

APPENDIX 5

COMMUNITY &

STAKEHOLDER CONSULTATION

ANGLESEA RIVERBANK MASTERPLAN



Consultation

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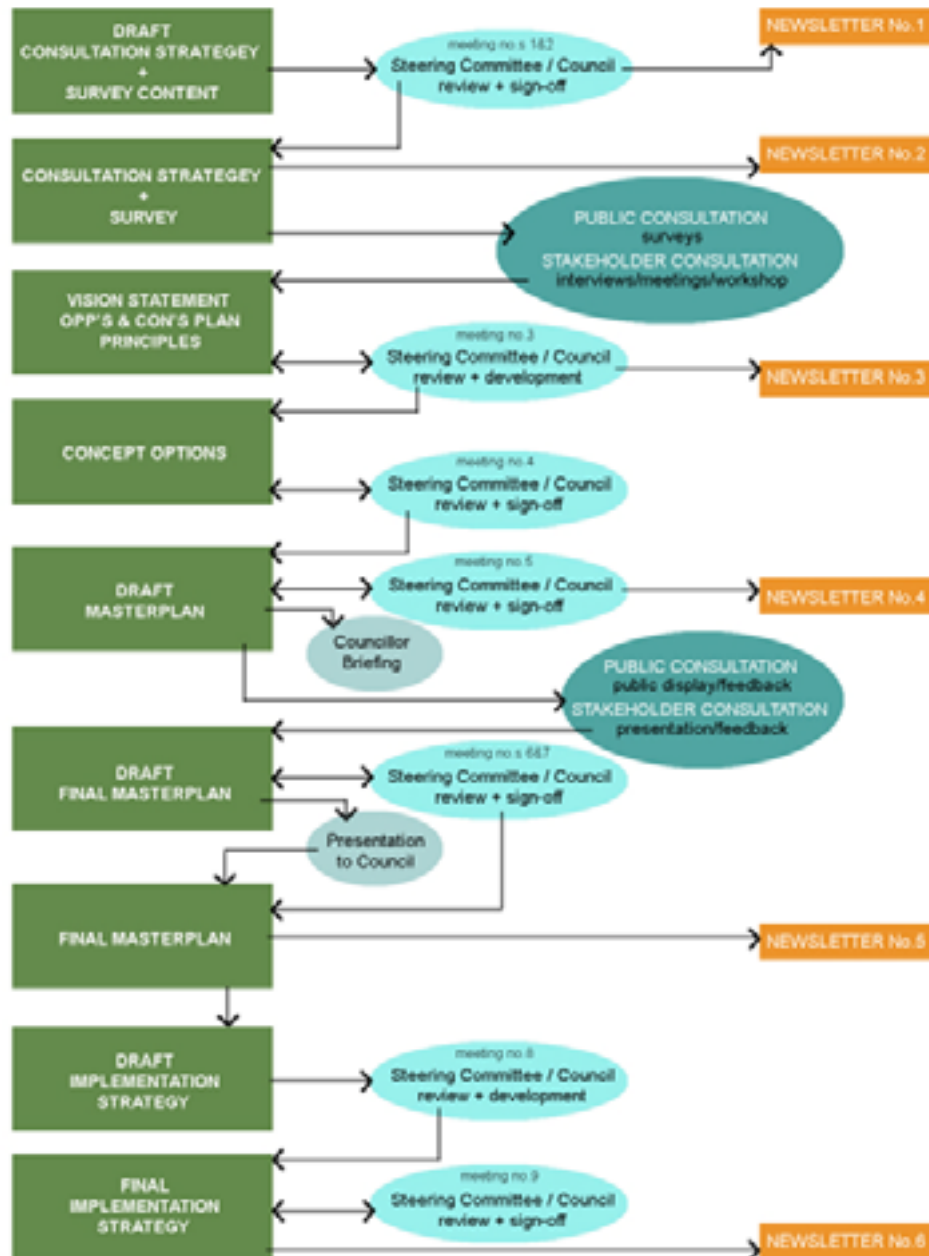
Community Consultation Survey

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Transport to Site / Most popular Carpark / Facility Ratings / Carpark & Toilet facility rating	132
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CONSULTATION METHODOLOGY



A comprehensive consultation strategy was developed as part of Stage One of the project, that includes:

- Stakeholder Consultation / Interviews
- Community Consultation Surveys
- Community Information and Presentation Forums
- Steering Committee Consultation

The intent of this consultation is to provide important information as a basis for the design phase of the project.

CONSULTATION COMMUNICATION STRATEGY

A communication strategy was developed during Stage One of the project to guide dissemination of information to Stakeholders and the broader Community.

A newsletter was developed to be circulated through a variety of methods:

- Surf Coast Shire Website
- Local Newspapers
- Public Display/Flyers
- Post
- Email

Newsletters are to be issued at the following stages of the process:

- Project Launch and Community Consultation Survey Issue
- Vision Statement and Opportunities/Constraints Plan
- Draft Masterplan issue for comment
- Final Masterplan – adoption
- Project Completion and Implementation Strategy

STAKE HOLDER CONSULTATION KEY STAKE HOLDERS

Extensive meetings and interviews with Stakeholders were undertaken over a period of 1 month.
The Draft Masterplan will be issued to Stakeholders for feedback.

Community Groups

Angair
Anglesea Neighborhood Improvement Program (NEIP)
Lions Club
Probus Clubs
Anglesea Senior Citizens
Anglesea Community Impact Advisory Committee (CIAC)
Anglesea Historical Society
Anglesea Bowling Club *
Anglesea Recreation Association
Anglesea Primary School
Anglesea Kindergarten *
Anglesea Playgroup
Anglesea Scouts
Anglesea Girl Guides *

Surf Coast Shire

Recreation Officer
Environment Officer
Community & Leisure Services
Major Events Officer
Infrastructure Department
Tourism Officer
Youth Services
Arts Officer
Strategic Planners
Councillors

Authorities & Land Managers

Corrangamite Catchment Management Authority
Great Ocean Road Coast Committee
Wathaurong Co-operative
Coast Action/Coast Care
Department of Sustainability & Environment
Parks Victoria
Barwon Water
Vic Roads
Anglesea Police
Anglesea CFA
Anglesea Ambulance
Anglesea Surf Life Saving Club
Alcoa



STAKE HOLDER CONSULTATION

KEY STAKE HOLDERS

Tourism & Traders

Geelong Otway Tourism
Surf Coast Tourism Board
Anglesea Tourism & Traders Association
Tourist Bus Operators (10 companies were interviewed)
Anglesea Visitor Booth Volunteers
Anglesea Market Stall Holders
Anglesea Family Caravan Park
Ecologic
Go Ride A Wave
West Coast Surf School
Southern Exposure
Anglesea Paddle Boats
Surf Coast Spa Resort
Anglesea Motor Inn
Shelles by the River
Angahook Café & Stores
Melaleuca Gallery *
Stabb Butchers
Shell Service Station
Network Video
Riverside Fish & Chips
Camp Wilkin Baptist Camp
Araluen Lutheran Camp
Burnside Camp

Research Contacts

Dr Helen Arundel, Deakin University – River Mouth Opening Protocol
Gerry Byrne - Riverbank Stabilisation Study
Adam Pope, Deakin University - PhD on the Dynamics of Anglesea Estuary & Implications for Seagrass Communities
Water Watch - Barwon Water

Fishing Groups

Fishcare
Fishcare – special needs/all abilities
Parks Vic – Fisheries Officer

Bicycle Groups

Anglesea Bike Shop
Surf Coast Bicycle User Group Inc. *

note

* indicates that the stakeholder has been contacted and has not responded to date, or has not been able to be contacted to date



