



ANGLESEA

GREAT OCEAN ROAD STUDY

LAND USE REVIEW, URBAN DESIGN GUIDELINES & STREETScape MASTER PLAN

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Project Control

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FOREWORD

Anglesea is a scenic coastal township situated between Torquay and Aireys Inlet on the Great Ocean Road. While the permanent population of Anglesea is relatively small (2,454 people), the township often swells to 16,000 people throughout the peak summer period. This places significant pressure on traffic, car parking and the shopping areas throughout Anglesea.

The 'Four Kings' and 'Diggers Parade' Tourism Development Precincts are important locations within the township of Anglesea, situated prominently along the Great Ocean Road tourist route and adjacent to the main surf beach, essentially providing a 'gateway' to Anglesea from the southwest. Over recent years, development within these two precincts has become idle; struggling to find an appropriate niche within the existing functions of the coastal township. This could be due to a range of factors including the poor pedestrian amenity of the area, the restrictive nature of the Special Use Zone (SUZ5), and general market conditions.

The Great Ocean Road Destination Plan (2012) predicts a steep increase in visitors using the Great Ocean Road, this will have implications for Anglesea, which are discussed in an Economic Assessment, undertaken by Essential Economics in 2010. The report provides detailed forecasts for future retail, office and industrial land requirements in Anglesea to 2025. The report states that there will be a demand for an additional 1,410m² of retail floorspace over the next 15 years (2010-2025), of which the majority is likely to be tourism-related.

Upon implementation of the Anglesea Structure Plan (2012), it is now timely that a vision is realised for how this area should evolve over time in terms of land use and activity, built form, streetscape appearance and function, and connectivity to the surrounding natural and built environment. The challenge now is to establish a set of realistic and comprehensive guidelines that will deliver high quality, sustainable built form and streetscape design outcomes that contribute to the highly valued small town coastal 'village' character and atmosphere of Anglesea.

In addition, this project provides an opportunity to identify and prioritise future streetscape improvements to the main shopping area. Council, together with the Main Shopping Area Beatification Group are keen to hear from the Anglesea Community regarding their ideas and priorities for improving the feel and function of the centre. Once prioritised and documented, the Streetscape Master Plan will provide the blueprint from which to focus existing available funds, as well as leverage future funding opportunities.



PART A **BACKGROUND**

INTRODUCTION

The Surf Coast Shire in conjunction with Planisphere is preparing a Land Use Review, Urban Design Guidelines & Streetscape Master Plan for land fronting the Great Ocean Road in Anglesea. The study area has been divided into two precincts, the **Riverside Precinct** and **Main Shopping Area**, as illustrated in Figure 1 on the following page. The project comprises different components for each area as identified below:

RIVERSIDE PRECINCT

LAND USE REVIEW

The purpose of the Land Use Review is to investigate existing and preferred land uses fronting the Great Ocean Road between Noble Street and 'Four Kings'. This includes a review of the existing zones, and recommendations for any zone changes, including opportunities for relaxation of the Special Use Zone provisions to encourage more development and viable activity all year round. This component of the project has been undertaken in-house by the Surf Coast Shire Council.

URBAN DESIGN GUIDELINES

A set of Urban Design Guidelines has been prepared for the Riverside Precinct. The purpose of the Guidelines is to provide more definitive design guidance regarding the look and feel of new buildings located along this strategically important and highly prominent Great Ocean Road frontage.

STREETSCAPE MASTER PLAN

A Streetscape Master Plan has been prepared for the Riverside Precinct. The aim of the Streetscape Master Plan is to enhance the overall attractiveness of the streetscape between Four Kings and Noble Street, as well as Diggers Parade. Key elements which have been considered for the Riverside Precinct include landscaping, signage, seating, street furniture, lighting and public art.

MAIN SHOPPING AREA

STREETSCAPE MASTER PLAN

In addition, a Streetscape Master Plan has been prepared for the Main Shopping Area of Anglesea. The aim of the Streetscape Master Plan is to 'freshen up' the appearance of the existing streetscape and improve the overall safety and function of the area. Key elements which have been considered include landscaping, pedestrian crossings, signage, seating, street furniture, public toilet facilities, car parking, pavement material, lighting and public art.

An Implementation Plan (to be developed in consultation with the community) will identify and prioritise improvements to be undertaken in future, including short, medium and long term actions. This work will build upon the existing aspirations identified by the Anglesea Beautification Working Group.



Figure 1: Study Area

PROJECT STAGES

The Study has been undertaken in four stages, including:

Stage 1: Background & Preliminary Directions (January-February)

Stage 2: Draft Documents (March-May)

Stage 3: Public Exhibition Period (June-July)

Stage 4: Final Documents (September 2013)

STRATEGIC CONTEXT

PLANNING ZONES & OVERLAYS

RIVERSIDE PRECINCT

ZONES

The Special Use Zone Schedule 5 (SUZ5) applies to two areas within the Riverside Precinct known as Diggers Parade and Four Kings (refer to the map on the following page). These two areas are referred to as 'Tourism Development Precincts' within the Surf Coast Planning Scheme.

The purpose of the SUZ5 is to promote a mix of tourism related uses, with tourist-related retail and restaurants predominantly at ground floor level, and accommodation and offices predominantly at upper floor levels. The development of medium density housing is also encouraged. Various land uses that would detract from the primacy of the Main Shopping Area are prohibited, including a department store, supermarket and bank.

Within the Tourist Development Precincts, the use of land for a 'shop' requires a planning permit and approval is subject to a condition that the premises "must only sell goods and services or hire goods predominantly associated with recognised tourist industries in the locality".

Goods and services predominantly associated with recognised tourist industries are deemed to include:

- Clothing and footwear associated with surfing, swimming and the beach.
- Recreational and sporting goods associated with surfing, swimming and the beach.
- Art and craft works, souvenirs and the like.
- Health and well-being services.
- Goods and services which are ancillary to an approved tourist use in the zone.

The remainder of the Riverside Precinct is zoned Residential 1 Zone (R1Z). The purpose of the R1Z is to provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households, and to encourage residential development that respects the neighbourhood character of the area.

Other overlays that apply to parts of the Riverside Precinct include the Salinity Management Overlay (SMO), Environmental Significance Overlay Schedule 3 (ESO3 – Coastal Moonah Woodland) and the Heritage Overlay (HO), as illustrated in Figure 3 on the following page.

OVERLAYS

The Significant Landscape Overlay Schedule 3 (SLO3) applies to all residential zoned land within the Riverside Precinct. The purpose of the SLO3 is to maintain a low density of development and to protect the vegetated

character of the area, with emphasis on indigenous species and the Coastal Moonah Woodland vegetation community in particular.

The SLO3 triggers an assessment against the Anglesea Residential Development Policy (Clause 22.06 of the Surf Coast Planning Scheme). This policy contains performance measures for buildings and works, subdivision and fencing. The main objective of the policy is to preserve and enhance the low density coastal character of Anglesea and retain the sense of houses in a bush setting.

MAIN SHOPPING AREA

ZONES

The study area for the Main Shopping Area consists of public land only, and is zoned Road Zone Category 1. The purpose of the Road Zone is to identify significant existing roads and associated infrastructure.

OVERLAYS

No overlays apply to the public land within Area B.

The Design and Development Overlay Schedule 9 (DDO9) applies to all the shops (private land) within the central shopping area. The purpose of this overlay is to ensure that development complements the preferred coastal character of the town centre, with emphasis on simple building forms and well defined pedestrian areas.

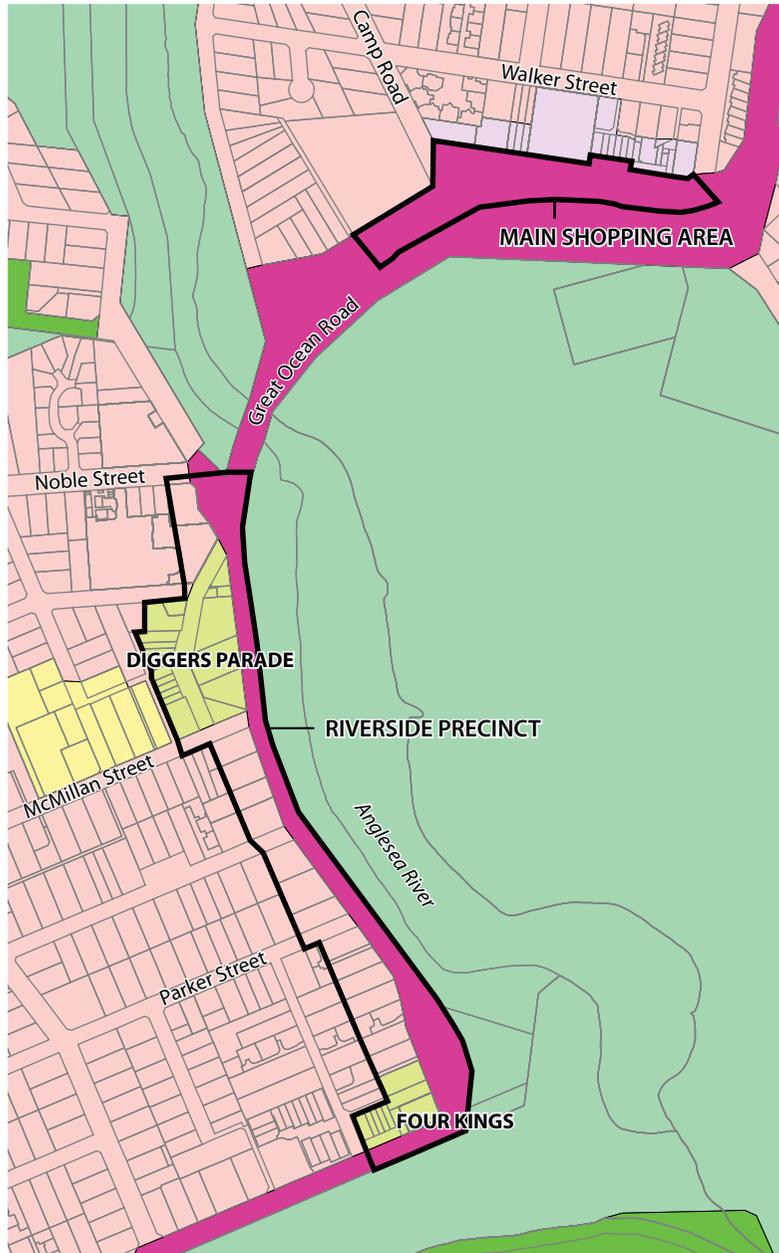


Figure 2: Existing Zones

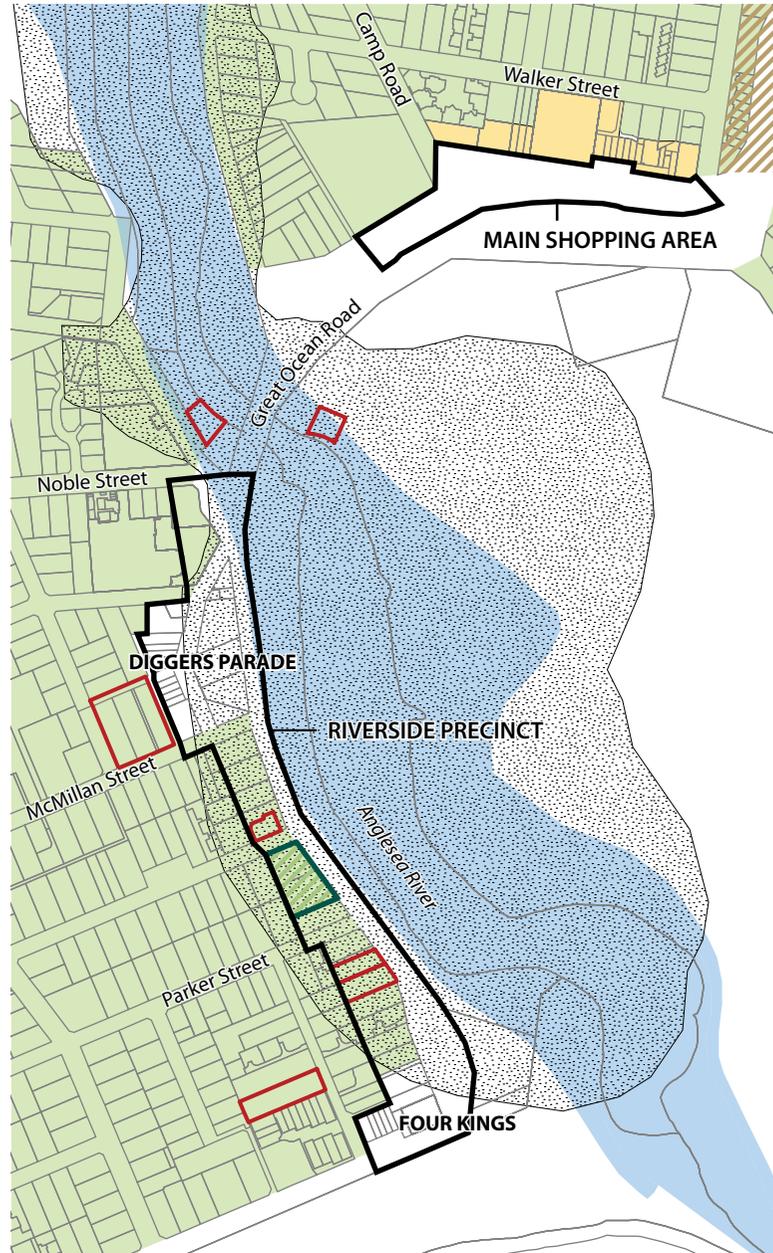


Figure 3: Existing Overlays

ZONES KEY

- STUDY AREA
- ROAD ZONE CATEGORY 1
- RESIDENTIAL 1 ZONE
- INDUSTRIAL 3 ZONE
- BUSINESS 1 ZONE
- PUBLIC CONSERVATION AND RESOURCE ZONE
- PUBLIC PARK AND RECREATION ZONE
- SPECIAL USE ZONE (SCHEDULE 5)
- PUBLIC USE ZONE

OVERLAYS KEY

- STUDY AREA
- SIGNIFICANT LANDSCAPE OVERLAY (SLO)
- LAND SUBJECT TO INUNDATION OVERLAY (LSIO)
- SALINITY MANAGEMENT OVERLAY (SMO)
- HERITAGE OVERLAY (HO)
- ENVIRONMENTAL SIGNIFICANCE OVERLAY (ESO)
- DESIGN AND DEVELOPMENT OVERLAY (DDO)
- BUSHFIRE MANAGEMENT OVERLAY (BMO)



REFORMED PLANNING ZONES

The Victorian Government is reforming planning zones by introducing three new residential zones in the Victorian Planning Provisions from July 1 2013. The new zones consist of:

- **Residential Growth Zone:** to enable housing growth and diversity in appropriate locations;
- **General Residential Zone:** that preserves neighbourhood character and allows modest housing growth / diversity; and
- **Neighbourhood Residential Zone:** that restricts housing growth in areas identified for urban preservation.

In addition, five existing commercial zones are being consolidated into two new commercial zones consisting of:

- **Commercial 1 Zone:** that broadens the range of activities that land can be used for without a need for a planning permit and removes floor area restrictions.
- **Commercial 2 Zone:** that provides more opportunities for office, retail and commercial activities.

The translation of the new reformed zones into the Surf Coast Planning Scheme will be determined in the near future and has not been considered in this land use review.

