port Operations Depot allows for public access along the harbour's edge and the creation of a new Waterfront Promenade. The Waterfront Promenade will provide the opportunity for people to get close to the water's edge, to access the new retail and commercial uses and to allow for safe pedestrian access between Mothers Beach Car Park to Point Bunbury. The promenade will be connected to the upper terrace via two sets of stairs (west and central) and ramp to the east. The central steps will be generous and provide another form of seating for people and a distinctive feature of the space.

The waterfront promenade will:

- Be a focal point for the harbour development.
- Provide generous (minimum 10m wide) and safe pedestrian walkway to new retail and commercial uses provided along the lower terrace, as well as provide space for outdoor seating and dining.
- Provide a clearly defined and continuous connection (minimum 2.5m wide) between Mothers Beach Car Park and Point Bunbury, via an elevated board-walk along the waters edge.
- Ensure views to the adjacent harbour / water are maximised.
- Provide comfortable and sheltered spaces for people to sit and enjoy the views.
- Provide a balustrade or similar along the water's edge to ensure safety.

- Provide screening to minimise potential amenity impacts from the slipway.
- Include art, sculpture and interpretation to strengthen the character of the precinct and create an engaging space for people.
- Be publicly accessible at all hours of the day.
- Utilise materials and finishes that are high quality and reflect the character of the precinct.



**Image 30.** Waterfront promenade with views of water and seating opportunities.



**Image 31.** Waterfront promenade with uses along the lower terrace and balustrade allowing for safe access along the upper terrace.

#### 4.4.4 Boardwalk

A boardwalk will connect the Waterfront Promenade to the Sailing Club at Point Bunbury. The 2.5m wide (minimum) elevated timber boardwalk will be characterised by a meandering organic form nestled along the shoreline of the harbour, with the vegetated embankment as a backdrop. It will ensure ease of movement throughout the precinct and will allow access for all people at high and low tides.

A critical consideration of providing access in this location was to avoid impacting the adjacent middens / vegetation. The boardwalk allows for these areas to be integrated into the experience, while ensuring these areas remain preserved.

The boardwalk will:

- Be a 2.5m wide minimum all abilities elevated timber boardwalk.
- Provide access between the Waterfront Promenade to Point Bunbury / the Sailing Club, via the southern edge of the harbour.
- Provide spaces for people to sit / congregate and enjoy the water views.
- Provide a balustrade or similar along the waters edge to ensure safety.
- Minimise impacts to vegetation and Aboriginal heritage sites.
- Include interpretation to strengthen the character of the precinct and create an engaging experience for people.
- Consider the opportunities for lighting to ensure the space is available at more hours of the day.



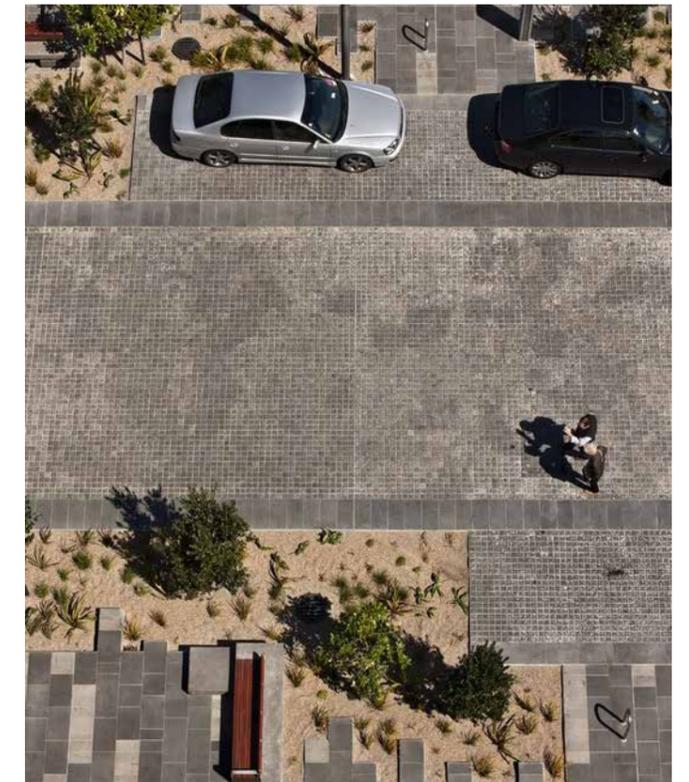
**Image 32.** Simple timber pedestrian boardwalk allowing access along waters edge.

#### 4.4.5 Shared Space

The access road between the Breakwater Road and the Inner Breakwater is proposed as a shared space for pedestrians and cars. This will provide a unique pedestrian friendly space that allows for safe pedestrian access between the public toilets, car parking and the retail and commercial uses along the waterfront promenade.

The shared space will:

- Provide a pedestrian friendly space that allows for public access to key attractions and amenities within the precinct.
- Allow for a pattern of movement that better responds to the function of the harbour, not only a working environment, but also as a key destination within Apollo Bay.
- Provide paving and signage treatments that encourage reduced vehicle speed and create a safe environment for pedestrians.



**Image 33.** Shared pedestrian and vehicle space with paving encouraging low speeds.

#### 4.4.6 Open Lawn / Picnic Areas

The Development Plan proposes to retain and enhance existing open lawn and picnic areas within the precinct. Existing open lawn and picnic areas include the open lawn adjacent the Sailing Club and the picnic area to the north of the car parking area.

These areas will be improved to:

- Provide additional seating, picnic facilities and supporting infrastructure that is well considered and appropriately located.
- Enhance accessibility including mitigation of barriers to movement (i.e. newly incorporated water sensitive urban design).
- Provide shade and weather protection that improves comfort within the space while maximising views to the water.
- Utilising materials and finishes that are consistent and reinforce that character of the precinct.
- Maintain the ability to use the open lawn for small craft laydown for the Sailing Club.



**Image 34.** Key nodes providing opportunities for seating or relaxing on the grass.

#### 4.4.7 Public Art

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



**Image 35.** Public art reflecting harbour themes.

#### 4.4.8 Gateway Element

The Development Plan proposes to provide a 'Gateway Element' near the intersection of Breakwater Road / Trafalgar Street to signify entry into the Harbour Precinct. This element could include signage, planting treatments, public art and / or lighting. It should clearly define the entry to the harbour precinct, be integrated into the landscape and reflect its coastal and working harbour character.



**Image 36.** Signage and landscape treatments could provide entry statement into precinct.

#### 4.4.9 Events

The Harbour is currently host to the Apollo Bay Seafood Festival which occurs annually. The festival is a key feature in the Apollo Bay events calendar and attracts visitors from far and wide.

The Development Plan identifies a number of opportunities for the public realm to provide for events. This could include:

- **Harbour Central** - The expanded upper and lower terraces could all be adapted for temporary use for large events such as markets, festivals, arts and cultural events (that cannot be located at the foreshore). Additional space along the shared space and Mothers Beach Car Park could also be incorporated as part of this events setting.
- **Point Bunbury Car Park** - This area could all be adapted for temporary use for large events such as markets, festivals, arts and cultural events (that cannot be located at the foreshore).