COMMUNITY CONSULTATION SURVEY

Community Consultation

A Community Consultation Survey was issued by post to over 2,600 property owners on the Surf Coast Shire rates database

A community information session was held at Anglesea Market to present the Vision Statement, Design Principles and Opportunities/ Constraints Plans

Public display of the Draft Masterplan to gain community feedback

COMMUNITY CONSULTATION SURVEY
RESPONSE

Response

32.4% response rate

840 surveys returned out of a total of 2,595 surveys issued

Gender profile of respondents is balanced

50% male

50% female

Age profile of respondents shows greater proportion of older ages

50% aged over 56 years old

19% 13-45, and

only 4% 13-32 years old

Residency status of respondents indicates very high rate of non-permanent residents

48% permanent residents

52% non-permanent residents

Visitation of the site by respondents

55% visit at least once per fortnight

77% visit at least once a month

28% of all respondents visit the site more often than once a week

note 3 out of 840 respondents, 0.03%, indicated they had not visited the site because there was nothing there for them, or don't know what is offered there

Vehicles per household

one 40%

two or more 60%

Bicycles per household

one 27%

two or more 73%

Forms of transport used to visit Anglesea Riverbank

walking 78%

car 55%

bicycle 16%

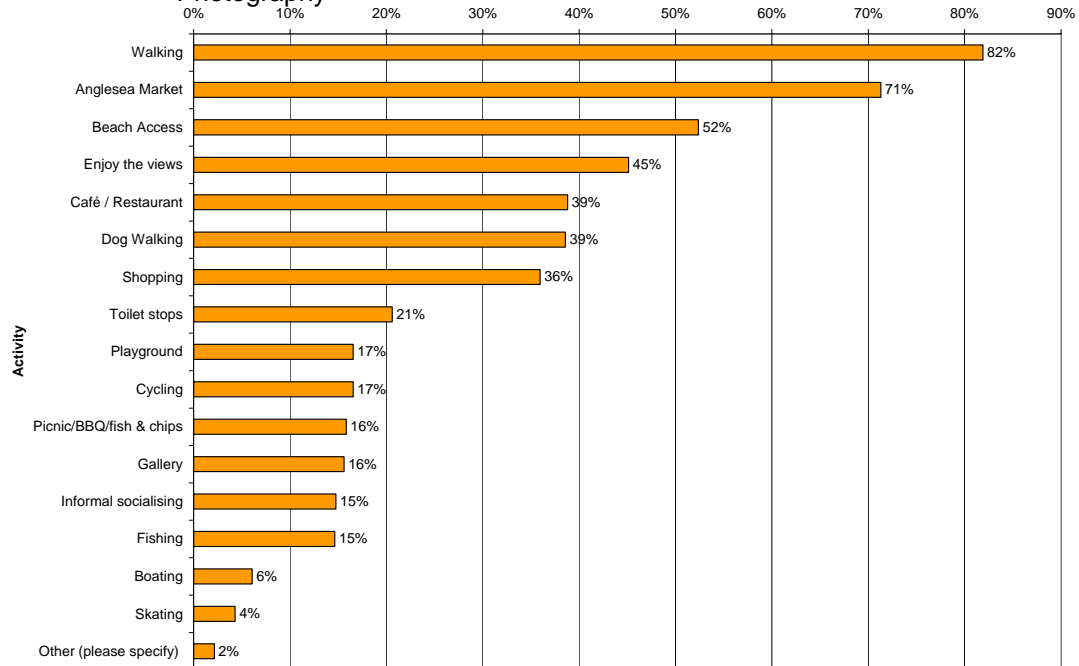
skateboard 1%

bus 0%

COMMUNITY CONSULTATION SURVEY
CURRENT USE

Walking	82%
Anglesea Market	71%
Beach access	52%
Enjoy the views	45%
Dog walking	39%
Café / Restaurant	39%
Shopping	36%
Toilet stops	21%
Cycling	17%
Playground	17%
Picnic/BBQ/fish'n'chips	16%
Gallery	16%
Informal socialising	15%
Fishing	15%
Boating	6%
Skating	4%

Other	2%
Bird watching	
Visit Fairylands	
Canoeing/paddle boats	
Swimming/playing in the water	
Spend time with children/grandchildren	
Weeding, clean up, environmental management	
Plant spotting	
Photography	
Football	
Driving past	
Kite flying	
Running	
Reading	
Nippers programme/Surf Club	
Bike riding for young children	
Rollerblading	