RELEVANT PLANS AND STUDIES

Considerable strategic planning has already been undertaken by Surf Coast Shire for the future development of Anglesea. The following strategic plans and studies provide the strategic context within which this project needs to be considered:

- Anglesea Structure Plan (2012)
- Surf Coast Shire Pathway Strategy (2012)
- Anglesea Local Area Traffic Management Project (2011)
- Anglesea Structure Plan Review – Economic Assessment (2010)
- Anglesea McMillan Street Community Precinct Master Plan (2009)
- Anglesea Riverbank Master Plan (2006)
- Anglesea Neighbourhood Character Study (2003)
- Anglesea Streetscape Project (1996)

It is important that this study takes into account the existing work completed in regards to developing a preferred character and theme for Anglesea, including the palette developed as part of the 'Surf Coast Sustainable Design Book', 2010.



ANGLESEA STRUCTURE PLAN, 2012

The Anglesea Structure Plan provides a strategic planning framework for the future growth and development of the township for the next 20-30 years. The plan guides the future growth of Anglesea in a sustainable and inclusive manner that reflects the community's needs values and aspirations.

The purpose of the Anglesea Structure Plan is to:

- Establish a vision for Anglesea for the next 20-30 years, focussing on the town's key assets and the regional and local context and role of the town;
- Identify community aspirations and needs and the key strategic planning issues facing the township;
- Articulate the preferred future directions for the township; and
- Identify key actions and priorities for implementation of the structure plan.

Building upon the vision and values established for the future development of the township, the Structure Plan includes a comprehensive list of principles, strategic directions and actions specific to five identified community values.

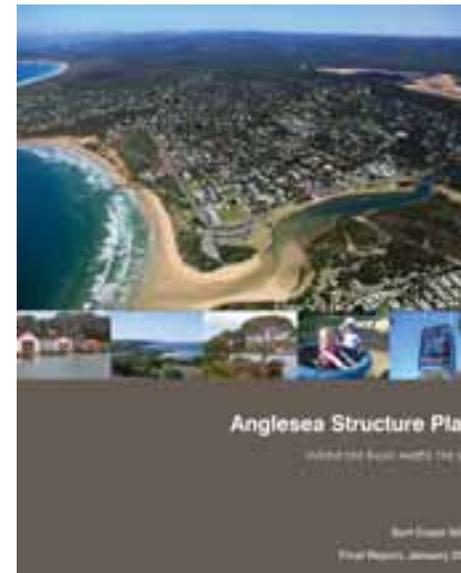
The Anglesea Structure Plan provides the strategic context within which this project needs to be considered. The Land Use Review will need to take into account the strategic directions set by the Structure Plan. Actions relevant to the study area will need to be integrated into the proposed Urban Design Guidelines and Streetscape Master Plan as necessary.

Relevant key directions in structure plan include:

- Reinforce the existing settlement boundary to protect environmentally significant land surrounding the township and to retain buffers to Alcoa. Encourage appropriate infill development and redevelopment of larger sites within the town boundaries.
- Provide a diverse range of accommodation and housing options for all residents, including increased housing diversity in the central areas of Anglesea within walking distance (400m) of the Town Centre and other existing activity centres.
- Reinforce the primary role of the Camp Road Shopping Centre as the retail/

commercial focal point of Anglesea, providing for a viable and attractive town centre with a diverse range of retail and commercial activities.

- Support a vibrant and sustainable local tourism industry by encouraging tourist accommodation, tourist-related retailing and other activities in the Tourist Activity Precincts at Diggers Parade and Four Kings and to a lesser extent on other land fronting the Great Ocean Road opposite the River.



SURF COAST SHIRE PATHWAY STRATEGY, 2012

In 2006, the Surf Coast Shire developed a Pathway Strategy outlining a comprehensive plan of existing and potential pathway linkages including footpaths, shared pathways, on-road bike lanes and walking tracks. In 2012, this Strategy was reviewed and now incorporates a ten-year strategy to improve linkages across the entire Surf Coast Shire.

The Pathway Strategy identifies a hierarchy of existing path networks including Regional (primary paths of regional significance), Shared (secondary multi-purpose paths) and Town (secondary pedestrian only paths) Paths, and includes recommendations for potential new pathways. Potential new paths of direct relevance to this study include a Regional Path linking from the Main Shopping Area to the existing path network along both sides of the Anglesea River, as well as a Regional Bike Route along the Great Ocean Road.

The Strategy also identifies existing road crossing points over the Great Ocean Road. Consultation undertaken as part of this process identified that many people would like to see safer crossings at main roads, particularly the Great Ocean Road at Anglesea.

ANGLESEA LOCAL AREA TRAFFIC MANAGEMENT PROJECT, 2011

In December 2010 Council developed the Anglesea Local Area Traffic Management (LATM) plan to respond to a number of traffic management and road safety matters raised by local residents in the Anglesea community. Community members raised a number of concerns about speed in their local streets, safety at intersections and pedestrian's capacity to cross the Great Ocean Road.

The plan applies to the central part of Anglesea bounded by Anglesea River, Great Ocean Road, Harvey Street, Noble Street, Golf Links Road and Fraser Avenue. The plan is supported by a list of immediate actions that can be undertaken to implement priority traffic issues. Relevant proposals arising from the LATM for the Great Ocean Road Study are upgrades to the Noble Street/Great Ocean Road intersection and Tonge Street/Great Ocean Road intersection, which are planned for 2012-2013.

ANGLESEA STRUCTURE PLAN REVIEW – ECONOMIC ASSESSMENT, 2010

This assessment was undertaken by Essential Economics in 2010. The objectives of the study were to:

- Undertake a detailed analysis of the retail, office and industrial land situation in Anglesea;
- Forecast future retail, office and industrial land requirements in Anglesea; and
- Provide recommendations of potential changes to existing policy instruments governing land uses along the Great Ocean Road between Noble Street and Four Kings.

Key findings relevant to the study area include:

- **Relevance of the SUZ5 applied to the two tourist developments:** The primary purpose of the SUZ5, which is to provide for a range of tourist-related uses, including tourist-related retailing, is relevant in Anglesea as it provides support to the objective of maintaining the primacy of the Camp Road Shopping Centre.
- **Appropriateness of commercial properties in the R1Z at the intersection of Noble Street and Great Ocean Road:** Retailing at this location should remain as day-to-day convenience retailing and should not compete with the Camp Road Shopping Centre. Additional retail development in this location is not recommended. The existing R1Z which applies to this land will restrict any further retail development occurring at this location which may otherwise compete with the Camp Road Shopping Centre.
- **Appropriateness of commercial properties in the R1Z between Diggers Parade and Four Kings:** There is potential for limited tourist-related retail development along this strip of the Great Ocean Road. This may be in the form of a mixed use development, such as the approved development for 137-143 Great Ocean Road. Consideration may be given to rezoning some of this land to reflect the potential for mixed-use development comprising limited tourist related retailing.

ANGLESEA MCMILLAN STREET COMMUNITY PRECINCT MASTER PLAN, 2009

The McMillan Street Community Precinct Master Plan was adopted by Council in January 2009. The plan aims to:

- Facilitate provision for future facilities and improvement of existing community infrastructure.
- Set priorities for future planning, development and expenditure across the site.
- Improve legibility, connectivity, functionality and safety of both vehicular and pedestrian traffic through the site, and for all users.
- Maintain the sites existing leafy character, representational of Anglesea, by strengthening existing vegetation assets, and the promotion of indigenous, drought tolerant, local plant material through use and interpretation.

Council supported Option 2 of the Master Plan, which stands for 'renewal' of the community precinct. This includes review of existing buildings and uses, consideration of new buildings and development possibilities, provision of a new circulation network and a landscape improvement program. Implementation of the plan commenced with the construction of new car parking adjacent the Community House.



ANGLESEA RIVERBANK MASTER PLAN, 2006

The Anglesea Riverbank Master Plan was developed through considerable consultation and was adopted by Council in April 2006. The Master Plan provides a shared vision to protect the river environment and improve recreational facilities. The plan covers both sides of the river between the bridge and the surf beach, the fairylands and Lions Park.

Key directions of the Master Plan include:

- Provide a new pathway system connecting the beaches with the shopping centre along both banks and through the wetlands on the east bank (boardwalks, paths and Great Ocean Road crossings).
- Upgrade river edge treatments to facilitate increased use and resolve environmental issues (boardwalks, planting, rock wall removals).
- Improve visitor orientation and interpretation (directional and interpretive signage, artworks).
- On the west bank define boundaries between open space and road reserves, frame views, enhance open spaces and focus movement within the water edge promenade.
- Improve visitor and tourism facilities at the major tourist destination on the west bank near the shops (bus parking, toilets, jetty, boardwalk, carpark).
- Upgrade facilities for river-based recreation and adventure tour operators (launching facilities, access).
- Provide new visitor facilities near the bridge (demolish toilets, provide new shelter, launching facilities, BBQ's).
- Upgrade facilities at Lions Park and the southern part of the west bank (events spaces, playgrounds, landscaping).
- Protect and augment existing vegetation (Moonahs).
- On the east bank enhance the tranquil bushland experience by framing tracks and small clearings with dense vegetation that connect to the open expanse of the peaceful riverside walk.
- Repair and manage sensitive estuary vegetation areas (riverside plantings, salt marshes and Moonahs).
- Improve pedestrian and emergency vehicle access through the centre of the site.

- Provide a significant new path access from the bridge to the roundabout to improve access to the shopping centre.
- Renovate the existing bridge structure to improve riverside access (north-south) by moving the footpath to the outside of the bridge and installing pedestrian refuges.

Stage 1 of the Master Plan has been implemented and included the construction of a new community hub incorporating a visitor information centre, community meeting room, public toilets and BBQ facilities, as well as a new boardwalk, upgraded car parking facilities, pedestrian crossing and landscaping on the west bank. Stage 2 involved upgrade of the Lions Park playground and commenced in November 2010. Stages 3 and 4, which focus on the open grassed area near the beach car park opposite Four Kings, are currently being implemented.

ANGLESEA NEIGHBOURHOOD CHARACTER STUDY, 2003

The Anglesea Neighbourhood Character Study provides an assessment of the



vegetation quality in Anglesea and identifies a range of features that contribute to the town's distinctive coastal character. The dominance of vegetation over the built environment, and the informal relationship between private and public realms were noted as highly contributory to the town's character. Buildings are generally low profile in height and contained within the tree canopy, have small footprints, and are screened by vegetation. There is a sense of openness between properties due to the low use of solid fencing – many properties having post and wire fences or no fences at all, with vegetation used to achieve a sense of privacy.

The Study identified that medium density development and in-fill subdivision have high potential to negatively affect the valued aspects of the town's character. The Study therefore recommended a number of changes to planning controls in order to maintain and enhance the character, including a reduction in building site coverage, hard surface site coverage and plot ratio and the continued application of development density provisions and minimum lot sizes for subdivision that enable the long term retention of the indigenous tree canopy and a low density built environment. The Study's findings were implemented through Planning Scheme Amendment C16, which was approved in 2006.

Other recommendations of the Study are:

- Undertake a further investigation of the social, economic and environmental implications of rezoning IN3Z land east of Inverlochy Street to PCRZ.
- Undertake further strategic work to introduce a DDO over land zoned SUZ5 (i.e. the Four Kings and Diggers Parade tourism development precincts).
- Review the effectiveness of the modified planning controls introduced as an outcome of the Study after five years of operation.

ANGLESEA STREETSCAPE PROJECT, 1996

The Anglesea Streetscape Project was initiated to enhance the amenity of the Camp

Road shopping area. The matters addressed in the streetscape study include traffic management, pedestrian movement, car parking, streetscape design, architectural theme, public lighting and guidelines for advertising sign policies.

Design guidelines developed for the Camp Road shopping centre aim to achieve a consistent streetscape image and 'village' character. A simple, unpretentious building form is encouraged that complements the relaxed, casual atmosphere of Anglesea and does not compete for attention in a setting strongly characterised by natural elements such as the beach and bush.

Extensive streetscape works were undertaken in 1996, including construction of the supermarket and adjoining buildings.



PART B

**LAND USE REVIEW:
RIVERSIDE PRECINCT**

ECONOMIC CONTEXT

RETAILING IN ANGLESEA

EXISTING SITUATION

Anglesea provides local convenience and tourist-related retailing to a limited permanent resident population, visitors staying in the locality and people travelling through the town to other destinations along the Great Ocean Road. The Camp Road Shopping Centre is the main activity centre in Anglesea and acts as the town centre. A number of smaller retail precincts are situated along the Great Ocean Road parallel to the Anglesea River – at Noble Street, Diggers Parade, Four Kings and between McMillan Street and Minifie Avenue.

The Planning Scheme seeks to preserve the primacy of the Camp Road Shopping Centre, while encouraging tourist-related uses such as tourist retailing, cafes and accommodation in the 'Tourist Development Precincts' at Diggers Parade and Four Kings. Anglesea's shopping experience is characterised by human scale buildings, small traders, the natural environment and a village atmosphere.



Figure 4: Retail and Commercial Centres in Anglesea (Essential Economics, 2010)

RETAILING IN ANGLESEA

FUTURE RETAIL DEVELOPMENT

An analysis of demand for retail and commercial floor space prepared by Essential Economics (2010) for the Anglesea Structure Plan indicates that an additional 2,320 square metres of retail floor space and 450 square metres of office space, based on forecasts of population growth and visitor spending, could be supported by 2025.

The Anglesea Structure Plan points out the need to ensure that the retail provision in Anglesea does not become dispersed. Retail will be restricted to protect the core function of the main shopping centre. Retailing will need to be linked to serving the tourism role of the precinct. A small amount of local convenience shopping may be appropriate.

Opportunities to expand the existing retail and commercial locations in Anglesea are constrained due to the developed nature of surrounding land uses. Having regard to the future requirement of only 0.6 ha of land for retail/commercial development and the likelihood that a large proportion of this development would be tourist-related, the following provides commentary on the potential locations where this development could be accommodated:

- **Camp Road Shopping Centre:** The town centre is highly constrained in terms of being able to accommodate new development. Potential locations for expansion include land to the northeast and northwest of the existing Business 1 Zone (B1Z) on the south side of Walker Street. Any commercial development in these locations is likely to comprise secondary uses which do not rely on exposure to passing foot traffic. Office development may be suited to these locations. Potential for additional commercial floorspace may also be derived from the redevelopment of existing single storey shops, with ground-floor retailing and upper level office space.
- **Diggers Parade:** This area is underdeveloped, with several vacant parcels on

Diggers Parade. There has been little interest in developing additional shops or accommodation. The informal appearance of the road, uncoordinated parking and lack of visibility from the Great Ocean Road further reduce its attractiveness. There are several vacant parcels of land that may be able to accommodate small-scale retail tenancies or offices, with first floor apartments. Improvements to urban design and streetscape works would enhance the attractiveness of this precinct.

- **Four Kings:** Assuming the proposed mixed use development at 137-143 Great Ocean Road is developed, vacant land in this precinct will be exhausted.
- **Noble Street:** Additional retail development in this location is restricted due to the fully developed nature of the site. The existing R1Z which applies to this land restricts the use of the retail premises for shops. Rezoning to SUZ5 may be appropriate to facilitate a broader range of shops, whilst restricting retail that would compete with the Camp Road Shopping Centre.
- **Other locations:** Potential for limited tourist-related retail development may exist for R1Z zoned land fronting the Great Ocean Road between Four Kings and Diggers Parade. This may be in the form of a mixed use development or cafes/restaurants.

STUDY AREA ANALYSIS

EXISTING CONDITIONS

The study area known as the 'Riverside Precinct' includes land on the west side of the Great Ocean Road between Noble Street to the north and the foreshore reserve to the south. It includes the two Tourist Development Precincts (Special Use Zone 5) at Four Kings and Diggers Parade (refer to Figure 5). The Anglesea Riverbank lies to the east of the study area and land to the west is residential, with the exception of the McMillan Street Community Precinct that abuts Diggers Parade.