Themes for events should draw on local heritage, fishing / water related uses and/or tourism offerings.

To support temporary based events the Development Plan proposes that infrastructure supply points (3 phase power, drainage, water supply) are provided in these two locations.



Image 37. Opportunities for events throughout the precinct.

#### 4.4.10 Materials and Finishes

The harbour has a rich heritage and its character is reflective of its function as a working harbour, as well as its coastal location. The Development Plan proposes to express these valued qualities within new works and the related materials palette, making it visually distinct from other areas of Apollo Bay.

A cohesive palette of materials and finishes will be used throughout to provide consistency and reinforce the valued qualities and heritage of the precinct. Locally sourced materials, such as timber will feature throughout and provide a reference to past industries, while other natural materials such as stone and rocks will provide a tactile quality and connection to its coastal location. Materials will also respond to the function of the spaces created and their proposed use.

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



## 4.5 Heritage and Environment

The Harbour and Point Bunbury are prominent and historic features of Apollo Bay, given their connection to the settlement of the area. While much of the area around the harbour has been altered overtime, there are still highly valuable remnants including native vegetation patches, known and yet to be discovered Aboriginal sites, as well as Post European heritage.

### 4.5.1 Heritage and Environment Objectives

Overall objectives for heritage and environment are to:

- Respect, protect and interpret the Aboriginal and European heritage and history of the precinct, where appropriate.
- Protect indigenous vegetation within the precinct (i.e. habitat zones as shown on Figure 28), where possible and appropriate.
- Reinforce the landscape character of the precinct through further indigenous planting.
- Ensure development is protected from climate change impacts such as sea level rise and storm surge.

This is outlined further in the following pages.

### 4.5.2 Aboriginal Heritage

While the full extent of Aboriginal heritage sites around the harbour is unclear, key known sites include 7620-0192 – a shell midden and a (suspected) freshwater spring.

The shell midden extends from the Fishermen’s Co-Op to the boat ramp, and is protected by current vegetation in this location.

The location of the freshwater spring is yet to be confirmed however is believed to be located in the embankment next to the Fishermen’s Co-Op, most likely under the current Depot Office.

The Development Plan aims to ensure that Aboriginal artefacts and sites within the precinct are protected and sensitively incorporated as part of future development. There are also opportunities for interpretation of these sites, where appropriate and approved by the local Aboriginal group.



**Image 38.** Undated photograph in the Valentine postcard series shows a sign marking a path down to the “Aboriginal Well” from atop the bluff in Apollo Bay before harbour construction commenced - Source: Apollo Bay Harbour Archaeological Investigation - Final Master Report 2006.

### 4.5.3 Post European Heritage

A heritage overlay (HO300) applies to the Harbour Precinct and includes the Fishermen’s Co-Op building, breakwaters, piers and beacons. The heritage overlay identifies the Harbour as having historic and social importance to the Shire of Colac Otway. This is due to the precinct’s connection to the development of the fishing industry within Apollo Bay. Additionally, the precinct has played an important role in the development of the leisure industry, with recreational fishing. Both industries contribute significantly to Apollo Bay’s economy.

The Development Plan proposes that fishing (commercial and recreational) and leisure are retained as key functions of the precinct. The Development Plan aims to enhance the leisure opportunities through improved public spaces and access, while retaining the authenticity and functionality of the harbour.

To reinforce the importance of the harbour precinct and its local importance, the Development Plan encourages opportunities for interpretation, where appropriate.



**Image 39.** Harbour photographed in c. 1957. The photo captures Fishermen on the breakwater, with the Fishermen’s Cooperative building standing prominently above the shore in the background.

### 4.5.4 Vegetation

A flora and fauna assessment of the terrestrial area of Apollo Bay Harbour was undertaken to inform the Apollo Bay Harbour Development Plan. Refer 5.2.1 Flora and Fauna Assessment.

The Development Plan aims to protect and minimise the impacts on identified EVC habitat zones (as identified on Figure 28). There are also areas of vegetation that have low environmental qualities, but provide dune stability, protection from erosion, or enhance the landscape character of the precinct (i.e. the embankment as shown on Figure 28). The Development Plan encourages the re-vegetation of these areas to enhance their environmental qualities. Care should be taken however in locations with known Aboriginal sites to ensure disturbance of these sites is minimised. Additionally re-vegetation should consider the impact on views, and consider approaches such as succession planting where stability is an issue.

Other key considerations for vegetation includes:

- Provision of trees, shrubs and grasses which respect and reflect the local environment;
- Use of local, indigenous and native species will be preferred and sourced locally where possible;
- No weed species will be used; and
- Plant species will focus on those which are low maintenance, drought-resistant and fauna friendly.



Image 40. Opportunity to enhance existing vegetation within the precinct.