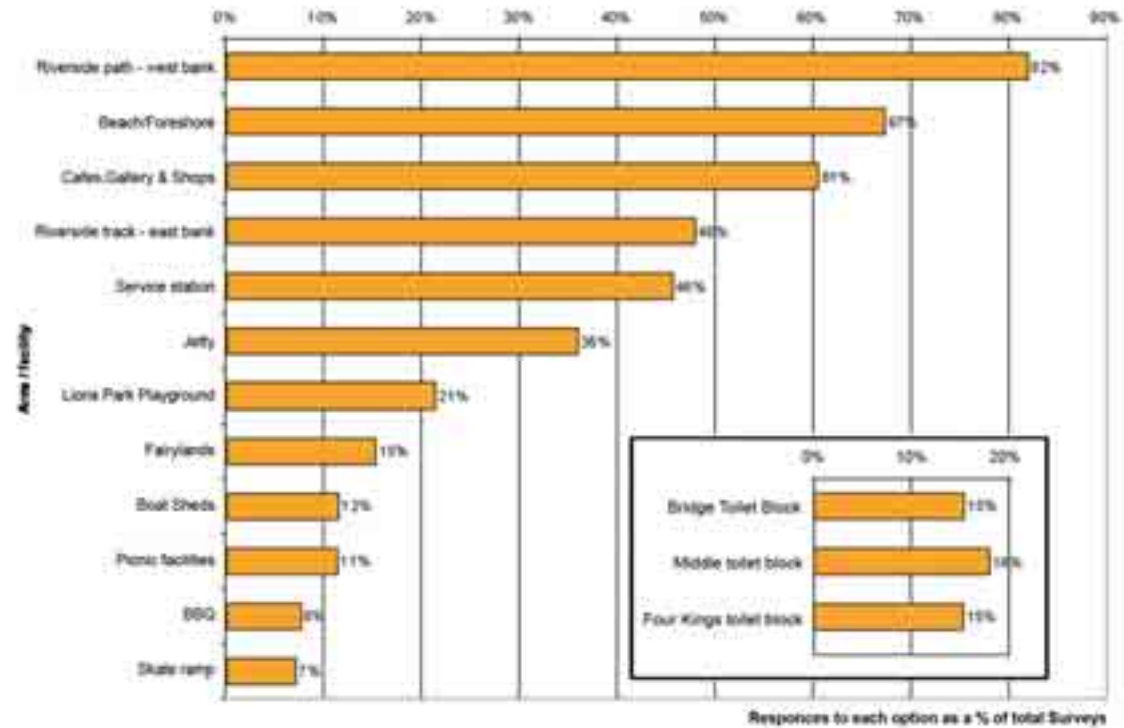


COMMUNITY CONSULTATION SURVEY
MOST POPULAR DESTINATION & FACILITY

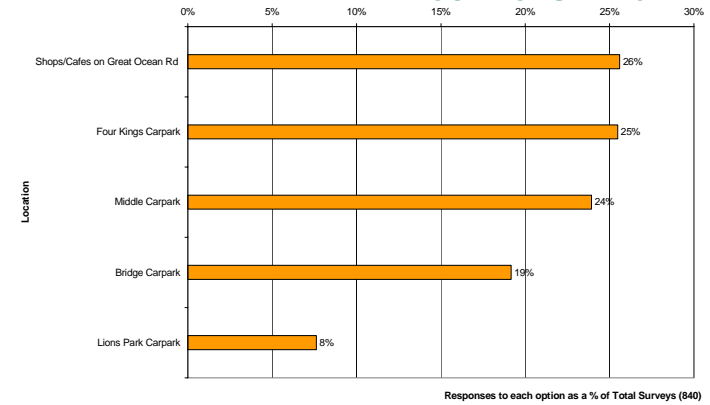
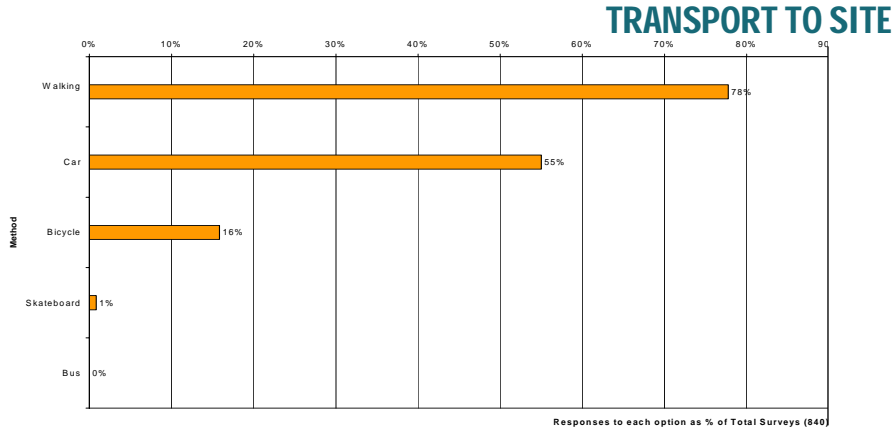
Riverside path – west bank	82%
Beach/Foreshore	67%
Cafes, shops, gallery	61%
Riverside track – east bank	48%
Service Station	46%
Jetty	36%
Lions Park Playground	21%
Fairylands	15%
Boat sheds	12%
Picnic facilities	11%
BBQ's	8%
Skate ramp	7%
Others:	
Anglesea Markets	
Regatta	
West bank grass areas	
Boat/canoe hire	
River mouth	
Rubbish bins	

Toilet block use (figures a percentage of total respondents)

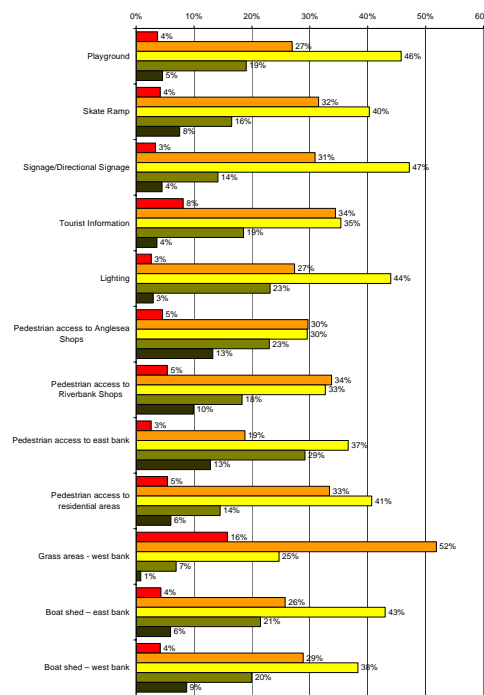
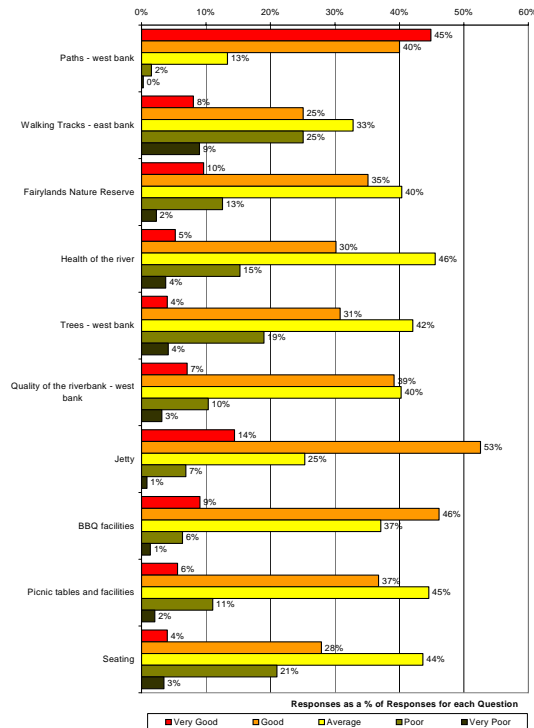
Bridge toilet block	15%
Middle toilet block	18%
Four Kings toilet block	15%



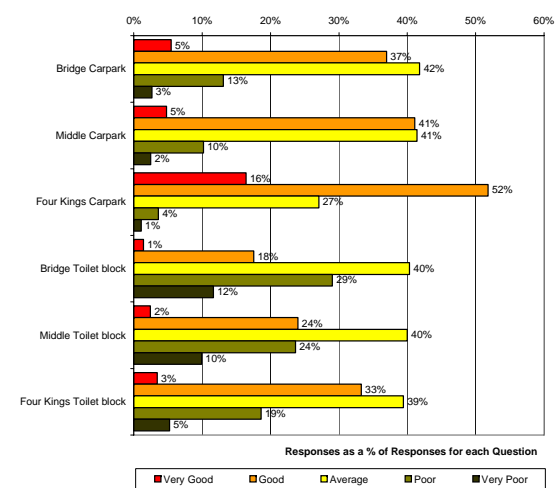
COMMUNITY CONSULTATION SURVEY MOST POPULAR CARPARK



FACILITY RATINGS



CARPARK & TOILET RATINGS



COMMUNITY CONSULTATION SURVEY

VALUES & ISSUES

VALUES

- Peacefulness, serenity, beauty
- Views and scenery
- Walking tracks and paths
- Open, spacious nature of the site
- Beach access
- Natural features
- Undeveloped
- The markets
- The changing character of the river
- Coastal town feel
- Link between town and beach
- Adjacent houses nestled in trees
- Exploring and experiencing the open space, bush and river

ISSUES

- Rubbish and lack of bins
- Lack of vegetation and shade trees on the west bank
- Lack of furniture and shelter
- Condition of toilets and maintenance during peak season use
- Difficulty crossing Great Ocean Road, poor access to beach, shops and cafes
- Poor pedestrian access to east bank, across river and between shops
- Poor access onto bridge
- Paths on east bank, poorly drained and maintained
- Dog poo
- Insufficient parking during peak periods
- Poorly maintained infrastructure, particularly stormwater pipes
- West bank too 'suburban', predominantly grass and concrete
- Markets – congestion and litter
- Poor orientation, lack of directional information
- Splits the town

COMMUNITY CONSULTATION SURVEY IMPROVEMENTS

The question posed was *“A vision of the future: Imagine that it is 2015, Anglesea Riverbank has won a prestigious award for Best Community Space. What improvements do you imagine would have been implemented to achieve this award”*.