A number of existing commercial premises have long established along the Great Ocean Road, including an art gallery, several cafes and restaurants, shops, tourist accommodation and a service station. Effectively a ribbon of commercial sites has developed stretching from the Noble Street intersection to the general store and art gallery abutting Minifie Avenue, then continuing with dwellings and ending at the Four Kings centre further south.

A total of 1,490m² of retail and commercial floorspace is located in the two tourist development precincts, including 860m² at Four Kings and 630m² at Diggers Parade. The Four Kings precinct presents well and provides tourist-related retailing and services. Conversely, the majority of retailing and commercial activity in the Diggers Parade precinct is of a lower quality.

Approximately 1,040m² of retail and commercial floorspace is located in the Residential 1 Zone along the Greater Ocean Road, including approximately 380m² of floorspace at the small centre at the intersection of Noble Street and the Great Ocean Road, and approximately 660m² of retail floorspace situated between Four Kings and McMillan Street.

An approved planning permit exists for a mixed-use, three-storey development at 137-143 Great Ocean Road, adjacent to Four Kings. The site is partly zoned R1Z and SUZ5. The permit allows the development of a restaurant (286m² floor area) and 24 dwellings.

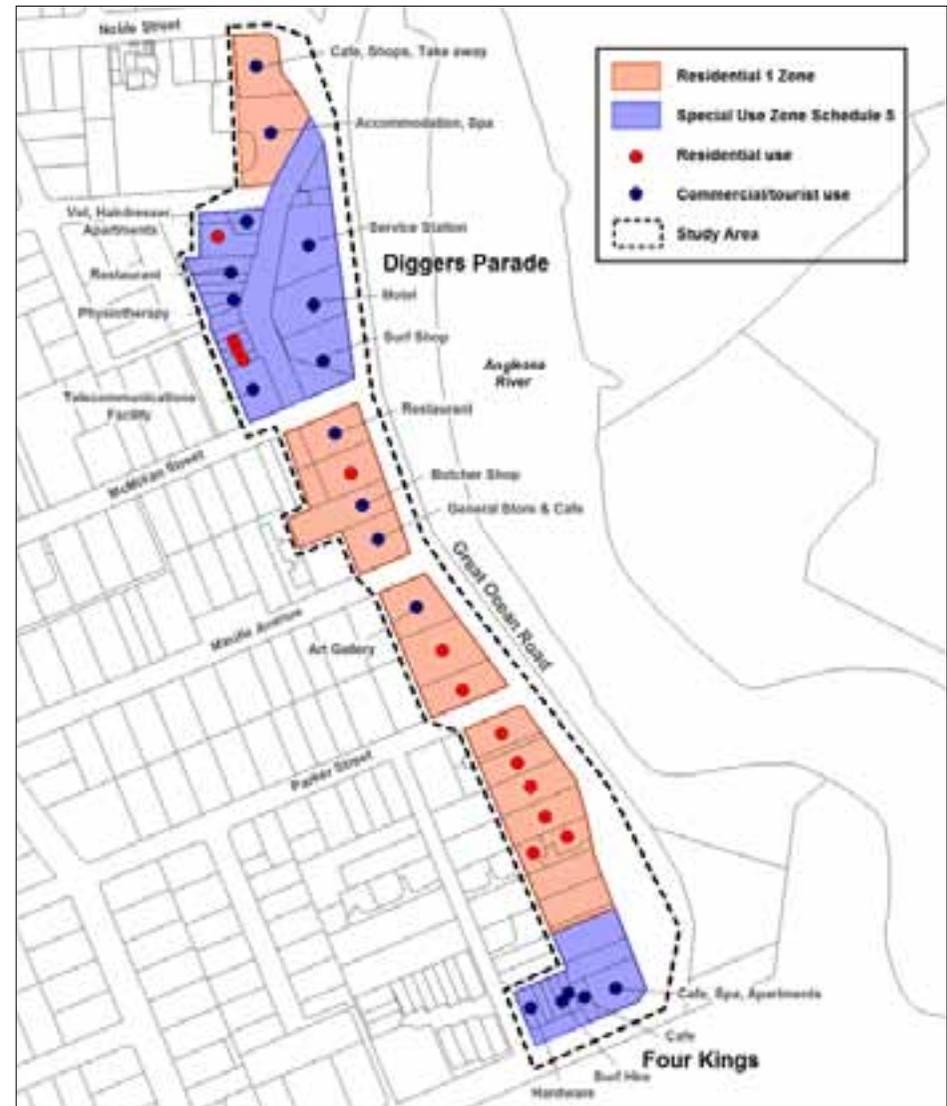


Figure 5: Existing Land Uses

LAND USE AUDIT

An analysis of land uses within the study area and compliance of these uses with the Surf Coast Planning Scheme is indicated in Appendix 2.

DIGGERS PARADE PRECINCT

This Precinct comprises relatively small sites fronting Diggers Parade and larger sites fronting the Great Ocean Rd. The precinct is 0.86 hectares in area. Only a couple of sites are undeveloped, however greater scope remains for redevelopment. There has been relatively little development since the introduction of the SUZ5.

There are no vacant premises.

All uses comply with the SUZ5 provisions save for the older detached dwelling at 2 Holmwood Ave.

FOUR KINGS PRECINCT

The Four Kings precinct totals around 0.32 hectares. The Harvey St frontages are fully developed, while the larger Great Ocean Road frontage which is undeveloped has a planning permit for a restaurant and apartments.

There are no vacancies.

All uses comply with the SUZ5 provisions save for the Hardware store which has pre-existing use rights.

RESIDENTIAL 1 ZONED LAND

Shops/ Offices

The Residential 1 Zone prohibits the use of the land for a shop and office. Existing use rights have been established in accordance with Clause 63 which allows a prohibited use to continue provided:

- No buildings and works occur except with a permit.
- Any condition to which the use is subject continues to be met.
- The amenity of the area is not damaged or further damaged by the change in activities beyond the limited purpose of the use preserved by the existing use right.

CONCLUSIONS

At face value the audit does not suggest there are major issues with compliance with the provisions of the Special Use Zone Schedule 5, save that there has not been extensive development occur and permits that have issued have been slow to be enacted. Undeveloped sites may be due to a combination of problems relating to meeting the SUZ5 conditions and market forces.

The Residential land at Noble Street has been used for commercial purposes for many years and consideration is now being given to rezoning it to a more appropriate zone to reflect the current uses.

STUDY AREA ANALYSIS

ISSUES

- Undeveloped sites in the precinct may be due to a combination of problems relating to meeting the current controls and market forces. Given that tourist related retail and associated uses may not be strictly viable all year round because of the relative short peak period in which trade would be profitable, a relaxation of the controls or even rezoning to a more general zone could be considered to encourage more development and viable activity all year round.
- The continued use of land for commercial purposes in the Residential 1 Zone along the Great Ocean Road is considered appropriate for the location. It is opposite the Anglesea Riverbank reserve and in a popular tourist and pedestrian area. The land has been used for commercial purposes for many years and is likely to continue operating as such in one form or another.
- 'Convenience shop' and 'Food and drink premises' (including restaurant and take away food premises) are permitted (Section 2) uses in the Residential 1 Zone, however 'Shop' and 'Office' are prohibited. The existing shops and office operate under existing use rights established in accordance with Clause 63 of the Surf Coast Planning Scheme.
- The condition restricting the leasable floor for a 'Convenience shop' in the SUZ5 to 80m² is an anomaly and restricts sustainable business development. The current leasable floor area for the General store at 119 Great Ocean Road is about 200m².
- The potential use of a number of vacant sites within this precinct for tourist related retail and/or accommodation subject to car parking requirements.

OPPORTUNITIES

- Opportunities exist for a more sustainable precinct in the form of a local or small neighbourhood centre that does not compete with the Camp Road main shopping centre. By rezoning particularly the areas with existing shops will enable these uses to continue and similar uses to be considered in a location in the future.
- Consideration for rezoning the Residential 1 area between McMillan St and Minifie St, to a more appropriate zone subject to car parking requirements, to better reflect existing uses and their contribution to the business and tourist industry in Anglesea. Existing residential premises will be retained as existing use rights.
- Tourist related development and exposure to the Great Ocean Road will provide opportunities for tourist –based retailing. Vacant sites along the Great Ocean Road provide development opportunities for tourist- based retailing along with other uses. (*Anglesea Structure Plan Review – Economic Assessment 2010*)
- A vacant parcel of land between the Anglesea Surf Centre and the Anglesea Motor Inn may be able to accommodate a small scale retail tenancy for a tourism related retailer. (*Anglesea Structure Plan Review – Economic Assessment 2010*).
- Opportunity exists for removing the leasable floor space cap of 80m² for a 'Convenience Shop' in the Special Use Zone and defaulting to the Planning Scheme definition of 240m² cap in line with advice from Essential Economics consultants that this would not impact on the primacy of the Camp Road main shopping centre.
- Vacant land at 137-143 Great Ocean Road, located partly within the Four Kings Tourist Development Precinct and the R1Z offers an opportunity to be developed as housing and tourist related uses.
- The Great Ocean Road / Noble Street precinct should remain a day to day convenience retail and Spa resort accommodation area with a possibility of rezoning this precinct from a Residential 1 Zone a more appropriate zone to reflect the commercial related uses within this precinct.

VISIONING WORKSHOP

COMMUNITY FEEDBACK

During the Community Visioning Workshops (21 February 2013) held as part of the background review of the study, the following issues and opportunities relating to land use were expressed:

- Support mix use residential / business development (shop-top housing) and accommodation within the Diggers Parade area, so long as building heights are kept to a minimum and adequate space is maintained to accommodate vegetation on properties.
- Relax limitations of retail uses in the SUZ5.
- Encourage the establishment of new cafes and shops along Diggers Parade.
- Support rezoning of properties fronting Great Ocean Road (from Mlnifie Avenue to Noble Street) from Residential 1 Zone to Special Use Zone to better reflect existing use.
- Maintain existing residential properties.

RECOMMENDATIONS

OBJECTIVES

- To create a mixed use precinct with a diversity of land uses that supports the tourist and local activity centre role of the precinct.
- To provide a diversity of dwelling types, in particular medium density development, shop-top apartments and visitor accommodation.
- To facilitate the potential location for retail / commercial expansion while maintaining the primary retail and service roles reserved for the Camp Road Main Shopping Centre.
- To retain the predominantly residential nature of land use between Minifie Avenue and Four Kings.

EXISTING & PREFERRED USES WITHIN THE SUZ

A list of existing permitted and preferred land uses within the Special Use Zone are listed in Appendix 3.

Amendment C78 to the Surf Coast Planning Scheme (currently under consideration for Council adoption) reviewed the use provisions in the schedule and proposes to increase the range of uses that can be considered in the Anglesea Tourist Development Precincts by:

- Modifying conditions of uses requiring a permit;
- Widening the scope of tourism associated uses and providing greater clarity on uses associated with this; and
- Adding Adult sex bookshop, Funeral Parlour, Hospital, Major sports and recreational facilities and Motor racing track as prohibited uses.

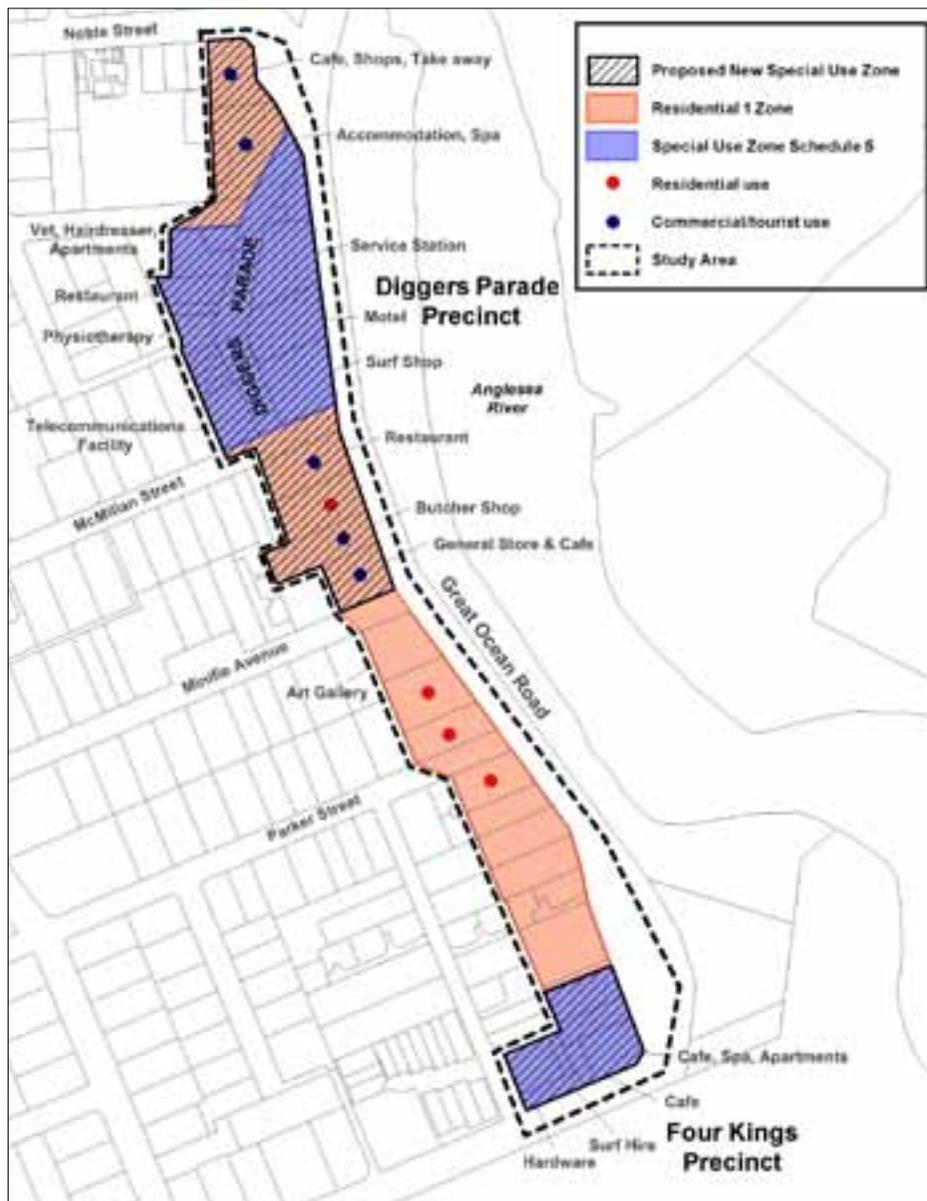


Figure 6: Proposed Land Use Framework Plan

IMPLEMENTATION

Proposed land use should be located in accordance with the land Use Framework Plan (Refer Figure 6) and implemented in the Surf Coast Planning Scheme by:

- Rezoning land, subject to supporting documents including car parking, at the existing Diggers Parade SUZ₅; land at Noble Street/ Great Ocean Road precinct and land between McMillan St and Minifie Ave to a new SUZ to reflect preferred tourist related commercial uses (refer Appendix 2).
- Maintaining land between Minifie Ave and the Four Kings precinct as R1Z. (RZ1 land at 137-139 has a permit for mixed use development).
- Rezoning land at the Four Kings precinct to a new SUZ to reflect preferred uses (refer Appendix 2).



PART C **URBAN DESIGN GUIDELINES:**
RIVERSIDE PRECINCT

EXISTING CONDITIONS

The Riverside Precinct area for the Urban Design Guidelines component of the project includes all private land fronting the western side of the Great Ocean Road, between Four Kings (Tonge Street) and Noble Street. The study area also extends to include all properties fronting Diggers Parade.