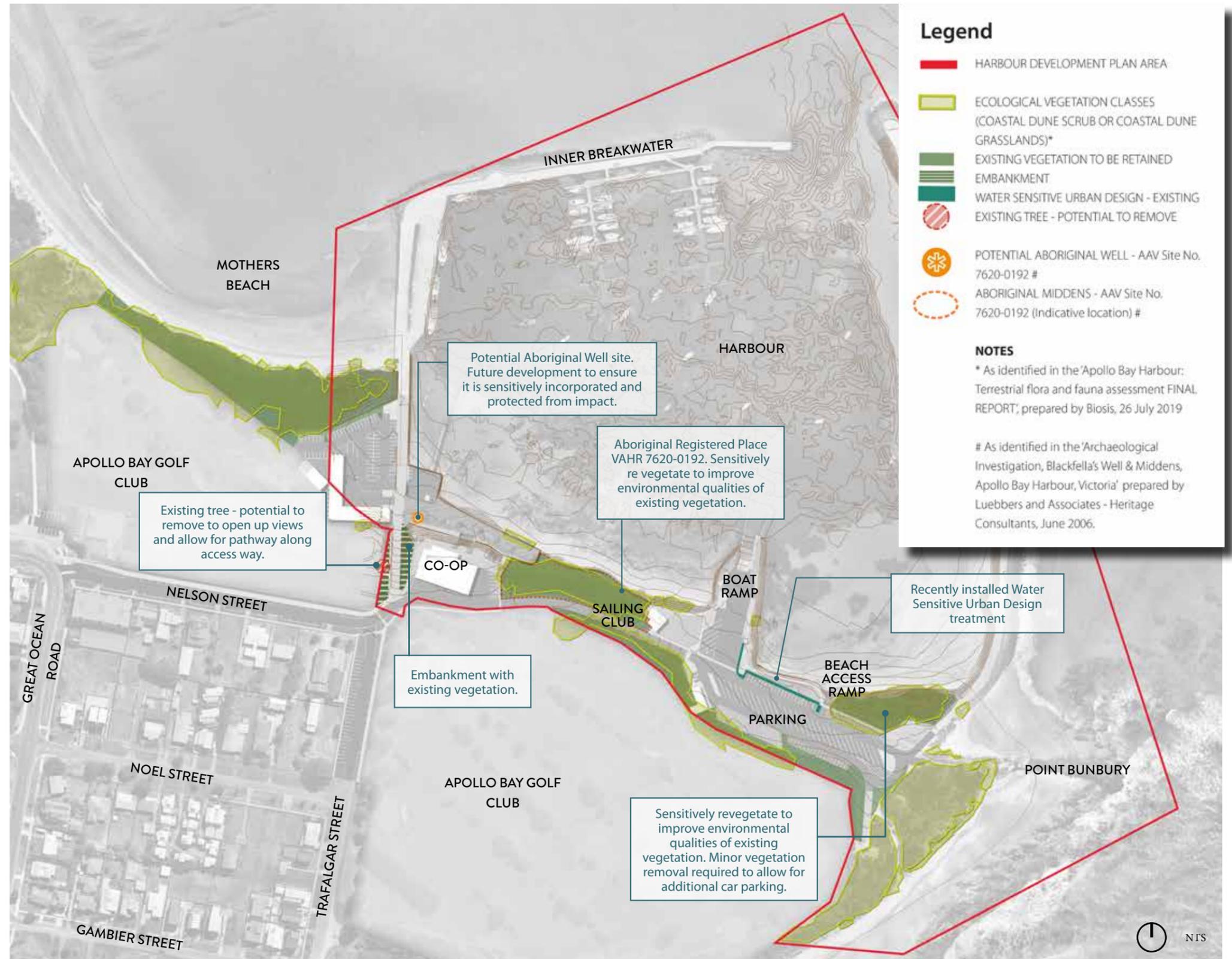


Figure 28. Heritage and Environment



#### 4.5.5 Water Sensitive Urban Design

Recent upgrades at Point Bunbury car park have incorporated Water Sensitive Urban Design (WSUD) into the public realm. This reduces the impacts of stormwater runoff from the hard surface areas of the adjacent car parking area.

Future improvements to the public realm provide opportunities for further WSUD treatments to be incorporated. In particular within car parking areas to reduce stormwater runoff and allow for irrigation of trees and planting or where large areas of hard surfaces are provided i.e. the upper and lower terrace.



**Image 41.** Opportunities to enhance the vegetation along the coastal edge through sensitive re-vegetation.

In providing further WSUD treatments within the harbour area, the Development Plan encourages the careful consideration of movement networks and desire lines to ensure these are not adversely impacted. This has been the case with the current WSUD provided at Point Bunbury, which provides a barrier to movement between car parks and picnic areas along the water.



**Image 42.** Opportunities to educate people about the unique environment around the harbour.



**Image 43.** Water sensitive urban design integrated into the recent upgrades at Point Bunbury.



**Image 44.** Opportunity to integrate water sensitive urban design within public spaces.

#### 4.5.6 Coastal Protection

The issue of climate change is an important consideration for all coastal communities and for the Development Plan.

DELWP are currently working with the Great Ocean Road Coast and Parks Authority (GORCAPA), Colac Otway Shire (COS), Regional Roads Victoria (RRV) and the local community to identify locations and short and long term options for protecting the coastline along Apollo Bay and Marengo, which are under-threat and experiencing the impacts of coastal erosion.

While the treatment of coastal erosion is outside the scope of the Development Plan, it does aim to ensure all new structures and works proposed are located away from areas identified as potentially at risk of sea level rise and future erosion. Key development areas around the Sailing Club, as well as the Fish Co-Op and retail / commercial uses lie above the predicted storm-tide levels up to 2100. Erosion risk in this location is also considered low with the breakwaters providing protection to these areas.

The Point Bunbury Groyne has reached capacity and is currently holding sand. The original purpose and current function of this groyne should be investigated further.

HOME *of the*  
SOUTHERN



ROCK  
LOBSTER



## 4.6 Access and Connections

The Development Plan aims to provide an integrated movement network within the harbour precinct.

### 4.6.1 Access and Connection Objectives

Overall objectives for the access and connections are to:

- Provide a clear, safe, connected and logical movement network throughout the precinct for various users.
- Improve pedestrian and cyclist amenity and priority within and across the precinct.
- Improve vehicular movement, parking and safety at opportunity sites including along Nelson Street and Trafalgar Street.
- Mitigate the impacts of relocating the Port Operations Depot on parking within and around the precinct.

This is outlined further in the following pages.

### 4.6.2 Pedestrian and Cycle Movement

Applying a destination approach, the Development Plan aims to improve the quality and legibility of pedestrian connections between the harbour and other key destinations within Apollo Bay, as well as provide a range of recreational opportunities for visitors and residents alike.

Providing a cohesive and integrated network of walking, cycling and multi-purpose paths is one of the most important components of the Development Plan.



Image 45. Clearly defined pedestrian links

### Shared Path Network

A key element of the Development Plan is the shared path providing a continuous connection between the town centre and Point Bunbury. The 2.5m-3.0m shared path will provide access to some of the best features the harbour has to offer, while ensuring safe access throughout much of the precinct.

The shared path extends from the Apollo Bay foreshore reserve, along the perimeter of the Golf Course (north side of Nelson Street) and Mothers Beach access road (a shared space) before continuing to Point Bunbury via the new waterfront promenade and boardwalk. The promenade and boardwalk provide a unique experience of the site, allowing people to access the harbours edge and previously inaccessible areas of the precinct.

The shared pathway will:

- Provide a consistent and safe 2.5m-3.0m wide (minimum) shared path between the Harbour and the Foreshore Reserve;
- Minimise road crossings, where possible;
- Allow for all abilities access into and through the precinct (subject to detailed design).
- Incorporate wayfinding signage at considered and relevant locations to direct people and encourage them to explore (refer Figure 29);
- Incorporate the installation of seating nodes at key locations and roughly at 200m intervals;
- Incorporate art, sculpture, lighting and interpretation along the network; and
- Provide additional cycling infrastructure at key points.



Image 46. Seating nodes to allow people to rest and take in the views



Image 47. Wayfinding signage to help people navigate through the precinct.