- Celebration of the natural qualities of the site and character of Anglesea - creation of a thriving environmental experience
- Retain the village/community character of the area
- Preserve natural habitats and reserve areas and eradicate weeds
- Improve / maintain river health, including improved stormwater management
- Establish more vegetation on the west bank, including shade trees, indigenous vegetation and planting along the GOR
- Maintain and enhance Moonahs on the west bank
- Retain views to the river mouth and quality of open space on west bank
- Provide non-intrusive infrastructure and facilities
- Limit commercial activity on the river banks
- Limit built form on the river banks, prohibit any further development
- Improved paths and walking tracks, particularly on the east bank, using appropriate paving materials
- Provide boardwalks and all season access where required
- Provide board walks and designated fishing/swimming platforms similar to those north of the bridge
- Improved pedestrian connections between shopping centre, beach, east bank and caravan park
- Provide safer crossing over the Great Ocean Road and at Noble Street
- Provide a pedestrian path under the GOR bridge
- Pedestrian footbridge connecting the east and west banks

COMMUNITY CONSULTATION SURVEY IMPROVEMENTS

- Upgrade playground, provide quality play spaces
- Create gathering spaces
- Improve skate ramp, provide for more diverse skill levels
- Upgrade toilet facilities
- Upgrade picnic and bbq facilities, provide sheltered picnic areas
- Ensure access to power and water
- Provide more seating and shaded seating
- Improve orientation, directional signage
- Improve tourist facilities and information on the river bank
- Provide interpretative signage/art on the natural and cultural values of the site, including aboriginal heritage
- Create a performance space
- Encourage more activities and festivals
- Integrate artworks into the landscape including installations and possible integration with lighting
- Appropriate, unobtrusive lighting
- Use quality materials and finishes for facilities and structures that reflect the natural character of the site
- Provide better bike tracks/lanes and provide bike racks
- Increase opportunities for family activities
- Provide more options for youth activities
- Support the theme of 'where the bush meets the sea'
- Address issues of river flooding and river mouth opening
- Address erosion at the river mouth
- Improve Four Kings area, current condition is thought to detract from the overall riverbank environment
- Address litter issues on land and in the river
- Ensure appropriate dog control rules and enforcement of dog poo pick-up
- Address traffic conditions at intersection of GOR and Noble Street and round-about at shopping centre
- Ensure screening to car parks & the caravan parks to protect views
- Provide windbreaks on west bank

COMMUNITY CONSULTATION SURVEY IMPROVEMENTS

Other comments not as heavily supported:

- Flying fox or chair lift over the river and bush reserve
- Swimming pool (indoor, outdoor, heated)
- Mini golf
- Eco Centre
- Café (at Lions Park/on the west bank/in the boatsheds)
- Vary markets, increase farmers produce and craft
- Address issue of restricted pedestrian beach access and caravan park boundaries at river mouth
- Needs no improvements, is great as it is
- Outdoor movie facility



APPENDIX 6

TOURISM

CONSULTATION

ANGLESEA RIVERBANK MASTERPLAN



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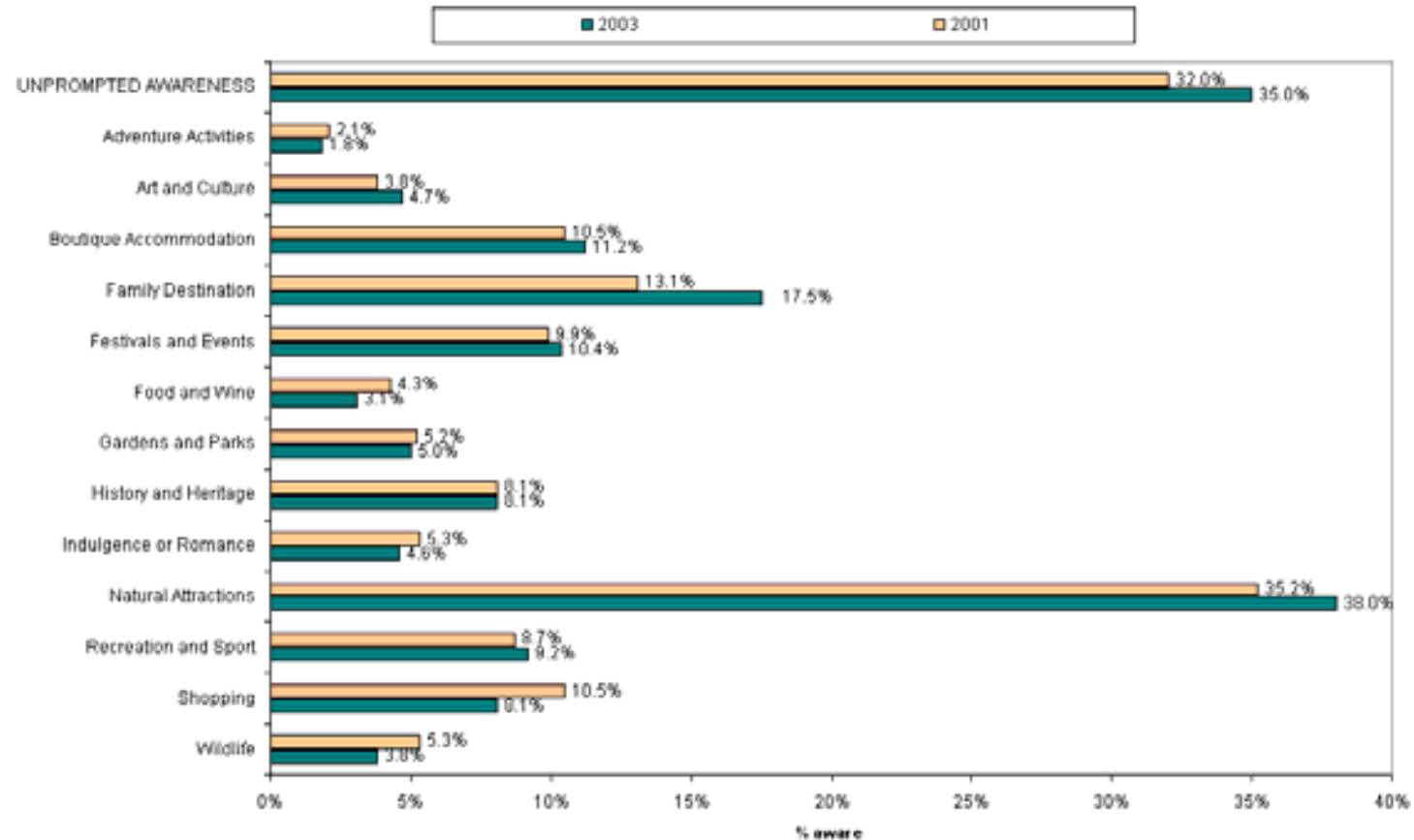




tourism consultation : ANGLESEA RIVERBANK MASTERPLAN

KEY ASSOCIATIONS WITH THE GREAT OCEAN ROAD

Which places in Victoria excluding Melbourne do you associate with Great Ocean Road?