Land use within the Riverside Precinct is diverse. The two 'Tourism Development Precincts' centred around Four Kings and Diggers Parade consist primarily of retail/commercial premises and accommodation aimed at catering for the tourism market. A total of 1,490m² of retail and commercial floorspace is located within these two precincts, including 860m² at Four Kings and 630m² at Diggers Parade. These precincts are interspersed with small business services (such as a medical services, a hairdresser and veterinary clinic), a service station, and vacant land. Over recent years, development within these two precincts has slowed (particularly at Diggers Parade) as the area struggles to find an appropriate niche within the existing functions of the coastal township.

In addition, a number of residential zoned properties



adjoining the two Tourism Development Precincts are being used for retail and commercial floorspace, including approximately 380m² of floorspace at the small centre at the intersection of Noble Street and the Great Ocean Road, and approximately 660m² of retail floorspace situated between Four Kings and McMillan Street. This project provides an opportunity to rezone these properties, to better reflect their current (and likely future) land use.

A ribbon of residential properties is situated along the



Great Ocean Road in the area between Noble Street and Four Kings. This residential strip is recognised in the Surf Coast Shire Planning Scheme as an area with high neighbourhood character value, owing to low-scale built form immersed in a setting of indigenous and native coastal vegetation. Houses within this strip are of high quality, with some of heritage significance. Maintaining these residential properties and their highly valued characteristics is a key objective of this project.

This project provides an opportunity for the Anglesea



community to have their say regarding how the Riverside Precinct, particularly the two Tourism Development Precincts, should evolve over time in terms of land use and activity, built form, streetscape appearance and function, and connectivity to the surrounding natural and built environment.

The following section provides an overview of the issues and opportunities for the Riverside Precinct, as identified through site survey and community consultation.

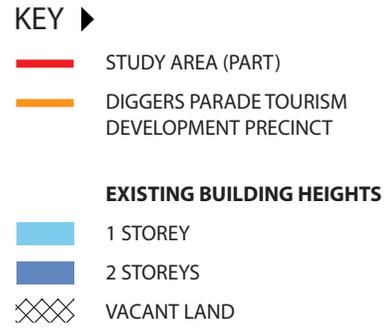


Figure 8: Riverside Precinct: Existing Building Heights (Part 1)

Figure 7: Riverside Precinct: Existing Land Use (Part 1)



Figure 9: Riverside Precinct: Existing Land Use (Part 2)

Figure 10: Riverside Precinct: Existing Building Heights (Part 2)



- KEY** ◀
- STUDY AREA (PART)
 - FOUR KINGS TOURISM DEVELOPMENT PRECINCT
 - RESIDENTIAL
 - RETAIL/ COMMERCIAL
 - MIXED USE
 - CAFE/ RESTAURANT
 - VACANT

- KEY** ▶
- STUDY AREA (PART)
 - FOUR KINGS TOURISM DEVELOPMENT PRECINCT
- EXISTING BUILDING HEIGHTS**
- 1 STOREY
 - 2 STOREYS
 - 3 STOREYS
 - VACANT LAND



Figure 11: Riverside Precinct: Existing Land Use (Part 3)



Figure 12: Riverside Precinct: Existing Building Heights (Part 3)

ISSUES & OPPORTUNITIES

ISSUE:

- ✗ UNDERUTILISED SITES / VACANT SHOPS:
Particularly centred around the Diggers Parade area.



OPPORTUNITY:

- ✓ IMPROVE RANGE OF SHOPS, CAFES AND RESTAURANTS.
- ✓ ENCOURAGE SHOP TOP APARTMENTS AND VISITOR ACCOMMODATION.
- ✓ MAINTAIN EXISTING RESIDENTIAL.



ISSUES & OPPORTUNITIES

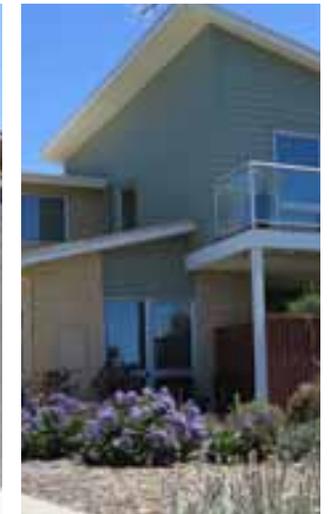
ISSUE:

- ✗ **DEVELOPMENT THAT DOESN'T FIT IN WITH THE 'ANGLESEA' CHARACTER:** While this is not currently a prolific issue, future development has the potential to detract from the valued coastal village character of Anglesea. The images to the right show emerging development trends.



OPPORTUNITY:

- ✓ **ENCOURAGE HIGH QUALITY, CONTEMPORARY ARCHITECTURE THAT RESPECTS AND CONTRIBUTES TO ANGLESEA'S COASTAL VILLAGE CHARACTER.**



KEY COMMUNITY PRIORITIES: RIVERSIDE PRECINCT

The key priorities identified for the Riverside Precinct during the Community Visioning Workshops (21 February 2013) are listed below. This list has been generated from the total number of table responses, as indicated in brackets. Please note, items that generated a single response only have not been included in the key priorities list below, but are included in the full summary of workshop notes in Appendix 1.

BUILDINGS & LAND USE

- Maintain the existing small town coastal 'village' character and identity of Anglesea. (6)
- Ensure that new development is no more than two storeys high, and site coverage is limited. (6)
- Maintain existing residential properties along the Great Ocean Road. (4)
- Encourage the use of natural materials and colours that reflect the surrounding environment. (2)
- Support retention of existing Moonah trees. (2)
- Relocate home hardware to the industrial estate. (2)
- Support mixed-use residential/ business development (shop-top housing) and accommodation within the Diggers Parade area, so long as building heights are kept to a minimum and adequate space is maintained to accommodate vegetation on properties. (2)
- Improve appearance and vitality of existing shops/ businesses within the Diggers Parade precinct. (2)
- Encourage the establishment of new cafes and shops along Diggers Parade. (2)



FRIED RICE

• Veg
• Bacon
• Prawns

VEGIE or CHICKPEA & LENTIL

SOUP

Served w phillippas
~ housemade

PANCAKE STACK

• C
• L
• Ice

HOIKEN NOODLES

Menu

FOCCACIAS & PANINIS

URBAN DESIGN GUIDELINES

The Riverside Precinct demonstrates many qualities and characteristics which give Anglesea its special character. The Great Ocean Road is subject to increasing development pressure, and while development may be viewed as a threat to the valued qualities of the area, it also presents opportunities to improve and reinforce Anglesea’s highly valued sense of place.

The purpose of the Riverside Precinct Urban Design Guidelines is to provide guidance to applicants and council officers regarding the best ways to maintain and enhance Anglesea’s valued coastal village character in the future development of land.

The guidelines are divided into two parts: ‘Tourism Development Precincts’, which apply to all properties within the Special Use Zone, and ‘Residential Areas’, which apply to all properties within the Residential 1 Zone. A number of properties have been highlighted for rezoning to better reflect their current/ preferred future use, as indicated below.



URBAN DESIGN GUIDELINES: TOURISM DEVELOPMENT PRECINCTS

>> APPLIES TO ALL PROPERTIES WITHIN THE SPECIAL USE ZONE

BUILDING HEIGHTS & SETBACKS

OBJECTIVE/S

- To encourage development that respects the low scale coastal 'village' character of Anglesea.
- To ensure that the form, scale and architectural features of new development is sensitive to the character and amenity of adjoining residential properties.
- To maximise available views towards the Anglesea River, coastal shoreline and bushland surrounds.
- To create a stronger sense of definition and active frontage along the Great Ocean Road and Diggers Parade.

DESIGN RESPONSE

- Buildings within the Diggers Parade and Four Kings Tourism Development Precincts should not exceed a preferred maximum building height of 9.5 metres .
- Encourage a two storey parapet height along the Great Ocean Road and Diggers Parade street frontages, with a recessed third storey.
- Buildings along the Great Ocean Road should be setback a minimum of 2.5 metres from the front property boundary to accommodate space for landscaping.
- Buildings along Diggers Parade should be sited as close as possible to the front property boundary, maintaining a minimal front setback at ground level.
- Where the side and/ or rear boundary is shared with a property in a Residential 1 Zone, buildings should be set back a minimum of 2.5

metres from the side and/ or rear boundary.

- Provide permeable space within the rear setback to accommodate vegetation, including canopy trees where possible.
- Where a site adjoins a residential property, ensure the third storey is recessed to reduce visual bulk and minimise adverse impacts on privacy and amenity, such as overlooking and overshadowing.
- Design new buildings to front onto and provide an active frontage along all streets and public spaces.

MATERIALS, FINISHES & DESIGN

OBJECTIVE/S

- To facilitate the use of materials, colours and finishes that reflect the surrounding natural environment and complement the coastal character of Anglesea.
- To ensure new development demonstrates a high standard of contemporary design and responds to the principles of environmental sustainability.
- To ensure that buildings are designed to provide visual interest along the street frontage.

DESIGN RESPONSE

- Ensure the design of new development utilises natural colours, muted tones, matte finishes and non-reflective materials.
- Articulate building facades with balconies,

eaves, variations in surface texture, colours and materials to emulate a fine grain (narrow frontage) subdivision pattern, particularly on larger sites.

- Encourage the use of robust high quality materials and detailing to ensure buildings remain attractive over time.
- Minimise the use of reflective glazing which hides the presence of activity within buildings.
- Avoid large expanses of a single material/ colour.
- Provide continuous weather protection (verandahs, shade cloths or canopies) along street frontages.
- Incorporate windows, door openings, displays and architectural detailing along ground and first floor frontages.
- Incorporate windows, balconies and terraces at upper levels where possible to increase opportunities for passive surveillance and connection with the street.
- Encourage traders to provide outdoor seating and dining/ other external activities to activate the edges of buildings.
- Locate areas of a building that will produce noise, light spill or odour away from residential interfaces.
- Incorporate the principles of Environmentally Sustainable Design (ESD) in all new development.
- Ensure building design adheres to the principles contained in the 'Surf Coast Sustainable Design Book, 2010'.

URBAN DESIGN GUIDELINES: TOURISM DEVELOPMENT PRECINCTS

>> APPLIES TO ALL PROPERTIES WITHIN THE SPECIAL USE ZONE

VEHICLE ACCESS & CAR PARKING

OBJECTIVE/S

- To provide well-located, accessible and safe car parking areas which do not visually dominate the streetscape.

DESIGN RESPONSE

- Ensure new development provides sufficient car parking for the needs of its occupants and visitors (in accordance with Clause 52.06 of the Surf Coast Shire Planning Scheme) without generating adverse impacts on the pedestrian environment/ streetscape and the amenity of nearby residential properties.
- Design car parking areas to be visually concealed when viewed from the street and other public areas, as far as reasonably possible.
- Locate on-site car parking to the rear of buildings and behind the front building line where possible.
- Where on-site car parking areas between the building and the road cannot be avoided, incorporate trees and/or planting to provide shelter and offer an attractive appearance to ground-level car parking.
- Explore opportunities to provide shared car parking areas within the Diggers Parade and Four Kings precincts.
- Provide no more than one vehicular crossover per typical site frontage.

BUILDING ENTRANCES/ ACCESS

OBJECTIVE/S

- To provide direct, prominent, legible and well-sheltered pedestrian entry points into buildings from the street and car parking areas.
- To improve pedestrian linkages between Diggers Parade and the Great Ocean Road.

DESIGN RESPONSE

- Ensure new buildings are designed with the ground floor at street level to avoid the need for ramp or staircase access.
- Ensure building design adheres to the established standards and guidelines regarding the safety and accessibility of all users. Good building design embodies planning for access by people of all mobilities in accordance with the Disability Discrimination Act (DDA).
- Encourage secondary pedestrian access along service lanes where practical and appropriate, particularly where a laneway abuts a car parking area.
- Encourage the creation of new through-block pedestrian laneway connections between the Great Ocean Road and Diggers Parade/ Mawson Avenue and the McMillan Street Community Precinct through private properties.

SERVICE AREAS & FACILITIES

OBJECTIVE/S

- To ensure service areas and facilities do not adversely impact on the visual amenity of the streetscape.

DESIGN RESPONSE

- Screen service areas and garbage collection points from view by walls, fencing, planting or any combination thereof.
- Encourage waste and recycling areas to be concealed within secure dedicated enclosures that are designed as an integral part of the building fabric.
- Screen air conditioning services, antennas and other utilities from public view using roof structures/ architectural elements.
- Discourage service spaces (storerooms, toilets, lifts, garages) from being located along street frontages.

URBAN DESIGN GUIDELINES: TOURISM DEVELOPMENT PRECINCTS

>> APPLIES TO ALL PROPERTIES WITHIN THE SPECIAL USE ZONE

LANDSCAPING & PRIVATE OPEN SPACE

OBJECTIVE/S

- To integrate planting and landscaping with the design of new development to complement the surrounding coastal bushland character of the area.
- To support the ongoing retention of native vegetation, with emphasis on indigenous species and the Coastal Moonah Woodland vegetation community.

DESIGN RESPONSE

- Ensure adequate permeable space is provided within the rear setback to accommodate vegetation, including canopy trees where possible.
- Utilise vegetation to screen and act as a buffer to adjoining residential areas.
- Provide landscaping to screen large amounts of hard surfaces and service areas from public view, without compromising functionality, visual amenity or user safety.
- Support the retention of existing indigenous coastal vegetation, including Moonah trees.
- Ensure all proposed landscaping adheres to the principles contained in both the 'Surf Coast Sustainable Design Book, 2010' and the 'Landscaping your Surf Coast Garden for Bushfire' booklet.

SIGNAGE & INFRASTRUCTURE

OBJECTIVE/S

- To ensure signage and advertising does not dominate the streetscape environment.

DESIGN RESPONSE

- Locate signage on the building (rather than on poles or free standing on the street), so that it does not dominate the streetscape.
- Consolidate areas of signage and advertising into the one location, as far as reasonably possible.
- Ensure signage complements the design of the building and does not obscure more than 25% of the window area along a street frontage.
- Signage and advertising elements such as A-frames, pole signs, internally illuminated signs and inflatables should be avoided.



URBAN DESIGN GUIDELINES: RESIDENTIAL AREAS

>> APPLIES TO ALL RESIDENTIAL 1 ZONE PROPERTIES WITHIN THE RIVERSIDE PRECINCT

BUILDING HEIGHTS & SETBACKS

OBJECTIVES

- To ensure any new development provides a spacious building setting with substantial space for planting and vegetation.

DESIGN RESPONSE

- Buildings should not exceed a preferred maximum building height of 7.5 metres, in line with the *Anglesea Residential Development Policy* (Clause 22.06).
- Buildings should not cover more than 30% of the site area, in line with the *Anglesea Residential Development Policy* (Clause 22.06)
- Setbacks should be provided in line with the requirements of ResCode.
- Design new buildings to provide a front setback that is similar to adjoining properties.
- Provide adequate separation between the building and the property boundary to allow sufficient space for the planting and growth of new vegetation, including canopy trees.
- Avoid solid walls along property boundaries, where possible.

MATERIALS, FINISHES & DESIGN

OBJECTIVES

- To facilitate the use of materials, colours and finishes that reflect the surrounding natural environment and complement the coastal character of Anglesea.
- To ensure new development demonstrates a high standard of contemporary design and responds to the principles of environmental sustainability.