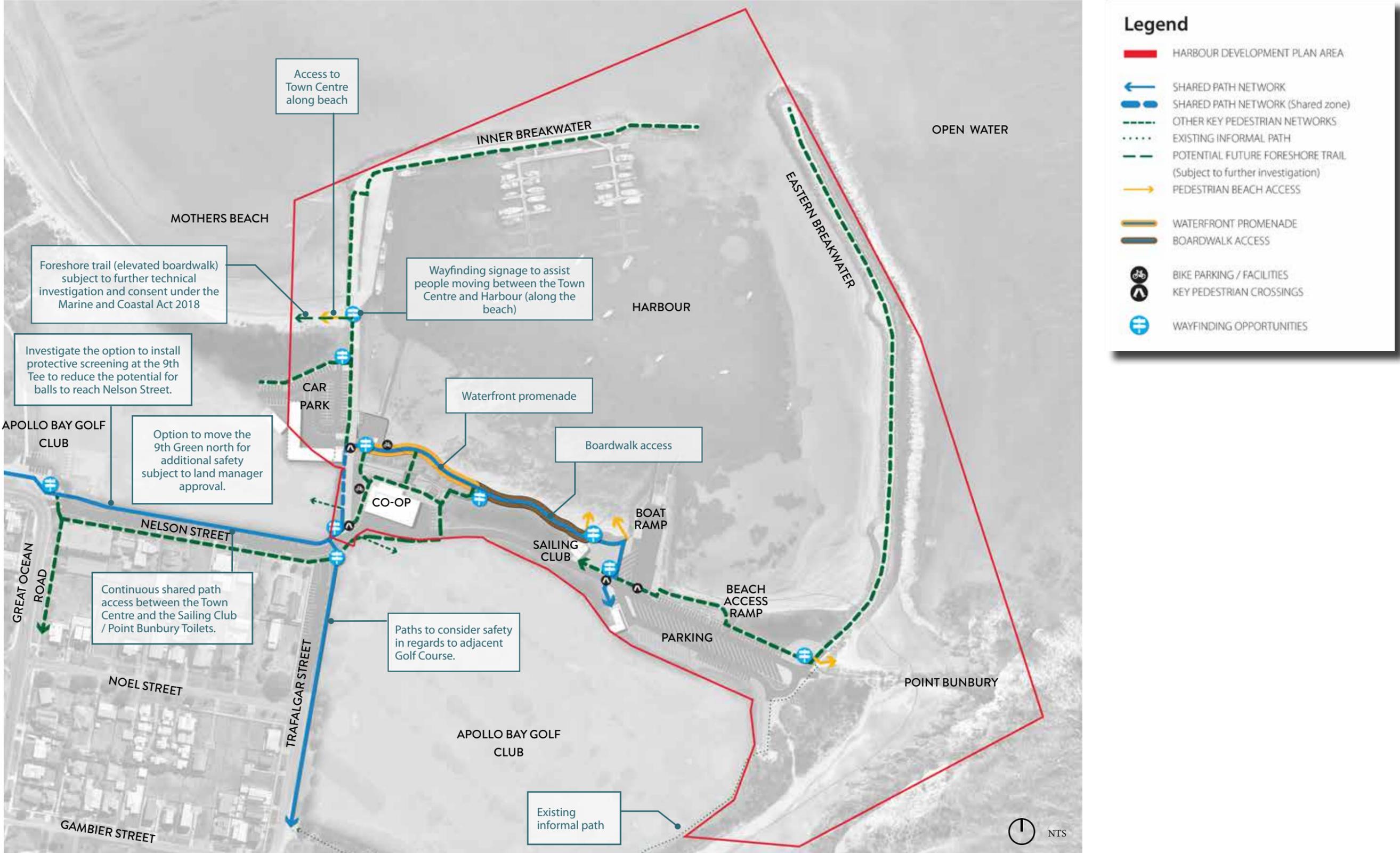


Figure 29. Access and Circulation - Walking and Cycling

### Key Pedestrian Movements

Supporting the shared path network will be a number of key pedestrian paths (identified as Key Pedestrian Movement on Figure 29). These will complement the shared path network to create a highly permeable and legible pedestrian framework for the precinct.

Pedestrian access should always be available (including high and low tides) and include nodes of interest (e.g. information boards, seating, and viewing points). Where possible, all abilities (DDA) compliant pedestrian spaces and paths will be provided throughout the precinct. This will be subject to further detailed design.

Safety of pedestrians and cyclists should also be considered. In particular, the Golf Course will need to ensure the safety of pedestrians walking along new pathways adjacent to the Golf Course.

The key pedestrian paths will:

- Provide a 1.5m wide (minimum) path between key locations as generally outlined in Figure 29;
- Provide a 3.0m wide (minimum) path along Nelson Street (north side);
- Allow for all abilities access, where possible.
- Incorporate wayfinding and interpretation signage at considered and relevant locations to direct people and encourage them to explore (refer Figure 29); and
- Incorporate the installation of seating nodes at key locations.



Image 48. Clearly defined paths



Image 49. Providing access for all people



Image 50. Incorporating interpretation signage to provide people with a greater understanding of the features of the harbour and encouraging them to explore

### Breakwater Road to Mothers Beach Car Park Path

A new pedestrian path is proposed along the western edge of the road between Breakwater Road and Mothers Beach Car Park. This pedestrian path should allow for all abilities access.

To allow for this pedestrian path, additional space will be required to the west. This is likely to result in a new retaining wall along the Golf Course edge and the possible removal of a tree. The alignment and design of this pedestrian path is however subject to further detailed design.

### Potential Future Pathway

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

While this continues to be a key aspiration for the community, there are a number of challenges including lease arrangements, pedestrian safety, funding and impacts on the coastal environment that were still being investigated at the time of this report. The current proposal is for a boardwalk on the beach side of the dunes at Mothers Beach. The potential for a boardwalk will be considered as part of investigations into future coastal protection works that may involve the installation of a sand shifting pipeline along the dunes. The proposal comprises a dual purpose pathway i.e. path and housing for sand redistribution infrastructure, related technical studies and funding.

### Existing Informal Path

While access around Point Bunbury and south along the headland to Marengo is restricted due to the Golf Club activities, a gravel path allows for informal access. This will be retained, however due to safety concerns, will not be upgraded.

### Beach Access

The beach will also provide access for pedestrians to and from the precinct. Access to the beach can be gained via existing access points, as well as newly created access points. All new and upgraded beach access points should consider coastal conditions and be sensitively integrated to minimise erosion and impacts to the dunes.

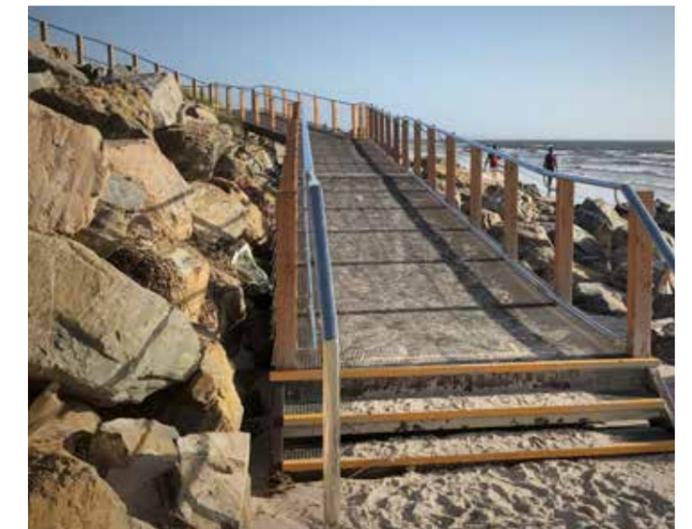


Image 51. Examples of improved beach access

### Bike Facilities

The Development Plan proposes to encourage residents and visitors to cycle to the precinct and other key destinations throughout Apollo Bay. Cycle infrastructure bike hoops and bike pumps are proposed near the Fishermen’s Co-Op and the new retail / commercial uses on the lower terrace. This should be integrated into the design of the public realm in sculptural forms.

Other opportunities include cleat resistant floors, water bottle refill stations, bike repair stations, signage showing cycle networks and connections to broader regional trails. These are subject to further detailed design.

In addition, there is the opportunity to encourage cycling related businesses to develop around the harbour precinct such as a bike service and repair workshops and bike hire and shuttle service depots.



Image 52. Bike repair station with pump and tools.



Image 53. Bike parking located near activities where it is easy to find.