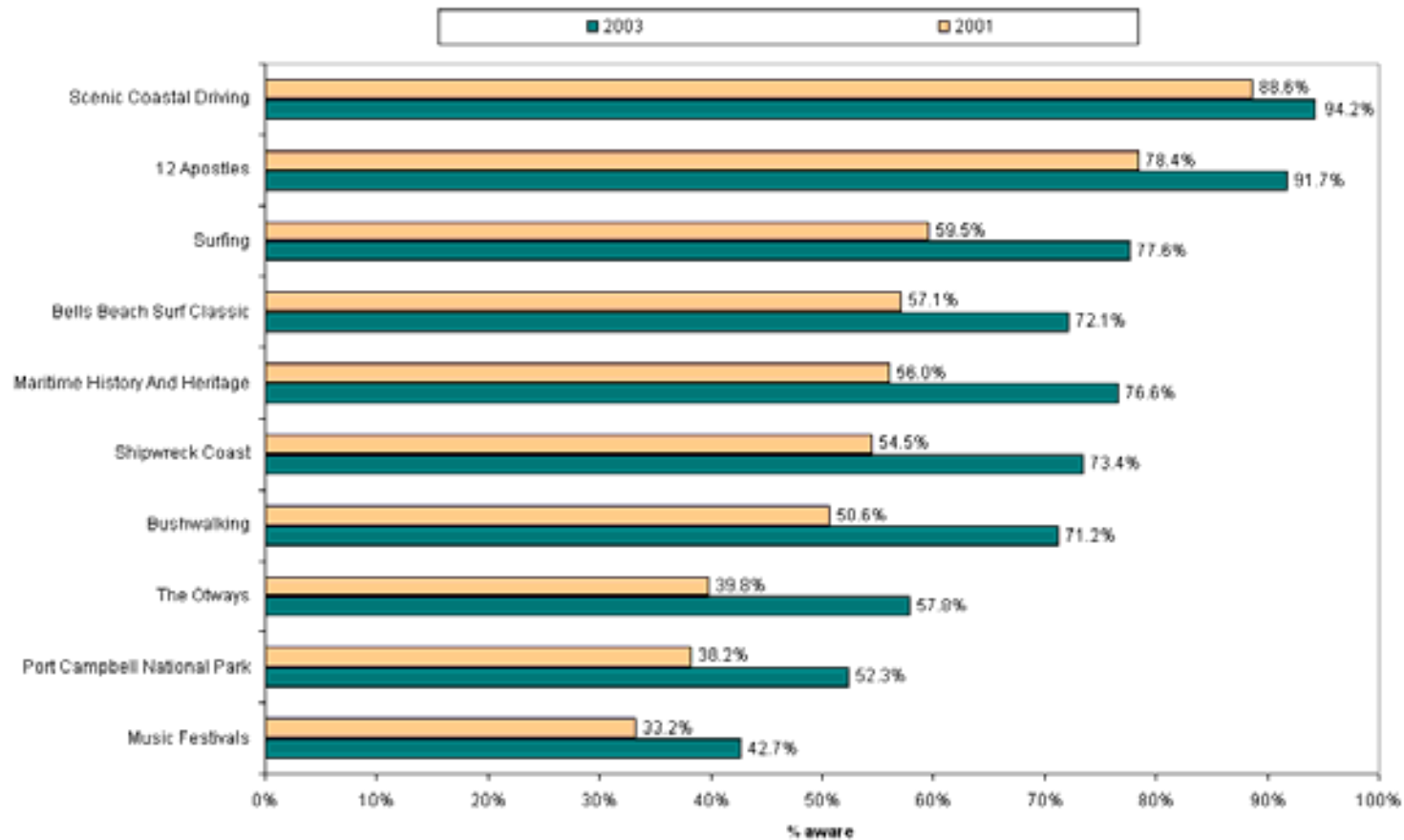


- Highest regional awareness 35.0% (Rank 1)
- Highest association with natural attractions 38.0% (Rank 1)
- Highest association as a family destination 17.5% (Rank 1)



SPECIFIC ATTRIBUTES ASSOCIATED WITH THE GREAT OCEAN ROAD

Thinking about Great Ocean Road, which of the following attributes do you associate it with?



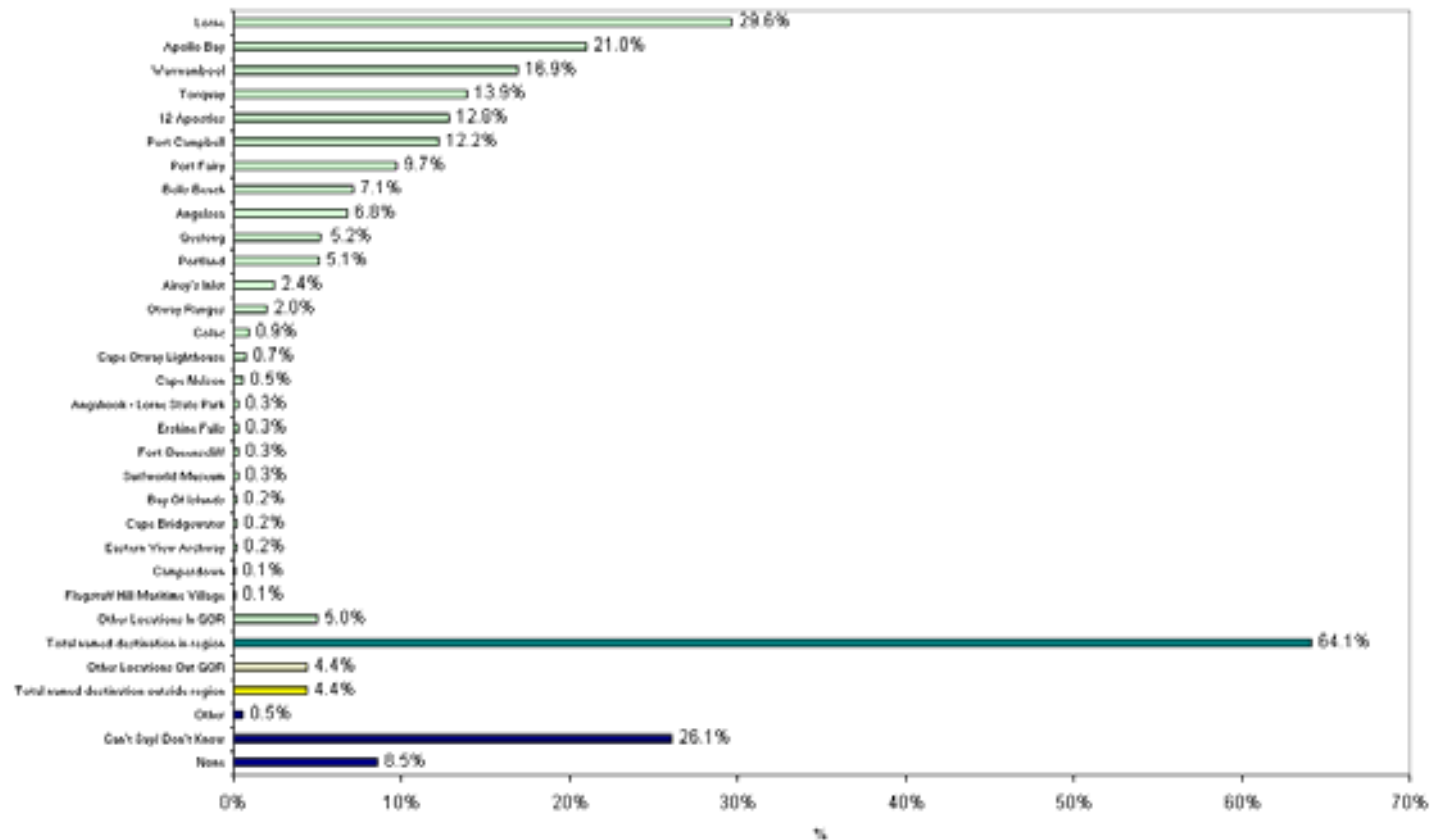
- Most frequent associations - Scenic Coastal Driving, 12 Apostles
- Significant increase in surfing (including Bells Beach classic), maritime history and heritage, bushwalking



tourism consultation : ANGLESEA RIVERBANK MASTERPLAN

DESTINATIONS ASSOCIATED WITH THE GREAT OCEAN ROAD

And which places do you associate with the region known as "Great Ocean Road"?



- Among respondents who were aware of The Great Ocean Road brand name, 64% could name a destination within the region.
- Leading destinations mentioned were Lorne (30%), Apollo Bay (21%), Warrnambool (17%) and Torquay (14%), 12 Apostles (13%).