DESIGN RESPONSE

- Ensure the design of new development utilises natural colours, muted tones, matte finishes and non-reflective materials.
- Discourage 'boxy' or bulky roof forms with minimal or no eaves.
- Provide visible roof forms with a minimum angle of 15°.
- Incorporate balconies, eaves or other design features to enhance the articulation of buildings and provide passive surveillance and connection with the street.
- Avoid mock historical style housing and excessive use of 'reproduction' or decorative detailing.
- Consider the use of noise attenuation measures such as double glazed windows, to reduce the amount of sound transmitted into dwellings.
- Incorporate the principles of Environmentally Sustainable Design (ESD) in all new development.

- Ensure building design adheres to the principles contained in the 'Surf Coast Sustainable Design Book, 2010'.

VEHICLE ACCESS & CAR PARKING

OBJECTIVES

- To minimise the visual impact of driveways and car parking areas on amenity of the streetscape.

DESIGN RESPONSE

- Incorporate planting along the edges of driveways and paving areas to soften the visual impact of hard surfaces.
- Design garages and carports to be visually concealed when viewed from the street and other public areas, as far as reasonably possible.
- Design garages and carports to complement the design of the building and character of the streetscape.
- Discourage the use of roller doors and excessive use of non-permeable surfaces (e.g. car parking areas, driveways and multiple crossovers) along the street frontage.
- Provide no more than one vehicular crossover per typical site frontage.

URBAN DESIGN GUIDELINES: RESIDENTIAL AREAS

>> APPLIES TO ALL RESIDENTIAL 1 ZONE PROPERTIES WITHIN THE RIVERSIDE PRECINCT

LANDSCAPING & FENCING

OBJECTIVES

- To retain and enhance the native vegetation coverage of the area, with an emphasis on indigenous species and the Coastal Moonah Woodland vegetation community.

DESIGN RESPONSE

- Ensure new development provides adequate permeable space between the building and the property boundary to support vegetation, including canopy trees.
- Consider the use of vegetation to screen and act as a buffer to adjoining retail/commercial properties, where appropriate.
- Limit the extent of large hard/ impervious surfaces and incorporate the principles of Water Sensitive Urban Design (WSUD).
- Encourage low or open style front fences, to allow private gardens to contribute to the landscape character of the public realm.
- Avoid high, solid fencing that encloses and conceals the property frontage.
- Ensure all proposed landscaping adheres to the principles contained in both the 'Surf Coast Sustainable Design Book, 2010' and the 'Landscaping your Surf Coast Garden for Bushfire' booklet.



PROPOSED BUILDING HEIGHT & SETBACK CONTROLS

The maps on the following pages illustrate the proposed building height and setback controls for the Riverside Precinct as outlined below.

BUILDINGS WITHIN THE SPECIAL USE ZONE

It is recommended that buildings within the proposed new Tourism Development Precincts do not exceed a height of 9.5m. Buildings along the Great Ocean Road should be set back a minimum of 2.5m from the front boundary to allow space for planting and outdoor dining. Where a property adjoins a residential lot, buildings should be set back a minimum of 2.5m to ensure that the existing amenity of residential properties is protected.

It is considered that a consistent two storey building height, with a third storey upper level setback will maintain the low scale coastal 'village' character of Anglesea whilst helping to improve the overall image and vitality of the Riverside Precinct. These built form controls, coupled with the urban design guidelines will assist in providing:

- A more coherent and consistent built form along the street frontage;
- Sufficient height to increase the viability and attractiveness of sites for future development;
- An improved level of architectural quality and design that reflects the coastal character and preferred 'palette' of Anglesea.

BUILDINGS WITHIN THE RESIDENTIAL 1 ZONE

It is recommended that buildings within the Residential 1 Zone (within the Riverside Precinct) do not exceed a height of 7.5 metres. This is in line with the existing Anglesea Residential Development Policy.

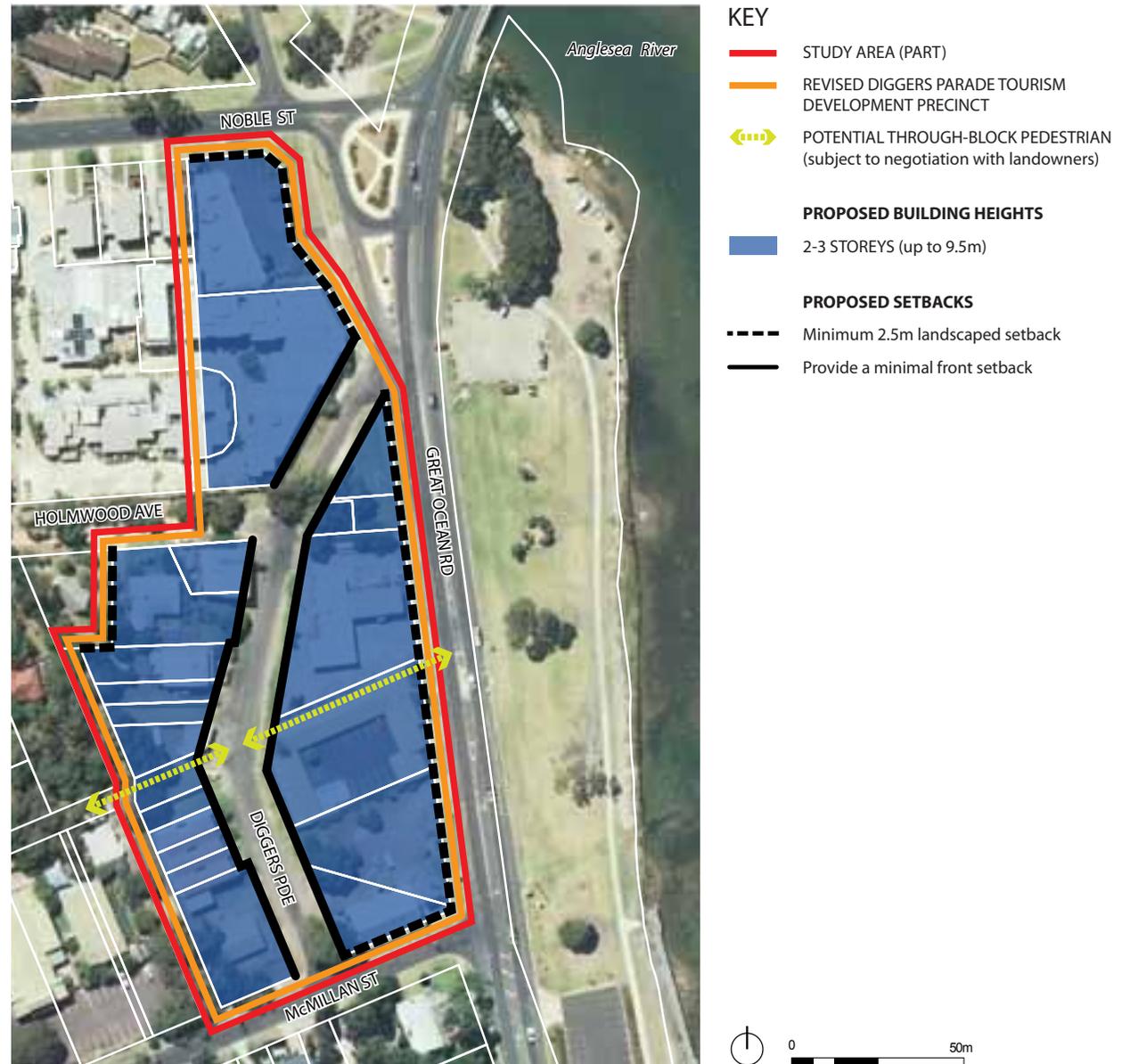


Figure 13: Proposed Building Height and Setback controls: Riverside Precinct (Part 1)



Figure 14: Proposed Building Height and Setback controls: Riverside Precinct (Part 2)



Figure 15: Proposed Building Height and Setback controls: Riverside Precinct (Part 3)

- KEY**
- STUDY AREA (PART)
 - FOUR KINGS TOURISM DEVELOPMENT PRECINCT
 - - - PROPOSED NEW TOURISM DEVELOPMENT PRECINCT
- PROPOSED BUILDING HEIGHTS**
- 1-2 STOREYS (7.5m)
 - 2-3 STOREYS (up to 9.5m)
- PROPOSED SETBACKS**
- Minimum 2.5m landscaped setback
 - ResCode requirements apply





PART D **STREETSCAPE MASTER PLAN:** RIVERSIDE PRECINCT & MAIN SHOPPING AREA

EXISTING CONDITIONS: RIVERSIDE PRECINCT

The Riverside Precinct area for the Streetscape Master Plan component of the project includes all public land fronting the western side of the Great Ocean Road, between Four Kings (Tonge Street) and Noble Street. It also includes Diggers Parade. The study area does not include the riverbank on the eastern side of the Great Ocean Road, as a separate Master Plan has recently been completed for this area, however connections to the riverbank from the western side are being considered.

The town's linear nature has led to a series of rather piecemeal and ad-hoc approaches to place making. This is reflected in the different design approaches and interventions have then been adopted leading to separate and separated outcomes. A demonstration of the ad-hoc approach to public realm design and management has been the proliferation of signs and other paraphernalia that dominate the view from the public realm.

The Riverside Precinct is a popular destination for Anglesea locals and visitors alike. A sense of openness is afforded by large swathes of grass fronting onto the Anglesea River. Open views across the riverbank and out towards the ocean are available from many vantage points, including from the shops, restaurants and houses located along the Great Ocean Road. The precinct is generally low lying (2m to 3m AHD), with a rise in elevation to the west-north-west of Diggers Parade up to 6.5m AHD. The Great Ocean Road in this area is prone to flooding during heavy rainfall. A concrete footpath with a narrow grass nature strip extends the length of the precinct between Noble Street and Tonge Street. This

footpath is generally in good condition however some parts become very narrow and difficult to navigate (i.e. out the front of the butchers and general store). Shade is limited along this footpath due to the absence of trees within the public realm. In some locations established trees within adjacent private properties provide some relief. Street furniture and facilities such as seating and drinking fountains are not provided.

On the opposite side of the road (outside the study area), recent improvements to the riverbank have included the installation of new footpaths, low-scale coastal planting, signage, artwork, boardwalks and jetty areas, a tourist information centre, toilets, BBQ facilities and a children's playground. This area experiences a high amount of foot traffic, particularly in the warmer months. Now more than ever before, the riverbank has become a destination in itself, rather than simply a thoroughfare between the central shopping area and the main surf beach.

Pedestrian connections across the Great Ocean Road to the river and main surf beach, particularly around Noble Street and the Four Kings area, is a key issue that needs to be addressed.

Along Diggers Parade, formal kerb and channel infrastructure, footpaths and marked car parking bays are not provided. This absence of formality contributes to the coastal 'village' character of the area, however makes it difficult for pedestrians to navigate the street. The quality of the footpath is poor in parts and pedestrians must weave between cars that park

haphazardly along the street and grassed areas.

The overall landscape character of the Riverside Precinct is dominated by open grassed areas, coastal shrubs and large established Eucalypt and Moonah trees. A lack of symmetry and formality contributes to an understated and relaxed coastal 'village' character. This project provides an opportunity to further strengthen the informal bush/coastal character of the streetscape and enhance the pedestrian amenity of the area.

The following section provides an overview of the issues and opportunities for the Riverside Precinct, as identified through site survey and community consultation.



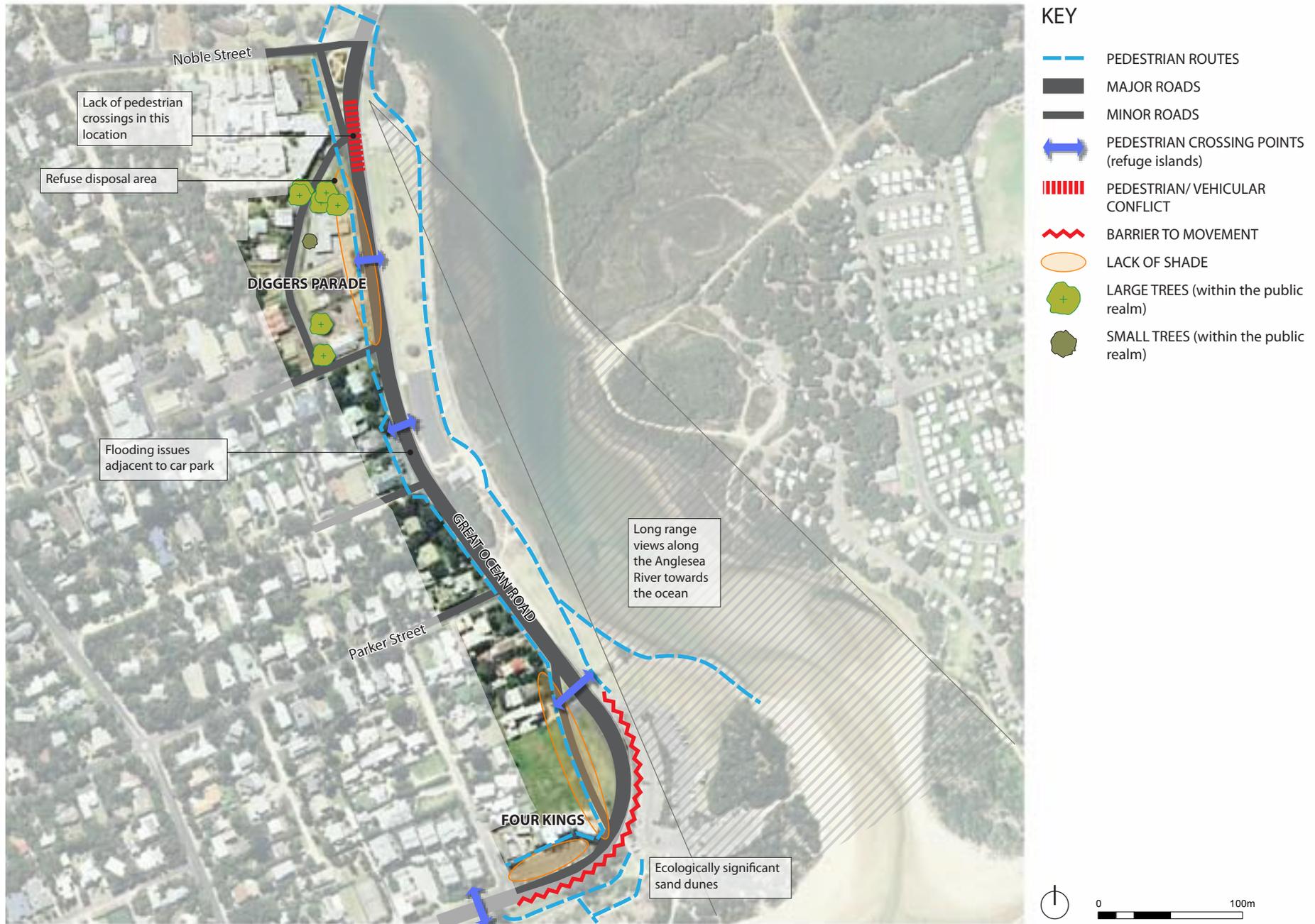


Figure 16: Existing Conditions: Riverside Precinct

ISSUES & OPPORTUNITIES: RIVERSIDE PRECINCT

ISSUE:

- ✗ **LACK OF SHADE AND SEATING:** Footpaths to the west of the Great Ocean Road lack shade trees and seating/ rest places.



OPPORTUNITY:

- ✓ **INTRODUCE MORE TREES AND PLANTING TO 'GREEN' THE PRECINCT.**
- ✓ **SOFTEN CAR PARKING AREAS WITH LANDSCAPING.**
- ✓ **PROVIDE REST POINTS ALONG THE FOOTPATH.**

It is noted that during consultation some business owners discouraged the idea of new tree planting within this precinct due to concerns that trees will block sight lines to businesses, and views towards the river.