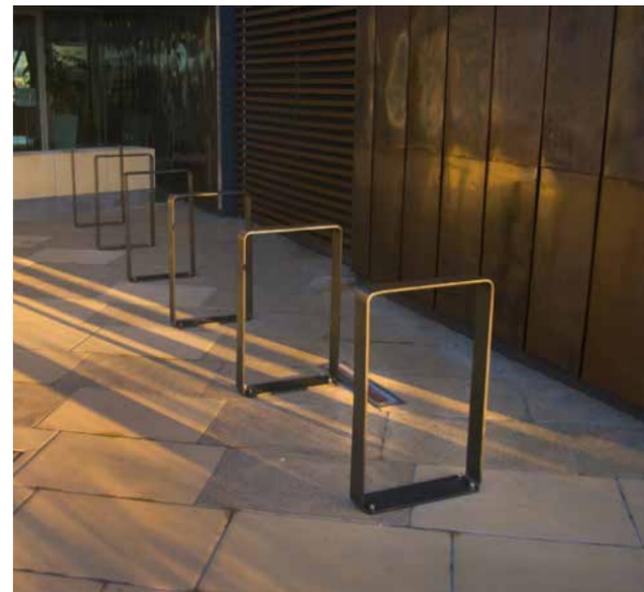


Image 54. Sculptural bike elements consistent with the rustic character of the harbour.

### Wayfinding

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

The Development Plan proposed to provide a series of way-finding opportunities at key nodes and decision points along key pedestrian paths within the precinct. These points are identified on Figure 29. While the design of all signage within the precinct is subject to further detailed design, consistent wayfinding signage should be provided to delineate entries and exits, key networks, parking and loading areas within the precinct. Signage within the precinct should be consistent in style and form and reflect the aesthetics of the harbour precinct.



Image 55. Existing wayfinding signage located along the Apollo Bay foreshore.



Image 56. Simple wayfinding signage with map.

### 4.6.3 Vehicular Movement

#### Breakwater Road and Intersection

Vehicles travelling to the harbour will be arriving predominantly along Nelson Street / Breakwater Road. The Development Plan takes this into account and proposes upgrades to Breakwater Road to allow for improved two-way vehicle movement to accommodate an increase in traffic and safer pedestrian access.

In particular, a 'pinch point' between the Fishermen's Co-Op and the Golf Club will be improved through intersection upgrades at the entrance to Mothers Beach car park. These upgrades will include:

- Straightening and widening Breakwater Road (to a minimum width of 7.0m) to improve sightlines and manoeuvring, particularly for larger vehicles travelling to and from the Point Bunbury; and
- Providing clear pedestrian footpaths and crossing points to improve pedestrian safety and wayfinding. To facilitate these improvements, a modified lease boundary has been negotiated with the Golf Course. This will affect the south east corner of the intersection.

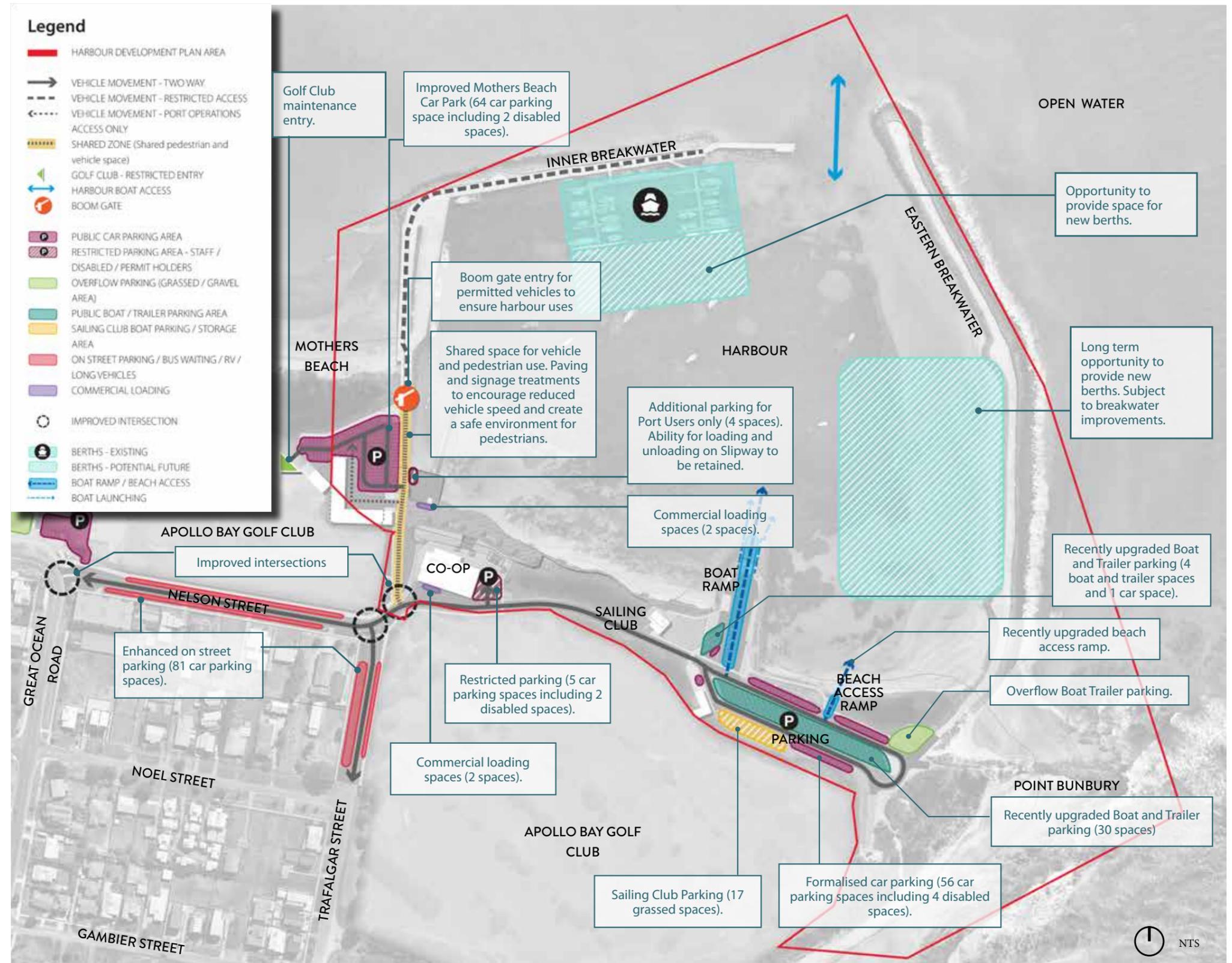


Figure 30. Access and Connections - Vehicular and Parking

**Breakwater Access**

Two breakwaters, an eastern and inner, enclose the harbour. Both of these breakwaters are accessible to pedestrians. Restricted access is provided for vehicles along the inner breakwater, with access controlled via a boom gate / swipe card near Mothers Beach. The Development Plan proposes to maintain restricted access for vehicles along the inner breakwater.