CURRENT MESSAGES AND PROMOTIONAL POSITIONING

- Surf Coast Shire
“The place of wellbeing”
- Your Visions – What’s good for Anglesea
“The bush and the people who have conservation of the bush and foreshore at heart.”
- Anglesea Tourism and Traders Association
**“Where the balance is right”... and
Great Ocean Road – “Where the bush meets the sea.”**
- Anglesea promotion message in Great Ocean Road Jigsaw brochure
**“In harmony with nature”
Anglesea says “no to plastic bags”
(first Victorian community to take up the challenge)**

What Anglesea community values = enhances tourism nature based experiences



WHAT WE KNOW ABOUT ANGLESEA TOURISM

- Situated in the most visited region in the State (after Melbourne) – domestic and international
- Seasonal visitation - population swells in summer, declines significantly in winter
- Seasonality and low rate of permanent residency impacts on ability of local businesses to draw regular spend throughout the year
- “Familiar destination” with high repeat (holiday homeowners and campers)
- Known for rest and relaxation, including river, beach and bush recreational and leisure opportunities
- Destination that attracts families
- Supports one of the largest concentrations of school camps in Victoria
- Range of adventure tour companies offering a depth of local adventure product and integral to Anglesea experience
- Perceived as a “pit stop” or “pass through”, magnified by volume of traffic
 - Mode of transport to Great Ocean Road is represented by 95% car, 3% coach, 2% other
 - Coach day tours provide a “taste” of the range of natural experiences along Great Ocean Road
 - “Taste” of the GOR, gives the opportunity for international/domestic visitors to return ... (this trip or future trips) ... hire car or longer stay holiday (rental)
- 2004 Visitor information inquiry p.a: 120,000 - Lorne, 93,000 - Torquay, 11,000 - Anglesea
- Appears to be “unsure” about its identity – mixed responses
- Anglesea’s natural beauty is easily recognised, however its real strengths are “hidden” “less visible”, have to scratch the surface to appreciate
- Anglesea River is a key feature that links natural assets with nature based experiences – river, sea, bush



TOURISM COACH OVERVIEW

- **Main demand driver for GOR day tours is the Great Ocean Road touring experience culminating at the 12 Apostles**
- **Day tour is package to provide a “taste” of the range of natural experiences, and includes other destinations/areas/sites that have become internationally known (eg Bells Beach)**
- **Coach transport ranges from 4WD personalised tours carrying 2-4 people, niche 10-22 seats, 40+seats, offering inclusive/exclusive tour options (eg food and beverage)**
- **Larger coaches are less flexible in their itineraries, more personalise coaches have more opportunities to stop, however, the demand to reach the 12 A’s in a reasonable timeframe in a day is always the key determinate**
- **Coach markets range from young backpackers, families to mature age travellers**
- **Comprises approximately 70% international, 30% domestic (interstate)**
- **Coach companies suggest by providing a “taste” of the GOR, gives the opportunity for international and domestic visitors to return ...(this trip or future trips) ... hire car ... or for a longer stay holiday (holiday home rental)**



DAY COACH TOUR DYNAMICS

- 11- 12 hour day – tight timeframe/exacerbated in winter – passenger feedback desirous to shorten the day
- Anglesea is situated within the morning tea timeslot from Melbourne – stopping for 20-30 minutes only – many utilise Torquay, with a stop at Bells Beach
- Anglesea is utilised/could be utilised by a range of coach companies: (as a morning tea stop and/or to take advantage of the stop to expose Anglesea to a range of markets for potential future visits)
 - Ease of access, for larger coaches - stop on the side they are travelling
 - Coach parking friendly
 - Driver break (driver regulations)
 - Toilet break (noting most large coaches also have a toilet on board) - number available, cleanliness and maintenance
 - Photo opportunities of scenic views
 - Opportunity to “step into”/continue the experience of the natural environment (take a short stroll)
 - Opportunity to learn about the area/site they are visiting (interpretive signage or visitor information)
 - Have some protection if weather is inclement
 - Buy discretionary items (located nearby, given time constraints)
- Tour options – opportunities to partner with local businesses (minimum requirement 365 days)
- Coach companies have yet to determine what impact Geelong Bypass will have on travel times and the future design on their GOR tour product





OBSERVATIONS

Need to create a reason to encourage stopping

- Showcase Anglesea by featuring its natural assets - Anglesea River
- To provide a memorable nature based experience that complements/adds value to the overall Great Ocean Road product

Many infrastructure elements identified are common to community and visitor needs

- Philosophy - “happy community:happy visitor”

Consider a multi-dimension/multi purpose approach to aspects of the Anglesea Riverbank Precinct

- Ensure Anglesea has the best opportunity to take advantage of its location, to showcase its product strengths and to continue to cater to a range of existing and future users
- Multi-purpose approach allows for a range of ways to more fully utilise and be creative with the space
- Opportunity to hub aligned activities with support amenities, not compromising the open space, and providing designated spaces for rest/relaxation or nature based exploration
- Support existing businesses in the short to medium term, with options to leverage off activity generated in and around Anglesea River Precinct

APPENDIX 7

CONCEPT DESIGN

ANGLESEA RIVERBANK MASTERPLAN



Concept Design Proposal

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Key

148

CONCEPT DESIGN PROPOSAL



The 3 key goals that can be drawn from the Design Principles are:

- **IDENTITY**
- **CONNECTIVITY**
- **ENVIRONMENTAL MANAGEMENT**

The Concept Design proposal focuses on paring back the 'clutter' to expose the full impact of the river landscape, framing spaces and views, and detailing smaller areas within the wider expanse.

The intention is to enhance the iconic qualities of the Anglesea River and Estuary and create a distinctive public space and memorable coastal destination.

The key to the success of the design lies in developing and providing quality detailing and effective maintenance and management.

Spatially the Concept Design Proposal addresses edge conditions and framing.

- On the west bank defining boundaries between open space and road reserves, framing views, enhancing open spaces and focusing movement within the water edge promenade.
- On the east bank enhancing the tranquil bushland experience by framing tracks and small clearings with dense vegetation that connect to the open expanse of the peaceful riverside walk.

CONCEPT DESIGN PROPOSAL KEY



-  West Bank Path
-  East Bank Path
-  Boardwalk
-  Feature Paving
-  Destination & Connection Points
-  Connection Markers
-  Car Park
-  Playground
-  Grass
-  Existing East Bank Low Vegetation
-  Proposed East Bank Low Vegetation
-  Proposed West Bank Low Vegetation
-  Existing Moonahs
-  Proposed Moonahs
-  Existing Eucalypts
-  Proposed Eucalypts

APPENDIX 8

DRAFT MASTERPLAN

ANGLESEA RIVERBANK MASTERPLAN



Draft Masterplan

Masterplan & Key

150

Design Notes

150 – 153

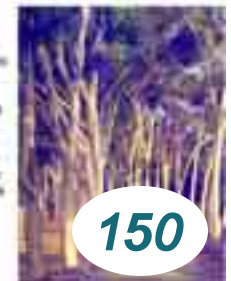


	Feature Paving		Lawn
	Stepped Path		Proposed Swamp-Gums - west bank
	Sealed Path		Proposed Moonaha clear understorey - west bank
	Ornate Gravel Path		Proposed Moonaha with understorey - east bank
	Existing Concrete Path - west bank		Proposed Eucalypts - east bank
	Fire Truck Access - east bank		Existing Eucalypts - west bank
	Destination Points - seating / lookout / shelter		Existing Moonaha - west bank
	Sculptural Connection Markers		Existing Canopy Trees - east bank
	Existing Pedestrian Refuge		Existing East Bank Low Vegetation
	Proposed Pedestrian Refuge		Proposed Swale Planting
	Proposed Removal of Pedestrian Refuge		Proposed Riparian Planting
	Car Park - sealed / existing		Existing Car Park Planting
	Car Park - proposed upgrade		Existing River Edge
	Playground & Play Spaces		Existing Stormwater Outlets
	Seating & Picnic Tables		Proposed Buildings & Pergolas
	Paving Insets - Interpretative Elements		Proposed Shade Structures
	Existing Buildings		Fence Line