ISSUES & OPPORTUNITIES: RIVERSIDE PRECINCT

ISSUE:

- ✗ **PEDESTRIAN CONNECTIONS BETWEEN FOUR KINGS AND THE MAIN SURF BEACH:** There is a lack of visual and physical connections between the Four Kings area and the main surf beach. Crossings over the Great Ocean Road have been cited as dangerous during consultation.



OPPORTUNITY:

- ✓ **IMPROVE PEDESTRIAN CROSSINGS OVER THE GREAT OCEAN ROAD.**
- ✓ **IMPROVE SIGNAGE WITHIN THE MAIN SHOPPING AREA TO HIGHLIGHT WALKING ROUTES TOWARDS THE RIVERSIDE PRECINCT.**
- ✓ **IMPROVE EXISTING PATHS.**



ISSUES & OPPORTUNITIES: RIVERSIDE PRECINCT

ISSUE:

- ✗ **AREA IS PRONE TO FLOODING:** Flooding in Anglesea is a persistent problem, with the Council often forced to open the river mouth to alleviate flooding.



OPPORTUNITY:

- ✓ **ENSURE THAT FUTURE LANDSCAPING CONSIDERS THE IMPACT OF CLIMATE CHANGE.**
- ✓ **UTILISE ROBUST MATERIALS THAT WILL NOT WASH AWAY IN FLOOD EVENTS.**



ISSUES & OPPORTUNITIES: RIVERSIDE PRECINCT

ISSUE:

- ✗ **PEDESTRIAN CONNECTIONS TO THE MCMILLAN STREET COMMUNITY PRECINCT:** There is a lack of visual and physical connections between the Great Ocean Road and the McMillan Street Community Precinct.



OPPORTUNITY:

- ✓ **IMPROVE WAY FINDING SIGNAGE WITHIN THE RIVERSIDE PRECINCT:** to highlight walking routes to the McMillan Street Community Precinct.
- ✓ **EXPLORE OPPORTUNITIES TO PROVIDE NEW THROUGH-BLOCK PEDESTRIAN LANEWAYS:** through private properties to better link the Community Precinct to Diggers Parade and the Great Ocean Road.
- ✓ **CONSIDER THE INSTALLATION OF NEW DIRECTIONAL SIGNAGE FOR VEHICLES:** to highlight the location of the McMillan Street Community Precinct.



KEY COMMUNITY PRIORITIES: RIVERSIDE PRECINCT

The key priorities identified for the Riverside Precinct during community consultation are listed below. This list has been generated from the total number of table responses, as indicated in brackets. Please note, items that generated a single response only have not been included in the key priorities list below, but are included in the full summary of workshop notes in Appendix 1.

STREETSCAPE

- Maintain the existing small town coastal 'village' character and identity of Anglesea. (6)
- Improve pedestrian crossing points across the Great Ocean Road to the river and main surf beach. (5)
- Improve the safety of pedestrian access between Four Kings and the main surf beach. (4)
- Provide more seats along the Great Ocean Road. (3)
- Provide further indigenous planting along the Great Ocean Road, similar to the planting/vegetation at the main beach car park. (3)
- Encourage the use of natural materials and colours that reflect the surrounding environment. (2)
- Support retention of existing Moonah trees. (2)
- Maintain informal grassed parking area to the front of Four Kings and provide additional low-scale planting. (2)
- Retain safety fence around Four Kings bend. (2)
- Avoid planting new trees along the residential and business side of the Great Ocean Road so that sight lines to businesses, and views towards the river are not blocked. (2)
- Retain existing views of the Anglesea River environs. (2)
- Improve pedestrian access at the river/ bridge. (2)



EXISTING CONDITIONS: MAIN SHOPPING AREA

The Main Shopping Area for the Streetscape Master Plan component of the project includes all public land fronting the main shops in Anglesea, extending across the car park to the Great Ocean Road. It also takes into account connections to surrounding areas including the bowling club and river.

The main shopping area situated around Camp Road provides the primary retail centre for Anglesea with a mix of convenience and specialty retail stores. Low scale built form immersed in a bushland environment contributes to the highly valued small town coastal 'village' character of Anglesea. During the summer period, Anglesea experiences high numbers of visitors, with the population swelling from 2,454 people to 16,000. This places significant pressure on traffic and car parking in Anglesea.

Car parking and traffic issues aside, the centre is performing well. The plaza area fronting the shops is well utilised by locals and visitors alike. Large native trees, mainly Eucalypts, provide a pleasant shady environment for shoppers to rest and eat their lunch.

Street furniture is provided throughout the centre including seating, bicycle racks, bins, and drinking fountains. While these facilities are necessary, most furniture has been placed intermittently throughout the centre over time, resulting in a lack of consistency in style, colour and placement. Consultation with the community has indicated that the blue theme introduced in the 1980s is perhaps now outdated and in need of a fresh lift. This project provides an opportunity to introduce a new 'streetscape palette' that reflects the surrounding natural bushland and coastal environment, and to consider a more planned and consistent approach to the design and placement of street furniture that more accurately responds to the needs of its users.

Toilet facilities are provided within the centre, however their current state of repair, cleanliness and location has been raised as one of the preeminent issues of local residents.

While ongoing traffic management and car parking issues continue to be of key concern, this issue is one that requires a more strategic, wider township study that is outside the scope of this project. However, in developing a Streetscape Master Plan, opportunities to create stronger visual and physical connections throughout the car parking area, and between the town centre and the riverside precinct will be further explored.

The following section provides an overview of the issues and opportunities for the Main Shopping Area, as identified through site survey and community consultation.





Figure 17: Area B Existing Conditions: Streetscape

EXISTING CONDITIONS: MAIN SHOPPING AREA

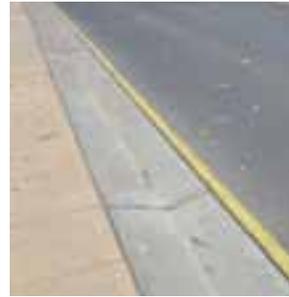
PAVING/WALLING



Concrete slab with exposed aggregate is used within the majority of the streetscape. Inlaid decorative tiles are in poor condition.



Concrete slabs are generally cracked, marked and in poor repair.



Precast concrete kerbing and asphalt carriageway



Concrete with exposed aggregate steps and raised platform areas which are used for cafe seating



Rendered and painted walls in neutral tones



PLANTING



Gateway planting of sparse grasses and mulch



Numerous raised beds planted with grasses



Raised beds featuring Olive trees



Large mature native trees throughout the car parking area



Semi mature native tree planting within the main shopping area

EXISTING CONDITIONS: MAIN SHOPPING AREA

STREET FURNITURE



Blue painted bollards and pedestrian guardrailing



Brick edging with what looks like utility coverings being used as tree surrounds



Numerous large galvanized steel recycling areas



Steel water fountain



Steel bike rack

LIGHTING



Blue painted heritage style pedestrian lighting featuring banners



Large vehicular lights within the car park

SEATING



Timber and painted concrete benches



Timber seat with a slight surfboard shape



A third style of timber seat

SIGNAGE



Various display boards, notice boards and A-frames in a selection of colours and materials



ISSUES & OPPORTUNITIES: MAIN SHOPPING AREA

ISSUE:

- ✗ **MIXTURE OF STYLES, COLOURS AND MATERIALS:** There are numerous styles of seating, bollards, surface materials and signage.



OPPORTUNITY:

- ✓ **DEVELOP AND APPLY A CONSISTENT STREETSCAPE PALETTE.** Public consultation showed that there was a strong preference for bespoke furniture with an 'earthy' theme. Any bespoke elements should be consistent with a unifying theme.



ISSUES & OPPORTUNITIES: MAIN SHOPPING AREA

ISSUE:

- ✗ **QUALITY OF THE PUBLIC TOILETS AND ACCESS TO THEM:** One of the major issues raised during consultation was the quality and repair of the public toilets. Access through the car park to the toilets was also raised as being an issue.



OPPORTUNITY:

- ✓ **PROVIDE IMPROVED/NEW PUBLIC TOILETS.**
- ✓ **PROVIDE RAISED PEDESTRIAN CROSSING THROUGH THE CAR PARK AREA.**



ISSUES & OPPORTUNITIES: MAIN SHOPPING AREA

ISSUE:

- ✗ **CONGESTION AND CAR PARKING:** Car parking during high season is difficult and congested. All car parks are full.



OPPORTUNITY:

- ✓ **DIRECT BUSES TOWARDS THE BOWLING AREA CAR PARK.**
- ✓ **IMPROVE AWARENESS OF OTHER CAR PARKING OPTIONS.**





ISSUES & OPPORTUNITIES: MAIN SHOPPING AREA

ISSUE:

- ✗ **LEVEL CHANGES, WALLS & CLUTTER:** There are numerous level changes within the main shopping area that make access difficult for users with limited mobility. Ad hoc placement of street furniture, bins and walling creates physical and visual clutter and reduces sight lines within the centre.



OPPORTUNITY:

- ✓ **REMOVE VARIATIONS IN LEVELS AND CREATE AN OPEN PUBLIC PLAZA.**
- ✓ **CLUSTER STREET FURNITURE AND BINS INTO SPECIFIC AREAS.**





- KEY**
- PEDESTRIAN ROUTES
 - WALLING / LEVEL CHANGE
 - RAISED AREAS
 - SEATING
 - PEDESTRIAN LIGHTING
 - VEHICULAR LIGHTING
 - OTHER STREET FURNITURE

Figure 18: Area B Existing Conditions: Streetscape (zoom)



KEY COMMUNITY PRIORITIES: MAIN SHOPPING AREA

The key priorities identified for the Main Shopping Area during the Community Visioning Workshops (21 February 2013) are listed below. This list has been generated from the total number of table responses, as indicated in brackets. Please note, items that generated a single response only have not been included in the key priorities list below, but are included in the full summary of workshop notes in Appendix 1.

STREETSCAPE

- Develop a streetscape palette that ensures the existing small town coastal 'village' character and feel is reflected and maintained. (7)
- Improve the amenity of the existing public toilet facilities. (7)
- Establish a priority pedestrian zone within the car parking area. E.g. provision of a raised pedestrian crossing linking the shops to the public toilet. (7)
- Improve safety of pedestrian connections between the shopping area and Cameron Road/ Anglesea River. (7)
- Provide wayfinding signage from the shops to the river, beach, car parking areas, and McMillan Street Community Precinct. (7)
- Provide more seating within the main shopping area. (5)
- Provide new public toilet facilities in an alternative location. (4)
- Investigate traffic management solutions for the whole of Anglesea. (4)
- Provide a left turn 'slip' lane off the Great Ocean Road, to alleviate traffic congestion when entering the main shopping area from the west. (3)
- Provide more trees and planting within the shopping centre area. (3)
- Improve parking area on Murch Crescent (between the Anglesea Hotel and the Great Ocean Road). Consider a more formal treatment. (3)
- Provide a new bus parking area near the bowling club. (3)
- Rationalise existing signage along the Great Ocean Road and within the shopping area. (3)
- Provide improved signage when entering Anglesea to indicate shops ahead. (2)
- Improve bowling club car park by removing existing bollards and providing additional landscaping. Ensure car parking area retains an informal feel and is not sealed with bitumen. (2)
- Remove parking restrictions in surrounding streets, in particular Walker Street. (2)
- Simplify main shopping area by removing existing steps, level changes and retaining walls and opening up the plaza space. (2)
- Maintain existing retaining walls, steps and level changes throughout the shopping area. (2)
- Retain existing trees within the main shopping area. (2)
- Provide more shade areas within the public areas of the main shopping area. (2)
- Expand and better utilise parkland area between shops and bowling club. (2)
- Provide a separate pedestrian bridge over the river. (2)



CELEBRATING SENSE OF PLACE

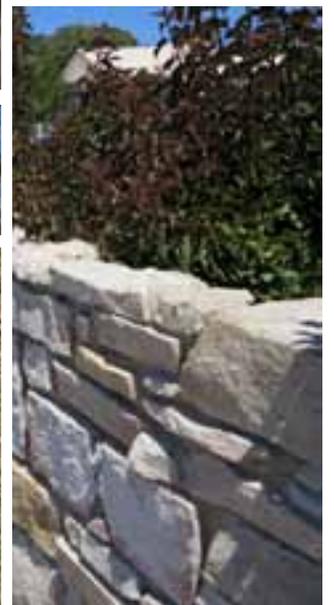
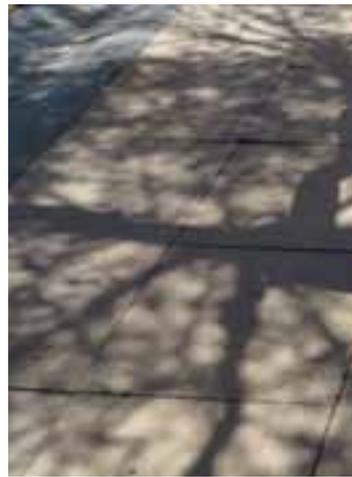
Anglesea is a place where the bush meets the sea, indigenous vegetation gives way to a coastal character as views down Anglesea River reveal the sea beyond.

Anglesea has a significant cover of indigenous vegetation, dominated by Messmate Stringybark (*Eucalyptus obliqua*) with scattered occurrences of other gums including Manna Gum (*Eucalyptus viminalis*), Swamp Gum (*Eucalyptus ovata*) and Narrow-leaf Peppermint (*Eucalyptus radiata*). There are isolated areas of Coastal Moonah Woodland in Point Roadknight and around the Anglesea River.

There is a distinctive non-suburban coastal character. Several roads are gravel and have an informal appearance, which is complemented by vegetation, which screens buildings from view.

Colours are muted with cool greys, deep greens, weather worn wood and the earthy warm tones of natural stone. The proposed street furniture palette should reflect these attributes, while helping to celebrate the special and unique Anglesea character.





PROPOSED STREETScape PALETTE

The following photos illustrate the preferred materials and streetscape furniture to be used throughout the Riverside Precinct and Main Shopping Area.

It is recommended that the palette is limited to one final option only (e.g. one type of rubbish bin) to ensure the palette is simple and cohesive.

The option for bespoke seating should be explored, ensuring that it is consistent with the overall theme and recommended materials.

The proposed street furniture palette reflects Anglesea’s inherent sense of place including:

- Village atmosphere
- Earthy and grounded
- Informal
- Natural

Materials should be limited to:

- Timber
- Corten Steel
- Stainless Steel

The proposed palette will be further developed with the community throughout the consultation and implementation stages.

The addition of new soft and hard landscape elements to the public realm needs to be balanced against Council’s capacity to manage and maintain these. Some of the criticism of the current treatments and facilities are that they look tired and un-loved, and yet they are not very old.

SEATING



Simple sold timber benches and seats which will age well and provide comfort.

Note: A high proportion of new seats should have arm rests and back rests.

DRINKING FOUNTAINS



Drinking fountain, Barwon Heads

BICYCLE RACKS



Working Detail stainless steel bike rack, or similar.

LIGHTING

In the short term paint lighting poles a natural colour to reflect the earthy tones.



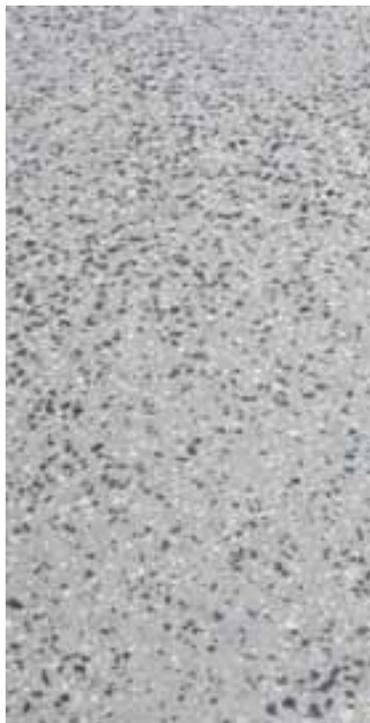
In the long term replace lighting poles

RUBBISH BINS



GHD Cordillo bin, or similar

PAVING



CONCRETE AGGREGATE PAVING

To be used on footways within the main shopping area and riverside precinct.