**Port Operations / Golf Club Access**

The Development Plan aims to enhance circulation for operation vehicles to and within the Port Operations depot. Operational vehicles will be able to enter the depot via a managed access point, just south of Mothers Beach car park. Vehicles will be able to move through the depot area in a forwards direction and exit at the north of the site, into the adjacent car park area. A minimum 4.0m wide access way within the depot should be provided to allow for this access.

Access to the Golf Maintenance Shed will be permitted from Mothers Beach Car Park via a secured gate. This will allow restricted access into the Golf Club only.



Image 57. Existing 'pinch' point along Breakwater Road, adjacent to the Fish Co-Op.

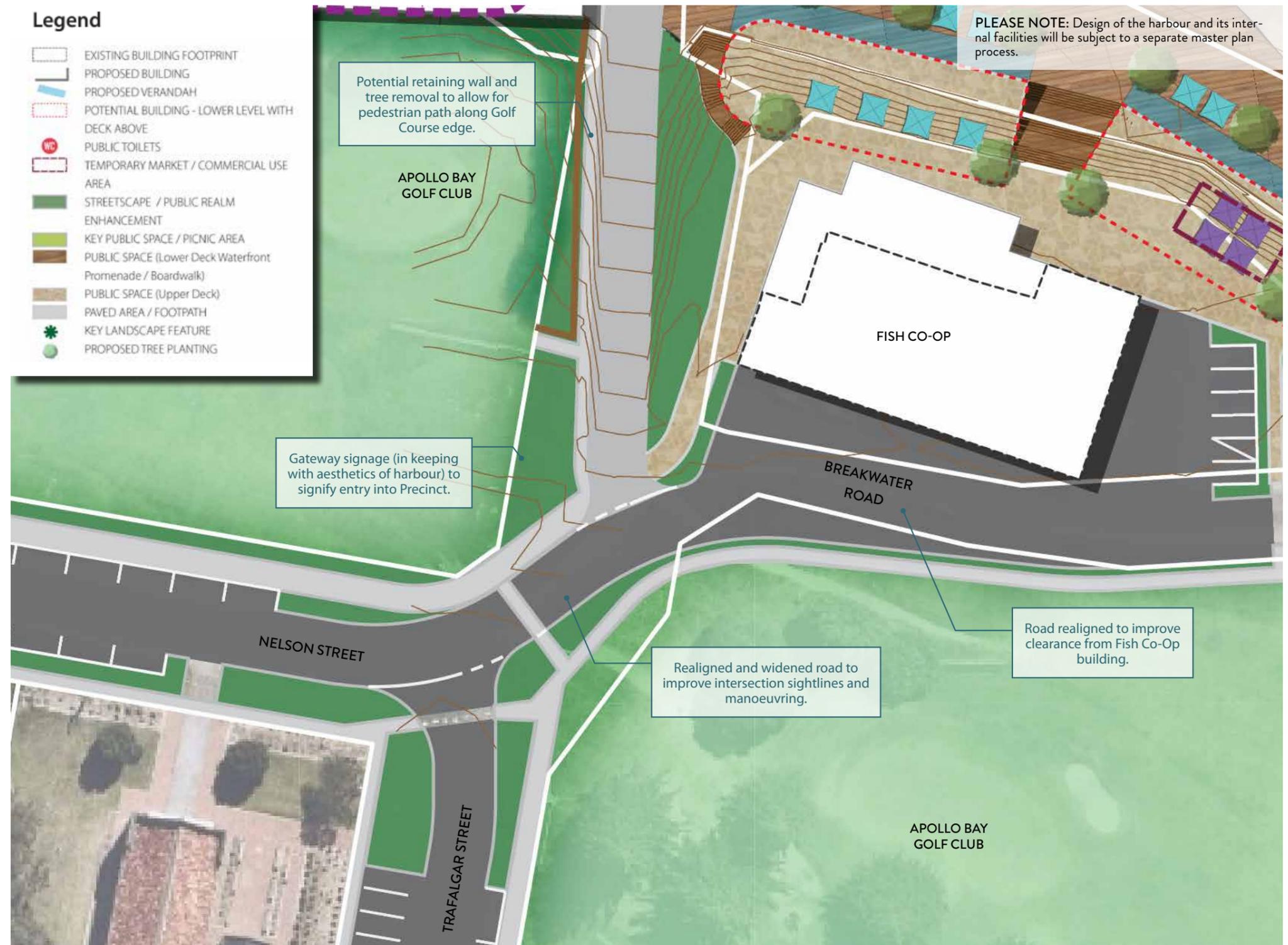


Figure 31. Central Area Plan - Breakwater Road Intersection



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

### Nelson Street

Nelson Street provides vehicular access between the Great Ocean Road / Apollo Bay Town Centre and the precinct. It provides the front door to the harbour precinct and draws people into the site. The streetscape should not only be distinctive but should allow for vehicular movement that better responds to the needs of the harbour precinct and provide additional car parking opportunities.

To enhance streetscape amenity, the Development Plans proposes the provision of canopy trees along the residential side of the street. The species provided should allow for residential views to the ocean to be maintained, while offering shade and shelter for pedestrians. Additional car parking along Nelson Street will be provided to offset the loss of parking within Mothers Beach Car Park and minimise the loss of parking within the precinct resulting from the relocation of the Port Operations Depot. Parallel parking will be extended and formalised along both sides of the street, while carriageway widths will be maintained to allow for larger vehicular access. Detailed design will be required to ensure proposed tree planting and car parking avoid existing powerlines and services along the street.