DESIGN NOTES



- 1 Construct pedestrian overwalks on either side of the bridge to upgrade pedestrian access and to enhance the visual amenity of the bridge.
- 2 Explore opportunities to provide a pedestrian refuge to improve connectivity between the north and south river banks. Further engineering investigations will be required to confirm the final design for widening the overwalk within the existing bridge structure. The proposal will be subject to funding availability.
- 3 Frame views across the bridge to the existing commercial buildings with additional high canopy tree planting adjacent the bus shelters and at the Noble Street roundabout.
- 4 Powerlines along the Great Ocean Road are to be relocated underground to improve the amenity of the riverbank and to enhance the driving experience.
- 5 High canopy street tree planting along the Great Ocean Road will provide definition of the riverbank parkland, enhance the quality of the open space and frame views to the river and adjacent commercial and residential buildings.
- 6 Provide additional road edge definition with low bollards to address issues of informal vehicle access to the waterfront area. Definition of the road edge is also intended to improve safety for children and seniors using the riverbank area. Trees and bollards to be located a minimum of 1m from the road edge and designed to have minimum impact on views to the river and ocean.





7 Remove existing toilet block and replace with a decorative lightweight shelter that incorporates sustainable design principles and reflects both the contemporary and the environmental qualities of Anglesea. Implement additional Sewing Dumps to provide an open shady canopy and to frame views from the bridge.

Provide timber decking and a gravel area adjacent to the river edge to support existing and future commercial water-based activities in this area of the foreshore.

Relocate BBQs and picnic facilities to the river side of the Moorah canopy to provide a better waterfront aspect, and shade from the route of the Great Ocean Road. Provide additional seating and tables.

8 Upgrade the northern gravel carpark. Minimize the exposure of gravel, define parking bays and provide planting. Implement wheel stops and bollards to address informal overflow parking on grassed areas. Maintain existing number of car parks along the foreshore area.

Extend the Moorah canopy to frame the car park and to reduce the impact of the parking area on views from the bridge and the east bank.

9 Provide pedestrian connectors between existing crossing points and the waterfront.



10 Create a visual link to the Moorah Street over Community Hub by developing a series of sculptural connector markers. Explore the opportunity to integrate a stormwater treatment swale with the sculptural installation. Improve pedestrian connection by installing an additional crossing point at the nearby central riverbank car park.



11 Create installations at key pedestrian points to provide seating and gathering points at regular intervals along the edge of the river and around the busstop areas of the east bank. These points provide opportunities to integrate art and interpretive elements into the landscape and to create a more vibrant community atmosphere.



12 Sections of the waterfront path have been modified to enhance the river edge experience and to maximize open space areas. The modified paths will be retained to install a thick decorative and functional waterline promenade. Proposed edge conditions are indicative only and the final design will be subject to the findings of an investigation into the structural condition of the existing wall and identification of opportunities to remove the wall and plant along some areas of the riverbank.



13 Explore opportunities to use recycled water, currently available to the site for irrigation of lawn areas. Recycled water will also be considered for toilet flushing upon improvement of the water quality.

14 Explore opportunities to plant riparian vegetation along sections of the river edge to create variation in the waterfront experience and to improve habitat.

15 Ensure adequate power supply facilities are available for community markets, performances and other public events by undertaking further investigations to establish the condition of existing facilities and to assess upgrade requirements.



16 Improve the visual amenity of the riverbank by:

- removing overly dense or tall trees to increase open space
- planting high canopy Eucalypts to provide additional shade
- relocating signage
- providing seating at 50-100m intervals, complying with the maximum of 100m intervals outlined in the Open Space Strategy
- implementing screen planting, either tree planting or high canopy tree planting in parking areas.



17 The central hub of the riverbank and adjacent cafes and shops are highlighted with a distinctive streetscape treatment. The pedestrian refuge will be relocated to the central car park to provide safer and more direct connection to the central hub. This will also improve connectivity between the riverbank and Moorah Street. The current crossing location, under the shade of the Moorah canopy, poses safety and usability issues.

18 Upgrade the existing jetty to address flooding issues and to align with proposed multi-functional building. Remove concrete boat ramp to reflect changes to trailer parking and access along the waterfront.

19 Provide bike racks at all car parks and foster destinations such as the shops and beach access to encourage use of alternative transport methods.

20 Upgrade the central carpark in accordance with urban stormwater design principles. Gravel reduced by marking parking bays and strip. Remove the access driveway to the central road side parking strip to be extended further. Existing number of car parks to be maintained.



draft masterplan : ANGLESEA RIVERBANK MASTERPLAN

21 Replace the central food truck with a multi-functional building that provides a greater number of toilet cubicles, shelter and provision for a versatile outdoor performance and gathering space to support a range of community events. The central hub facility will be supported by the potential to house the relocated visitor information booth service within the building, adjacent to the picnic facilities and parking, pending the outcome of current feasibility study into the Great Ocean Road Discovery Centre. Explore water conservation and reuse options to be incorporated in the building.

22 Encourage length of stay by improving orientation and information through signage. Provide interpretation on the natural and cultural values of the site, and water conservation and reuse aspects of the site. Interpretive installations and artworks to be integrated into landscape features such as paving trays, seating, the pergola and the central building.

23 Provide two side bus, carshare and trailer parking adjacent to the Moorah parking. Extend the existing Moorah canopy to frame bus parking and provide a protective arrival point for tour buses and other visitors. Provide defined gravel tracks between the existing and proposed Moorahs to connect bus drop-off points to the central hub and to discourage informal access between the free canopy.

24 The existing Moorahs are to be protected from informal access by removing all BBQ and picnic facilities from beneath the canopy, re-vegetating and providing a defined gravel pathway between the roadside parking bay and river edge path.

25 The track separating the new and existing Moorahs provides an opportunity to reinforce the significance of established Moorah plantings along the coast, by providing interpretive material to illustrate the

26 As Moorahs are slow growing trees shade structures will be provided along the edge of new parking areas to provide additional shade while the trees grow, and to further encourage informal access to the old Moorah area. The design of these structures will draw on the qualities of the established Moorah woodland to

27 Existing information projects such as the William Bullocky Toti sign and the Great Ocean Road plaque are to be integrated into landscape elements, such as the shelter structures, the central facilities building and along the paths connecting to the roadside bus and trailer parking area.

28 All stormwater culverts are to be upgraded in line with best practice urban stormwater design principles. Treatment basins may be integrated into the parkland where appropriate, and one-way valves to be fitted to drains where back flow causes flooding on the Great Ocean Road. Stormwater treatment will be designed in response to the constraints of limited space, limited gradient and existing road drainage infrastructure.

29 Develop a shaded parkland area by planting a new Moorah woodland area with a filter umbrella. Remove all existing weedy shrubs.

30 Create a playful landscape between the Moorah canopy and provide paths, seating and picnic tables. Develop opportunities to incorporate interpretive cultural and historical play elements into the waterfront landscape.

31 Provide two side bus and trailer parking along the Great Ocean Road incorporating bus drop-off points near the Four Kings car park entrance.

32 Implement a water edge boardwalk connecting the existing concrete path with the beach access and open areas. Explore opportunities to remove existing river edge wall and implement riparian vegetation along the water's edge adjacent to the proposed Moorah woodland area.

33 Provide a versatile, sheltered open space that facilitates community events and informal social gatherings, and supports use by adventure tour operators and school groups. Upgrade and relocate existing picnic and BBQ facilities to proposed picnic & shelter adjacent the open space area.