Grey concrete with a high percentage of darker grey, buff and white aggregate.



LIMESTONE PAVING

To be used within the main shopping area plaza

Limestone paving laid in a long stretcher bond. Mortar mix to be a high percentage of grey and buff aggregate. Mortar mix on horizontal joints only.

GRANITIC SAND



To be used on all coastal themed planting areas and informal pathways and parking areas.

Low areas that are subject to flooding should use a 7mm, or larger, aggregate mulch rather than a granitic gravel.

RAISED ROAD TABLE



Road treatment to be further discussed

TREE PITS



Permeable resin bonded gravel



PLANTING CONCEPT

The planting concept reflects the journey from bush to coast while allowing flexibility to include some edible planting.

The proposed planting options will be further developed with the community throughout the consultation and implementation stages.

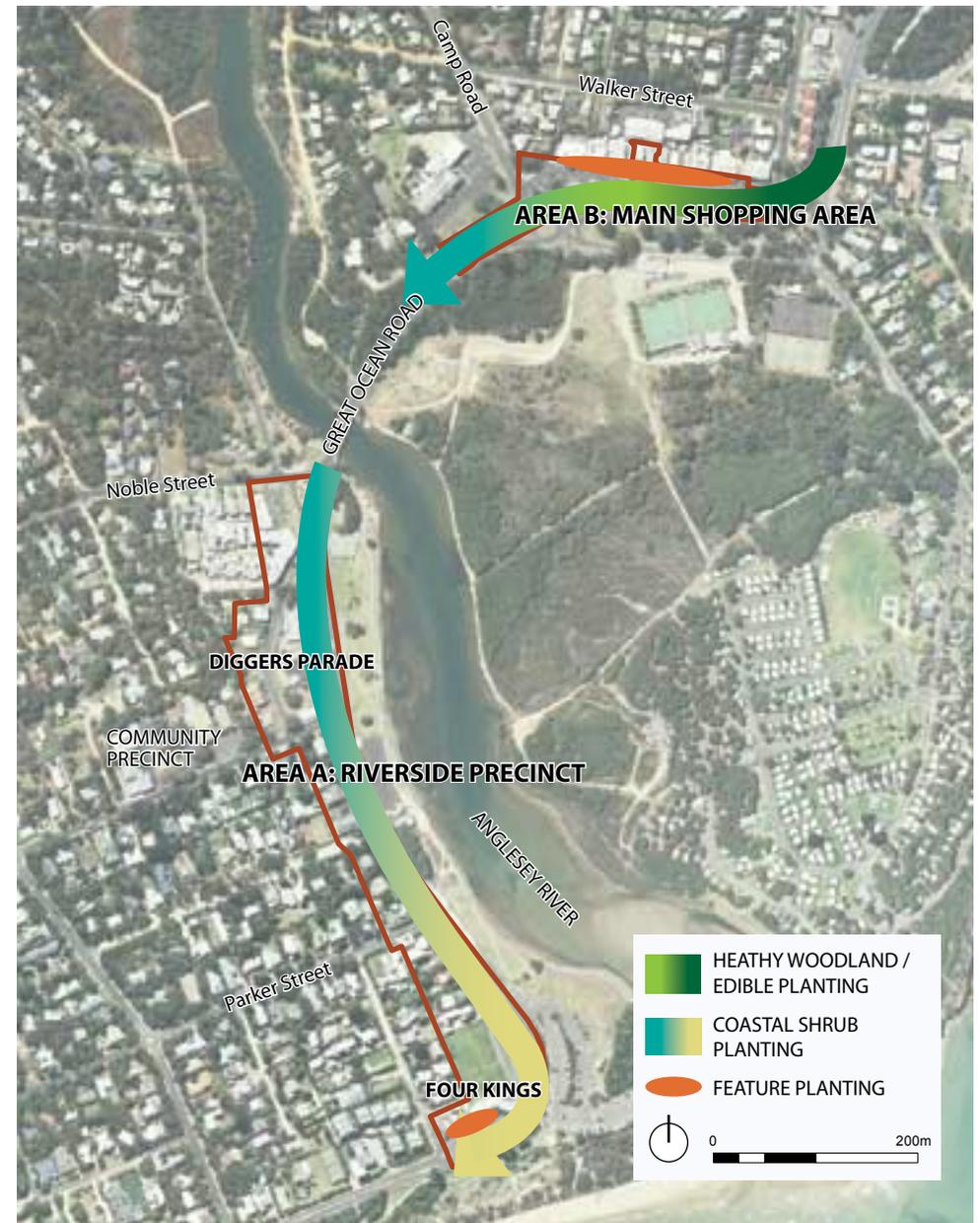


Figure 19: Planting Concept

RIVERSIDE PRECINCT

The riverside precinct streetscape continues the theme of an informal coastal village.

Footpaths are widened to improve accessibility. Grassed nature strips remain, with coastal shrub planting introduced where practical. Gravel and low coastal shrub planting and corten steel features add interest in key locations.

Streets within Diggers Parade have been formalized with pedestrian footpaths and the same planting treatment as alongside the Great Ocean Road.

The Four Kings car park has been rationalised to allow the creation of a wider footpath. New tree planting will bring out the coastal bush character that is evident in the surrounding area. New wayfinding signage will help to direct pedestrians from the Four Kings to the beach and river.



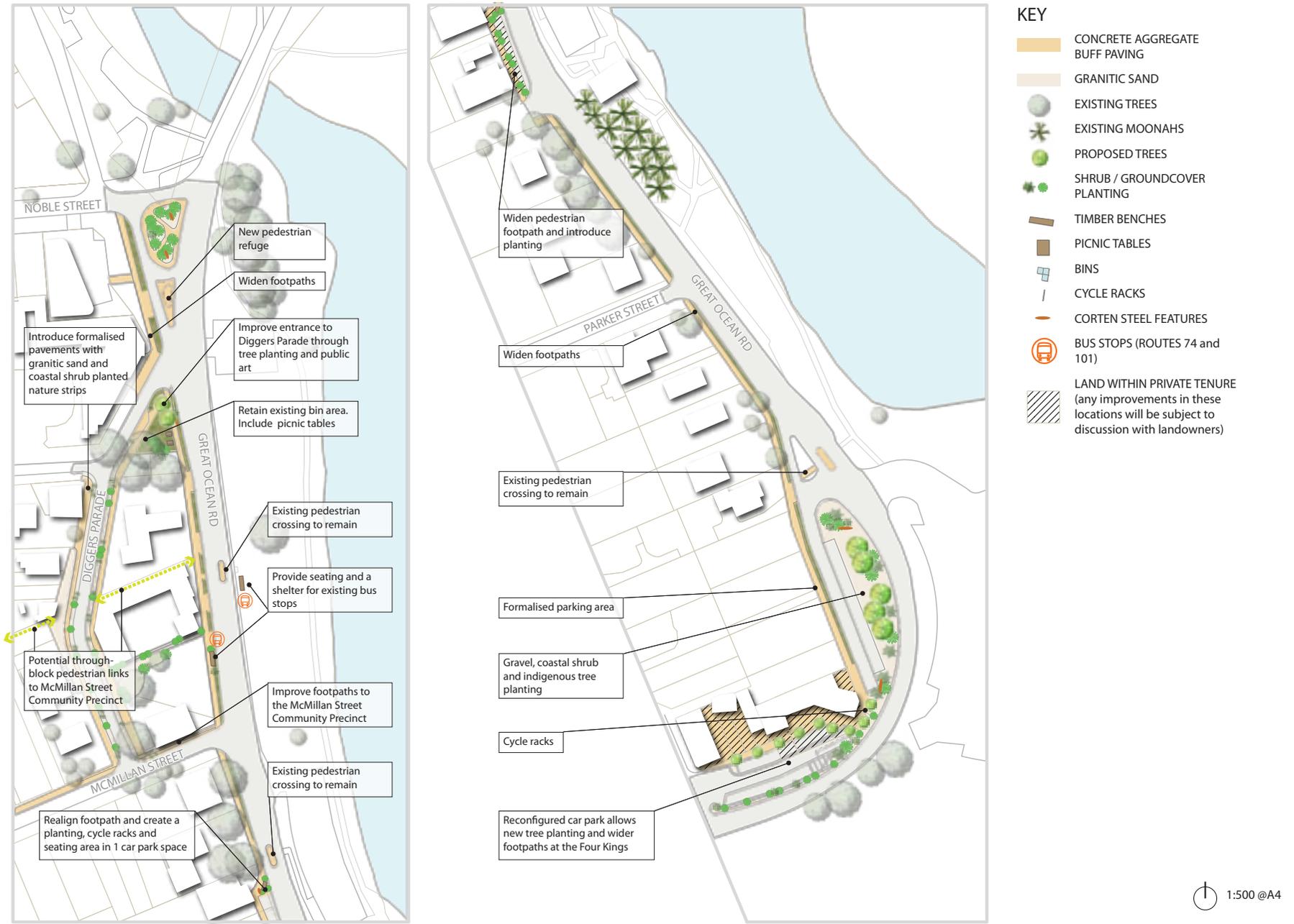


Figure 20: Streetscape Master Plan: Riverside Precinct

PROPOSED PLANTING

RIVERSIDE PRECINCT TREE PLANTING



Eucalyptus radiata
Narrow-leaf Peppermint



Eucalyptus tricarpa
Red Ironbark



Eucalyptus ovata
Swamp Gum



Allocasuarina littoralis
Black Sheoak

FOUR KINGS CAR PARK TREE PLANTING



OPTION 1

Acacia melanoxylon

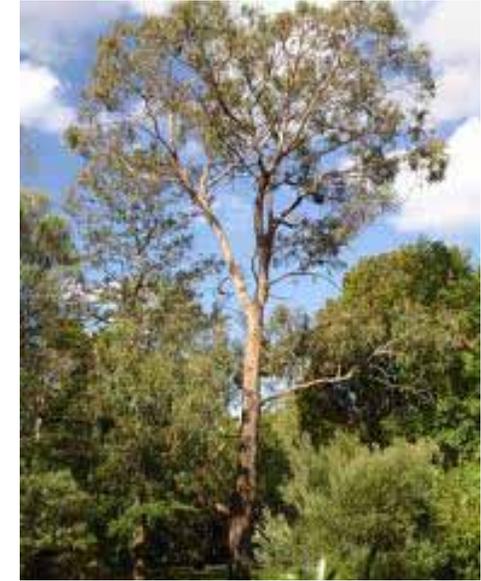
Blackwood

ORIGIN: Indigenous

CHARACTERISTICS

long life, low suckering habit, elegant dark grey-green foliage, and abundant winter flowers.

Growth Rate	Fast
Habit	Tall, narrow
Height/spread	5-15m/4-7m
Lifespan	Long



OPTION 2

Eucalyptus falciformis

Western Peppermint

ORIGIN: Indigenous

CHARACTERISTICS

White coloured flowers in Summer. Bird attracting

Growth Rate	Fast
Habit	Tall, spreading
Height/spread	15m/6m
Lifespan	Long

PROPOSED PLANTING

SHRUB & GROUNDCOVER PLANTING

SHRUB PLANTING

<i>Acacia misera</i>	Dwarf Sheoak
<i>Banksia marginata</i>	Silver Banksia (dwarf form)
<i>Leucopogon parviflorus</i>	Coast Beard-heath
<i>Olearia teretifolia</i>	Cypress Daisy-bush
<i>Pimelea serpyllifolia</i>	Thyme rice-flower
<i>Pomaderris ferruginea</i>	Rusty pomaderris
<i>Pomaderris paniculosa</i>	Coastal pomaderris
<i>Rhagodia candolleana</i>	Seaberry Saltbush
<i>Spyridium parvifolium</i>	Dusty Miller



Leucopogon parviflorus



Olearia teretifolia



Spyridium parvifolium

GROUNDCOVER PLANTING

<i>Dianella brevicaulis</i>	Coast Flax-lily
<i>Dianella revoluta</i>	Black-anther Flax-lily
<i>Poa sp. (poiformis or sieberiana)</i>	Knobby Club-sedge,
<i>Chrysocephalum apiculatum</i>	Common Everlasting
<i>Juncus pallidus</i>	Pale Rush
<i>Themeda triandra</i>	Kangaroo Grass
<i>Platylobium obtusangulum</i>	Common Flat-pea
<i>Lomandra longifolia</i>	Spiny-headed Mat-rush



Chrysocephalum apiculatum



Themeda triandra

MAIN SHOPPING AREA

The streetscape within the main shopping area has been simplified with the removal of existing levels and areas which lacked public/private distinction.

Coastal/woodland shrub planting at key nodes throughout the shopping area and could link with coastal planting alongside pathways to the river and beach, this together with directional signage, could help to aid navigation. Edible street trees and edible shrubs could be used as an alternative.

New tree planting would provide shade and define the pedestrian thoroughfare, while new benches and picnic tables would provide places to pause and rest.

Parking to the south of the Anglesea hotel could be semi-formalised through the introduction of granitic sand and improvements to surrounding planting areas. Parking to the south adjacent to the Bowling Club should retain its existing surface treatment but bollards should be removed. New signage should direct tourist buses to this area.

The roundabout on the Great Ocean Road could be redesigned to include coastal shrub planting and corten features which reflect the design themes within the main shopping area.



The design creates a new village square with places to sit, stroll, relax and enjoy.

The road crossing is raised and coloured to encourage traffic to slow down and allow easier access for pedestrians.

New benches and seats provide places to rest and cafe seats can spill out underneath the new avenue of trees.

Bins and cycle racks are removed from the main plaza area and located conveniently at the edges of the plaza.

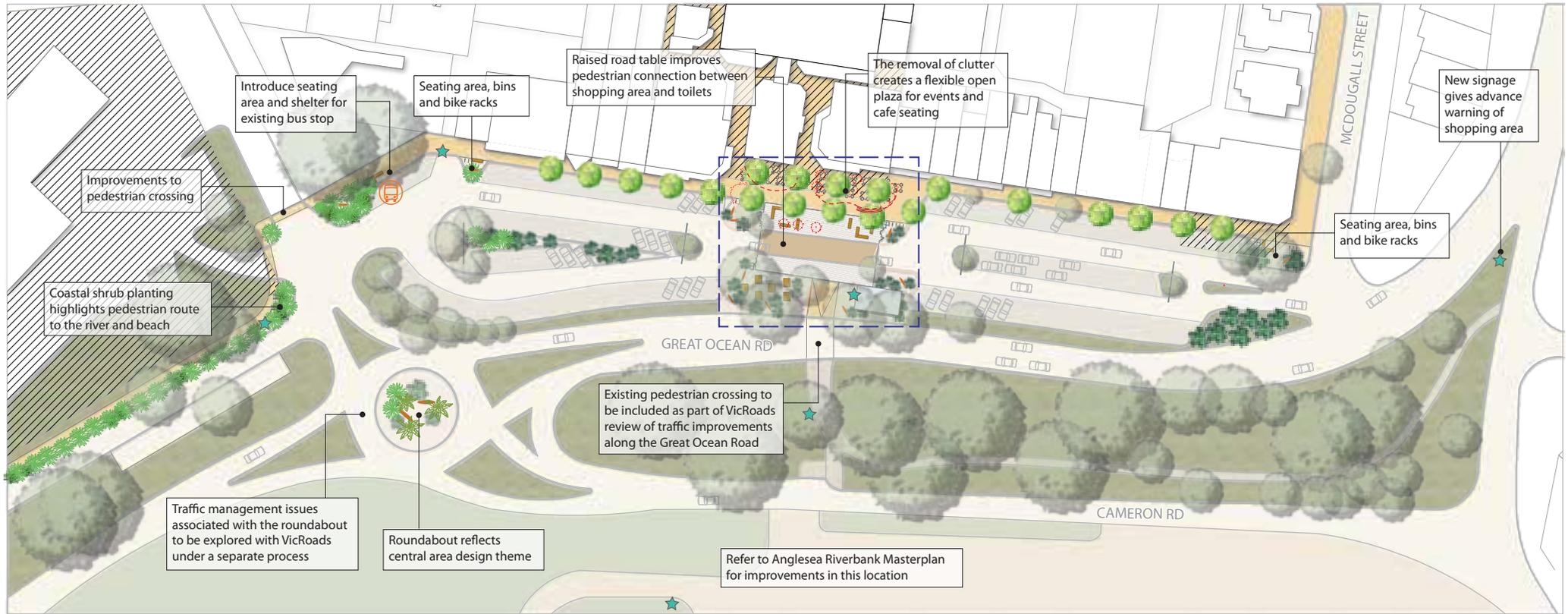
The geometry which was dominated by the curves required for traffic movement has been formalised, and softened with planting.