Figure 32. Cross Section B-B' - Nelson Street - Existing Conditions

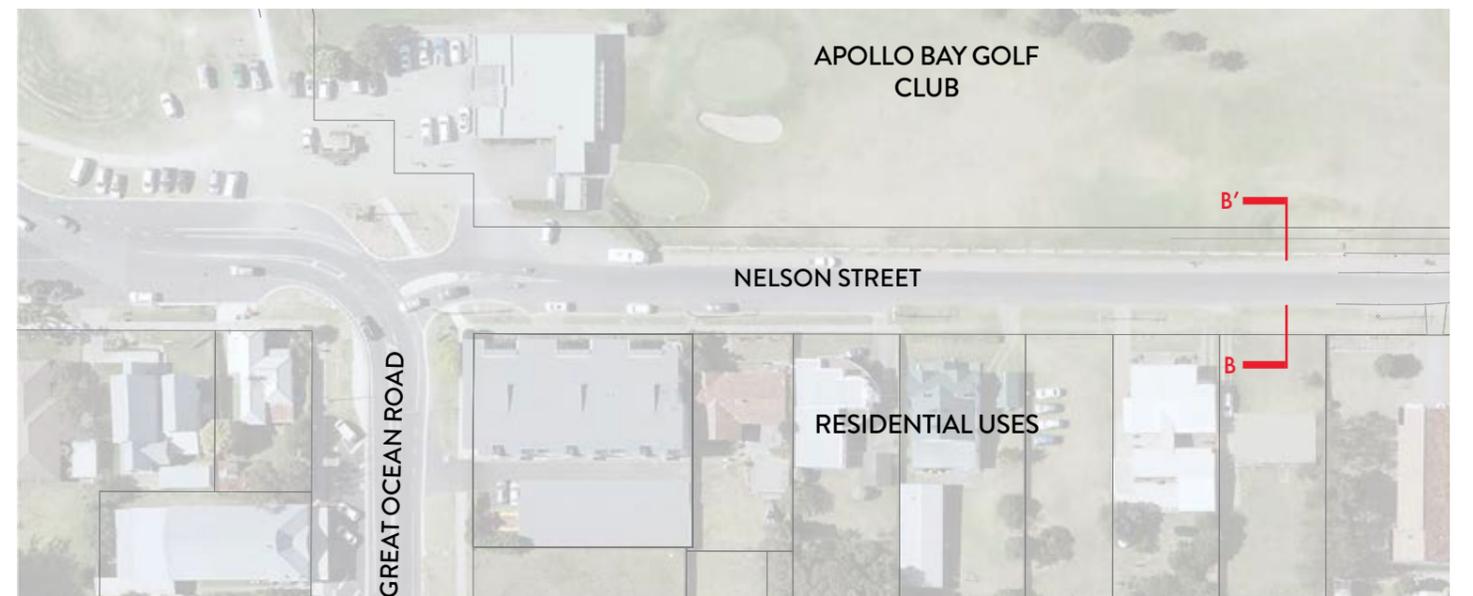


Figure 33. Cross Section - Nelson Street -Existing Conditions

To cater for the potential of increased traffic to the precinct, the intersection of Nelson Street with the Great Ocean Road will need to be improved. Key considerations for improving this intersection include enhancing sightlines and the potential to provide dedicated right hand turn lanes into the precinct. Additionally, the concept will need to respond to proposed changes along the Great Ocean Road and the western extension of Nelson Street.

At the time of this report, discussions were being undertaken with Colac Otway Shire Council and Regional Roads in order to develop a preferred concept. The design of this intersection will be subject to ongoing discussions / coordination.



Figure 34. Cross Section B-B' - Nelson Street - Proposed

1:100 0 1 2 3 4 5



Image 58. Existing view along Nelson Street, looking east towards the harbour.



Figure 35. Cross Section - Nelson Street - Proposed



### Trafalgar Street

Trafalgar Street extends south from the harbour area and along the western edge of the golf course. Additional parking is proposed along part of the street to provide overflow parking for the harbour and offset the loss of parking within Mothers Beach Car Park. Formalised parallel parking is proposed along the Golf Course side of the street, while 90 degree angled parking can be accommodated adjacent the existing church. Footpaths are allowed for along both sides of the street, including a 2.5m wide shared path along the Golf Course side.



Figure 36. Cross Section C-C' - Trafalgar Street - Existing Conditions



Figure 37. Cross Section - Trafalgar Street - Existing conditions



Figure 38. Cross Section C-C' - Trafalgar Street - Proposed



Figure 39. Cross Section - Trafalgar Street - Proposed

#### 4.6.4 Car Parking

The Development Plan provides a precinct approach to parking provision. Parking is provided at the following locations:

- **Mothers Beach Car Park** (approx. 64 car parking spaces, including 2 disabled spaces) – primarily for commercial activities and recreational visitors. This area will be improved to create a more efficient and formalised parking area, that is integrated into its landscape setting.
- **Fishermen’s Co-Op** (approx. 5 car parking spaces, including 2 disabled spaces) – provides disabled parking at the upper deck, as well as limited employee parking for the Fishermen’s Co-Op and service entry to the building.
- **Point Bunbury Car Park** (approx. 57 car parking spaces including 4 disabled spaces, 30 boat and trailer spaces, 17 dry boat store)– recently upgraded to formalise parking facilities and allow for 2 way access lanes around the parking areas. Primarily for parking generated by the access to the boat ramp and Sailing Club, as well as visitors to Point Bunbury and the Breakwaters. It includes boat and trailer parking, dry boat store for sailing boats and public car parking.
- **Commercial Loading** - (approx 4 loading spaces) - provides commercial loading access to the Fish Co-Op and to commercial tenancies along the waterfront promenade.
- **Port Users** - (approx 4 port user spaces) - allows for parking for Port Users only, adjacent to the Slipway.

A total of 126 car parking spaces, 4 commercial loading spaces, 4 port user spaces, 30 boat and trailer spaces and 17 dry boat spaces are provided in these locations. The upgrading of these parking facilities provides justification to waive the Clause 52.06 parking requirements for uses identified in the Development Plan.

Additional expanded parking capacity has been allowed for along Nelson Street and Trafalgar Street through formalisation of on street parking. This will allow for approximately 81 car parking spaces and will help to accommodate peak demand. Alternatives to on-site car parking (e.g. Shuttle bus), could also be considered during peak times. Improved surveillance and lighting will also be provided to improve safety to car parking areas.

There may also be opportunities to provide a drop-off zone for small tourist buses and oversize vehicles within the precinct. Potentially, small buses and oversized vehicles could be accommodated towards the eastern end of Nelson Street (on street) and / or adjacent the Fishermen’s Co-op (within loading areas, with timing restrictions to minimise impacts on the Fisherman’s Co-op). This however requires further investigation.

Access to and from car parks will be provided through improvements to Breakwater Road and Nelson Street. Refer to External Street Networks for further details.



Image 59. Formalised car parking



Image 60. Potential to plant trees within car parking areas to provide shade. Impacts to key views should be minimised however.



Image 61. Potential for passive irrigation of plants within car park area (i.e. utilising stormwater runoff).

## 4.6.5 Water Based Movement

### Berths

The inner breakwater includes a number of fixed berths used by both the commercial fishing fleet and recreational vessels. The Development Plan allows for the expansion of commercial berths along the inner breakwater, as well as the long term potential for additional berths along the eastern breakwater (subject to further investigations and dredging).

The entrance to the harbour has to be regularly dredged to ensure it remains open to vessels. Sand has gathered in the south-eastern part of the harbour (east of the beach access ramp) and will need to be removed in the future if additional berths are to be accommodated.



**Image 62.** Existing berths located along the inner breakwater at Apollo Bay.

### Boat Launch Infrastructure

Point Bunbury currently provides for a main boat ramp located in the middle of the harbour. The boat ramp has recently been upgraded (concrete / asphaltting works) as part of the recent upgrades to the Point Bunbury car park.

No further upgrades are proposed as part of the Development Plan.



**Image 63.** Recently upgraded car parking and boat launch facilities at Point Bunbury.

# 5 DESIGN GUIDELINES

## 5.1 Overview

Design Guidelines have been prepared to guide future development at the Harbour Precinct so that it contributes to the character of the harbour, provides a high level of amenity for residents, employees and visitors, and sets benchmarks in design quality. The guidelines will ensure future development:

- Complements the natural and cultural values and aesthetics of the precinct;
- Responds to themes of the precinct, including its history, its environment and its people;
- Considers a site responsive approach to design;
- Contributes to the coastal and working character of the precinct; and
- Achieves a certain standard as outlined in this Development Plan.

These guidelines consist of two key sections. These are:

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

## 5.2 Policy Guidance

All buildings and works should be consistent with:

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

## 5.3 New Buildings, Car Parking and Access

### 5.3.1 Heritage

- Alterations and additions to buildings should be undertaken in a way that respects their design, appearance and significance in accordance with the Heritage Overlay.