A new picnic area has been created to the south of the plaza underneath the shade of existing mature trees and close to the refurbished toilet block.

Planting highlights the change in landscape character as heathy woodland shrub planting gives way to coastal shrubs as you travel west.

Benches, bins and corten features allow local artists and makers to create unique streetscape pieces which reflect the character of Anglesea.





KEY

- | | | | | | | | |
|--|---|--|--|--|------------------------------|--|---|
| | CONCRETE AGGREGATE BUFF PAVING | | EXISTING TREES | | TIMBER BENCHES | | REFER TO FIGURE 22: MAIN SHOPPING AREA (ZOOM) |
| | LIMESTONE PAVERS LAID IN A LONG STRETCHER BOND | | PROPOSED TREES | | PICNIC TABLES | | |
| | RAISED ROAD TABLE | | TREES TO BE RELOCATED | | BINS | | CYCLE RACKS |
| | GRANITIC SAND | | HEALTHY WOODLAND / EDIBLE SHRUB PLANTING | | CORTEN STEEL FEATURES | | DIRECTIONAL SIGNAGE / LOCAL INFORMATION |
| | LAND WITHIN PRIVATE TENURE
(any improvements in these locations will be subject to discussion with landowners) | | COASTAL SHRUB PLANTING | | BUS STOP (ROUTES 74 and 101) | | |
| | LOCATION OF EXISTING RAISED OUTDOOR DINING AREAS | | | | | | |

Figure 21: Streetscape Master Plan: Main Shopping Area

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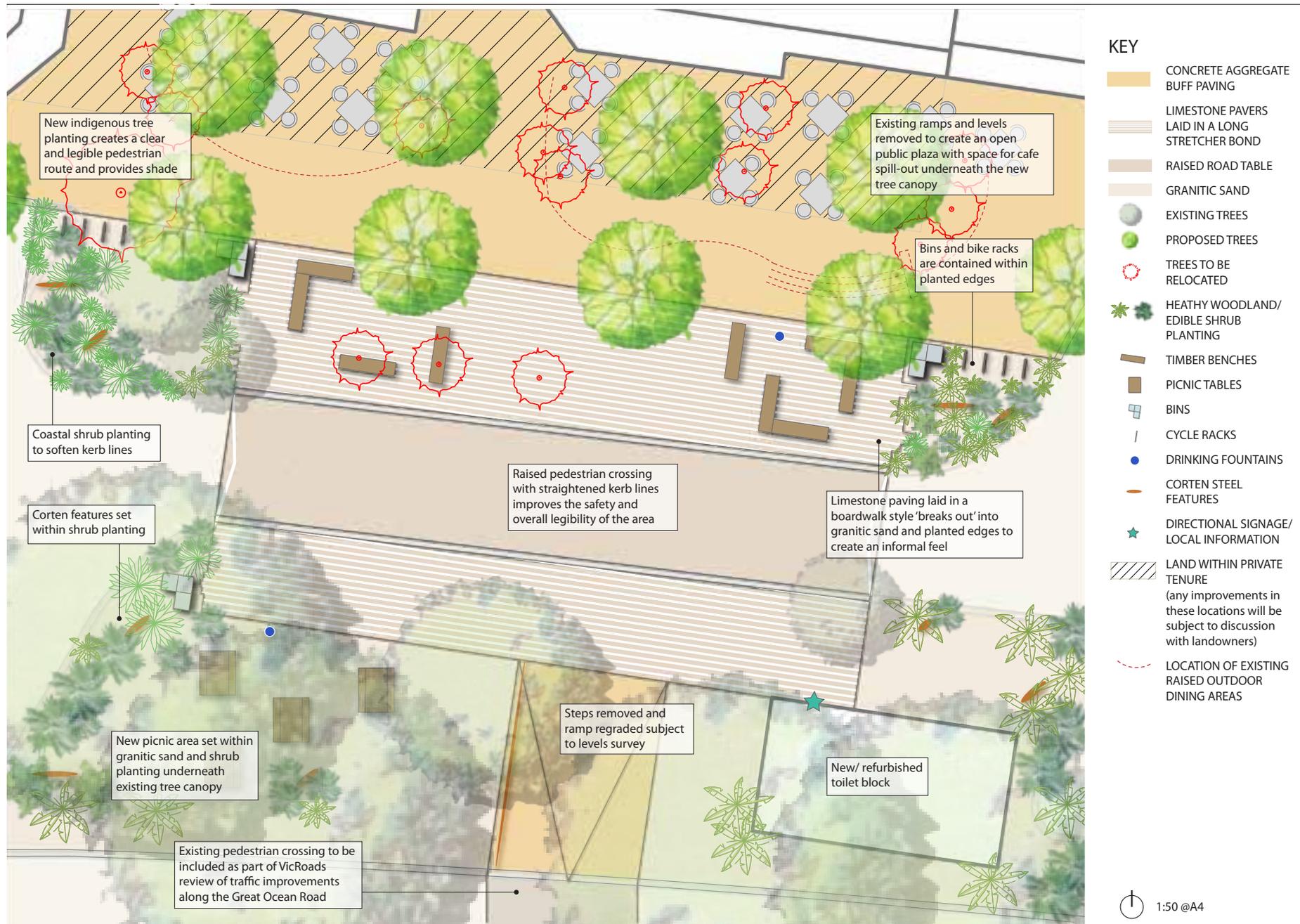


Figure 22: Streetscape Master Plan: Main Shopping Area (Zoom)

PROPOSED PLANTING

OPTION A: EDIBLE



Persea americana
Avocado



Pyrus communis
Pear

OPTION B: DECIDUOUS



Prunus amygdalus
Almond



Syzygium luehmanni
Small Leaved Lillypilly

OPTION C: INDIGENOUS



Allocasuarina littoralis
Black Sheoak

LOW EDIBLE PLANTS



Carprobrotus rossii
Coastal Pigface



Tetragonia tetragonoides
Warrigal Greens

- | | |
|---|------------------------|
| <i>Apium prostratum</i>
Edible leaves and stems | Sea celery |
| <i>Austromyrtus dulcis</i>
Edible fruit | Midyim Berry |
| <i>Carprobrotus rossii</i>
Summer fruit | Coastal Pigface |
| <i>Dianella revoluta</i>
Edible berries when ripe | Black-anther Flax Lily |
| <i>Einadia natans ssp. nutans</i>
Sweet edible fruit | Nodding Saltbush |
| <i>Tetragonia tetragonoides</i>
Edible leaf, raw or cooked | Warrigal Greens |
| <i>Viola hederacea</i>
Sweet edible flower for salads | Native Violet |
| <i>Trachymene anisocarpa</i>
Edible tap root | Wild Parsnip |

PUBLIC TOILET UPGRADE

Feedback from the community consultation sessions indicated a strong desire to upgrade the existing toilet facility within the main shopping area.

The following images provide an idea of the type of design that would be encouraged.

It is important that the design for a new toilet block is consistent with the proposed streetscape palette, utilising a range of natural materials and colours that reflect the coastal bush character of Anglesea. E.g. Timber, Corrugated Iron, and earthy muted colours.



New public toilet facilities in Ararat Rural City Council, Victoria



Public toilet facilities, New Zealand



PART E

IMPLEMENTATION PLAN: RIVERSIDE PRECINCT & MAIN SHOPPING AREA

IMPLEMENTATION MECHANISMS

Implementation of the Anglesea Great Ocean Road Study will be primarily through the Surf Coast Shire Planning Scheme for development in the private realm, and direct works by Council and other agencies for actions in the public domain. Implementation will require cooperative involvement from a number of government departments, agencies and organisations. The table on page 3 classifies the actions according to the method of their implementation as follows:

- General Council Policy
- Planning Scheme Policy or Control
- Internal Council Action
- Capital Works/ Funding requirement

TIMING

There are many elements to the Plan and as such, implementation is likely to occur across a period of time. This is particularly the case for the Streetscape Master Plan; for instance, upgrades to the existing toilet block may be implemented in the immediate future, whereas major works such as the creation of a new plaza, may occur over a longer time period. Given the wide range of variables that may affect implementation, the timelines listed are indicative only.

Timelines for implementation are classified as follows:

- Short term: 0 to 2 years
- Medium term: 2 to 5 years
- Long term: 5+ years

COST & FUNDING SOURCES

Cost estimates will vary depending on the level of commitment and extent of works to be undertaken. For instance, the Plan may identify new tree planting and in this case, the cost will vary depending on whether 10 or 100 trees are planted. Sculptural elements will also vary widely in cost, depending on the proposed size, design and materials of the artwork. Council will need to prepare more precise outline cost estimates of the immediate/short term actions, for the purpose of submitting them for funding approval.

While the Council will at minimum need to invest staff or consultant time in detailed design, negotiation, costing and implementation, there are options other than direct Council funding of the works themselves, including:

- Opportunistic action – with lower priority works, waiting until works are needed in a location for other reasons (e.g. VicRoads reconfiguring an intersection); then negotiating implementation of new street trees or footpath widening.
- Applying for grants – State or Commonwealth programs offer grants or funding under a variety of headings, such as environmental improvements, road safety and economic stimulus.
- Advocacy – Advocacy with agencies such as VicRoads, or with landowners, can at least 'sow the seeds' of ideas that may reach fruition over time.
- Integration with Council programs – Council programs in areas such as economic development, environmental improvement, the arts or community development may present opportunities to 'piggy back' implementation of the public realm improvements.
- Public Private Partnerships (PPPs) – Opportunities to establish a partnership approach (between the public and private sectors) to fund public infrastructure provision/ upgrades could be explored.

RESPONSIBILITY

The Implementation Plan identifies the Council department that will be responsible for hosting or input to the implementation of the action, it is then anticipated that these actions will then be contained within the programs for the relevant departments. Other responsible agencies or stakeholders that would be directly involved or consulted are listed in the second column. These organisations may provide funding, own relevant sites or manage related infrastructure.

MONITORING AND REVIEW

There is a need to establish mechanisms to:

- Monitor progress and changes in study area
- Identify new and emerging issues
- Monitor implementation of the table of actions
- Periodically review the status of the plan and to initiate changes to strategies and priorities where required.

ACTION	COUNCIL PRIMARY IMPLEMENTATION RESPONSIBILITY	OTHER RESPONSIBLE AGENCIES AND STAKEHOLDERS	INDICATIVE TIMELINE FOR IMPLEMENTATION	
RIVERSIDE PRECINCT				
PLANNING SCHEME POLICY OR CONTROL				
A1	Prepare a planning scheme amendment, subject to supporting documents including car parking, to: <ul style="list-style-type: none"> – Rezone land at the existing Diggers Parade SUZ5; land at Noble Street/Great Ocean Road precinct and land between McMillan Stand Minife Ave to a new SUZ – Rezone identified properties at Four Kings to a new SUZ 	Planning	DTPLI	Short term
A2	Prepare a new DDO schedule for the Riverside Precinct, with reference to the Urban Design Guidelines	Planning	DTPLI	Short term
CAPITAL WORKS/ FUNDING REQUIREMENT				
A3	Install a sealed footpath along the west side of Diggers Parade	Pathways Strategy Group		Medium term
A4	Enhance pedestrian connections to the McMillan Street Community Precinct, including the installation of new wayfinding signage	Pathways Strategy Group		Long term
A5	Widen footpaths along the Great Ocean Road	Pathways Strategy Group		Medium term
INTERNAL COUNCIL ACTION				
A6	Undertake a detailed flood study of Anglesea to minimise flooding of the Great Ocean Road and adjoining properties	Infrastructure	CCMA VicRoads	Short term
A7	Prepare a Wayfinding Strategy for Anglesea	Pathways Strategy Group		Short term
A8	Undertake a detailed Traffic and Car Parking Study for the study area	Infrastructure/Planning	VicRoads	Medium term
MAIN SHOPPING AREA				
PLANNING SCHEME POLICY OR CONTROL				
A9	Amend DDO9 - Anglesea Town Centre to make reference to the Anglesea Great Ocean Road Study: Streetscape Master Plan	Planning	DTPLI	Short term
CAPITAL WORKS/ FUNDING REQUIREMENT				
A10	Upgrade existing toilets (external and internal)	Infrastructure		Short term
A11	Paint lighting poles and other poles throughout the main shopping area in an earthy, neutral tone	Infrastructure		Short term

ACTION	COUNCIL PRIMARY IMPLEMENTATION RESPONSIBILITY	OTHER RESPONSIBLE AGENCIES AND STAKEHOLDERS	INDICATIVE TIMELINE FOR IMPLEMENTATION
A12 Prepare a detailed design for: raised pedestrian crossing in the main shopping area car park, new plaza space, including detailed designs for new street furniture, paving and signage	Infrastructure		Short term
A13 Upgrade footpath between the main shopping area and the bridge (via the pub)	Pathways Strategy Group		Medium term
A14 Provide a shared path between the main shopping area and the river (via Lions Park) – refer to the Lions Park and Village Green Masterplan	Pathways Strategy Group		Medium term
A15 Implement improvements to the main shopping area streetscape including installation of the raised pedestrian crossing, new street trees, and creation of a new plaza space	Infrastructure		Medium term
A16 Install new lighting	Infrastructure		Medium term
A17 Install new drinking fountains	Infrastructure		Short term
A18 Implement improved wayfinding signage, including gateway signage	Pathways Strategy Group		Medium term
A19 Design new wayfinding map to be placed on toilet block wall	Pathways Strategy Group		Short term
INTERNAL COUNCIL ACTION			
A20 Undertake a features and levels survey for the main shopping area to assist in the preparation of a detailed design (refer to A14)	Infrastructure		Short term
A21 Discuss proposals for removal of raised seating areas with Sea Eyes and the Bakery	Infrastructure	Local Traders	Short term
A22 Discuss location of gateway signage with VicRoads	Infrastructure	Vic Roads	Short term
A23 Continue discussions with VicRoads regarding traffic improvements along the Great Ocean Road.	Infrastructure	VicRoads	Short term
A24 Continue discussions with bus operators to arrange parking within the bowling club car park	Infrastructure	PTV	Short term
A25 Engage local artist to develop street art proposals	Community development	Local artists	Short term
A26 Undertake an audit of existing signage and rationalise where possible (discuss with beautification group as this appeared as an action on minutes dated 03/12/12)	Infrastructure		Short term
A27 Prepare a management and maintenance plan for Anglesea's public realm	Infrastructure		Medium term