### 5.3.2 Building Height

- Internal building spaces are designed to be adaptable and have a high level of amenity.
- Ground floors should be developed with a minimum floor to floor dimension of 4.0m at ground level and 3.7m at the second levels to enable adaptation to a variety of uses.

### 5.3.3 Building Siting

- Buildings should be sited to retain and sensitively respond to known and yet to be discovered Aboriginal heritage (i.e shell middens and potential well).
- Buildings should be sited to avoid and minimise the impact to indigenous vegetation (i.e. habitat zones as shown on Figure 28), where possible and appropriate.
- Orientate buildings and position windows, awnings and shutters to maximise views to the water and to capture solar access in winter and provide appropriate shading in summer.

### 5.3.4 Building Form and Design

- Buildings are to be of a responsive architectural style and reflect a form of development appropriate to the coastal character of the precinct. Avoid excessive detailing in facades.
- Built form and design should complement the topography to minimise the cut and fill.
- Pitched roofs (greater than 5 degrees to allow self washing) are encouraged. This is reminiscent of the existing Co-Op building and the surrounding undulating topography.
- Roof forms should be integrated with the overall building façade design. On larger buildings, articulate or divide roof forms into distinct sections in order to minimise visual bulk.
- All building walls that are visible from key public areas should be articulated to provide visual interest. Articulation can be achieved by varying building setbacks or projecting building elements, utilising glazing, and varying building materials, finishes and colours. Avoid excessive blank walls.
- Provide vertical articulation to visually break up the appearance of wider building frontages i.e. retail / commercial uses along the waterfront promenade.
- Upper levels of buildings should be designed to provide habitable rooms with windows or balconies that overlook the public realm and capture views towards the water.
- The buildings should provide awnings along the interface with the upper terrace and waterfront promenade to provide shelter and shade to pedestrians.
- Any sheds / outbuildings should complement the form, materials and colours of adjacent buildings.



Image 65. Indicative roof form that has been integrated with the overall design of the building.



Image 66. Simple materials reflecting the coastal character of the harbour.



Image 67. Indicative articulated facade

### 5.3.5 Materials and Colours

- Use a mix of traditional and natural materials, textures and finishes that contribute to the coastal and working harbour character of the precinct. This could include a complementary combination of materials selected from the following; simulated weatherboards, lightweight materials, timber, render, corten and natural stonework.
- All cladding, trim and painted external walls should be coloured and maintained in muted natural / coastal tones or other similar colours. Avoid the use of bright, bold colours that are not compatible with the muted tones of the natural landscape.
- External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas. This includes roofing materials and glazing. Solar panels are exempted.
- Materials should consider the coastal environment and be resistant to elements such as salt, wind and sand.
- Utilise locally sourced, ecologically friendly and low embodied energy materials, recycled/ recyclable materials, where appropriate.

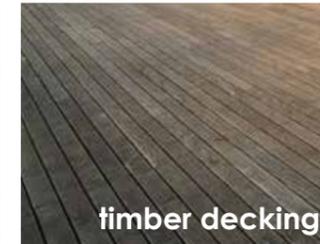


Image 64. Indicative example of preferred materials and external finishes for the Sailing Club building

### 5.3.6 Layout and Entries

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

### 5.3.7 Servicing and Bins

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

### 5.3.8 Signage

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

### 5.3.9 Environmentally Sustainable Design

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

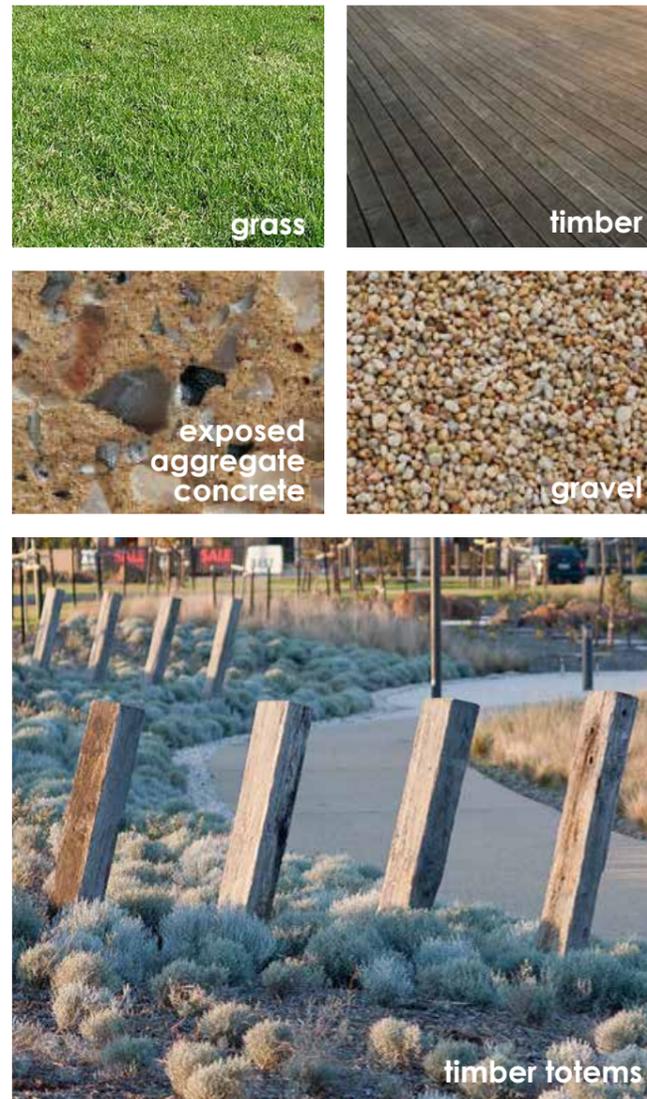
### 5.3.10 Car Parking and Access

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

## 5.4 Landscape / Public Realm

### 5.4.1 Materials and Colours

- All landscape interventions should be appropriate to the coastal and working harbour character of the precinct, be constructed of durable materials, vandal resistant, robust, safe and easily maintained.
- Where practical, source local materials to reduce transportation. Selection should also take into account the embodied energy required in the production of the material
- Timbers from sustainability managed plantations, salvaged or recycled sources are preferred
- The preferred materials for the public realm should contribute to the coastal and working harbour character of the precinct. Materials should be selected from the following:
  - Grass / lawn;
  - Heavy timbers totems / bollards;
  - Timber furniture and outbuildings;
  - Granitic gravel paths;
  - Natural stones and rocks;
  - Exposed aggregate concrete feature paving; and
  - Asphalt paving



**Image 68.** Indicative example of preferred materials and external finishes for use within the public realm

### 5.4.2 Furniture

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



**Image 69.** Indicative example of preferred furniture styles and forms for use within the public realm

### 5.4.3 Lighting

- Lighting should be provided for the purposes of security and safe pedestrian access to buildings and car parks. It should be designed so that it does not adversely impact on the safety of road users and does not impact on views to the water. Lighting of public art and interpretation elements is encouraged.

### 5.4.4 Vegetation and Planting

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

### 5.4.5 Public Art

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

### 5.4.6 Interpretation

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