34 Explore options for treatment of stormwater drained from the existing sealed car park directly into the coastmouth.

35 Upgrade level floor, replace existing seating with quality materials, and increase number of cubicles, Picnics and set grade outdoor shower, install water tanks to support toilet flushing water requirements.

**DRAFT MASTERPLAN
DESIGN NOTES**



- 33. A clearly defined pedestrian route connects the bridge to shopping centre via a boardwalk through the bush area, discouraging pedestrian use of the road verge. The casual boardwalk will be designed and aligned to minimise impact on significant vegetation within the bushland area. Extensive weed management will be undertaken to rehabilitate this area of bushland and interpretative material will be integrated into the boardwalk structure.
- 34. The Lions Park, car park and bar ground area is being considered as a site in the current feasibility study for a Great Ocean Road Discovery Centre. This Masterplan identifies low key, short term upgrades for the area, which if being viewed as a future development site it lies of an outcome to the study. The site will be potentially developed as a high quality community recreation, performance and event space should the Discovery Centre project be found to be unfeasible. The location of the new by water information booth will also be considered should the Discovery Centre not go ahead.
- 37. Undertake a survey of the area to identify drainage issues and upgrade the open grassed area and car park to resolve.
- 38. Install low level lighting to picnic area and pedestrian connections between the bridge and the shopping centre.
- 39. Implement tree planting to define the open space and provide additional shade.
- 40. Rationalise parking and define parking bays and implement central tree planting to reduce the gravel squares and improve the visual amenity of the overflow parking area.
- 41. Improve grassed banks and provide seating around the existing skate ramp. Upgrade of skate ramp to be considered once outcome of current Discovery Centre investigations.
- 42. Upgrade picnic equipment and picnic facilities and locate it an area sheltered by low earth mounding.



- 43. Upgrade existing seating platform to provide a timber deck edge to the Lions Park open space area and the Anglesea Recreation Assoc. Shed.
- 44. Upgrade and widen gravel path system to provide a defined foot-traffic connecting key locations. Implement a pedestrian connection to the recreational area to the east. Regrade banks to address drainage issues and implement boardwalks in areas prone to flooding. Revegetate sections of informal grass areas.
- 45. Implement a pedestrian connection to the residential area to the east of the riverbank.
- 46. An area of grassed access to the back paddock (adjacent to undertake native revegetation and revegetation projects).
- 47. Create landscaping at intersections within the back paddock, providing seating, shelter/shade areas and viewing platforms.
- 48. Integrate interpretation material on the natural and cultural qualities of the bushland area into boardwalks, seating and shelter structures to minimise impact on the bushland experience.
- 49. Revegetate the boundary fence between the caravan park and Fairylands to provide opportunities to link the water edge back into a broader context of banks on the east bank. Realign paths to reduce the current 'gun barrel' effect of the straight boundaries.
- 50. Implement a weed control programme to improve the quality of the bushland areas and habitat.
- 51. Undertake further surveys of the area to establish drainage patterns and issues, and identify significant vegetation areas.
- 52. Provide boardwalks to allow for seasonal inundation of wetland sites.



- 53. Maintain restricted access to the Fairylands conservation area. Repair and upgrade fencing, implement a drop off load policy for the area of picnic ground.
- 54. Investigate the development of a bird hole located within the Moorah woodland, crossing across the conservation area.
- 55. Explore opportunities to remove the river edge viewing wall along the Fairylands frontage to re-establish a habitat corridor between the river and the conservation area. Provide boardwalk access to continue to river edge trail.
- 56. Maintain emergency access to the caravan park and river via the bridge (sub along a dashed grass track). Establish a 4m-wide fire break and fire truck access road along the northern boundary of the caravan park, between the river and Cameron Road.
- 57. Remove the culvert at Blind Creek and implement a bridge.
- 58. Provide an additional seating platform near the mouth of Blind Creek.
- 59. Remove drainage to salt marsh areas where possible and provide boardwalk access as required to achieve this.
- 60. Install fencing to the full extent of the caravan park boundary to discourage informal access through the Moorahs and salt marsh. Reduce the number of caravan park access trails.
- 61. Repair grassed area adjacent to caravan park access and supplement existing indigenous planting to frame the space.
- 62. Investigate methods to stabilise eroding banks adjacent the caravan park and provide a boardwalk connection between the east bank and the beach, reinforcing the connection to the Surf Coast Walk route.



- 63. Upgrade stormwater culverts and informal drainage channels to address litter and stormwater treatment issues on the east bank.
- 64. Investigate options to address litter and other stormwater quality issues.
- 65. Identify issues such as river-edge treatments and structures, stormwater management and erosion control to be further investigated and addressed by Council and OCMA.
- 66. Address community concerns regarding the future river water quality and support management of stormwater to respond to impacts of future increases in traffic on the Great Ocean Road and development.

APPENDIX 9 DRAFT MASTERPLAN & CONSULTATION REVIEW

ANGLESEA RIVERBANK MASTERPLAN



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STAGE 5 CONSULTATION PROCESS

A second phase of consultation was undertaken during Stage Five of the project to gain feedback on the Draft Masterplan proposal. This included:

Additional Consultation

Additional consultation with key stakeholders in the development of the Draft Masterplan to resolve specific areas of the proposal:

- Vicroads & Surfcoast Infrastructure Department
- DSE & Coastal Planning
- Emergency Services
- Great Ocean Road Coast Committee & Anglesea Caravan Park
- Central Hub Shops – land owners

Steering Committee

- Steering Committee feedback and guidance

Council Briefing

- Council Briefing prior to the release of the Draft Masterplan

Public Info Day

- Public Information Day held at the Anglesea Riverbank Market to raise awareness of the Masterplan proposal and the Community Consultation feedback process.

Stakeholder Consultation

- Stakeholder consultation was launched with the Stakeholder Briefing Evening to brief stakeholders on the Draft Masterplan proposal and to provide specific information as required to prepare written submissions.

Community Consultation

- Public display of the Draft Masterplan to gain community feedback.

Submission Period

- Submissions from Stakeholders and Community members were invited during a four (4) week feedback back period

STAKEHOLDER BRIEFING ATTENDANCE LIST

Out of the total 41 Stakeholders, 10 of the stakeholders/stakeholder groups were represented and along with the attendance of 3 community members

Stakeholders

- Anglesea & District Historic Society – Bruce Bodman
- Anglesea Primary School – Pamela Sandlant (Principal)
- Anglesea Primary School - Belinda Barber
- Anglesea Lions Club – Jim Reed
- Anglesea Paddle Boats – Adrian Booth
- Anglesea Tourism & Traders – Gordon Stabb
- Anglesea NEIP / Barwon Water – Rowan MacKenzie
- Surfcoast Shire Councillor – Jim Tutt
- Surfcoast Shire (Recreation) – Ian Waugh
- Surfcoast Shire (Major Events Officer) – Lynne Hume
- Surfcoast Shire (Environment Department) – Steve Cameron

Community Members

- Resident – Heather. Tutt
- Resident – Maria Straub
- Resident – Elaine d’Esterre



FEEDBACK RECEIVED & AMENDMENTS

9 submissions in total

Stakeholders

- Anglesea Paddle Boats
- Anglesea Coast Action
- Angair
- CFA
- Adam Pope – Deakin University,
PhD Dynamics of the Anglesea Estuary

Community

- 4 submissions



FEEDBACK RECEIVED

Revegetation / rehabilitation of degraded areas not currently noted on the masterplan.

- Consider raising profile of weed management programme in design principles



FEEDBACK RECEIVED

- CFA recommendation to retain existing north south gravel track in existing alignment. Ensure 4m x 4m clearance

AMENDMENTS EAST BANK REVEGETATION

New Key element #27 added which states “Weed management and revegetation required for highly degraded areas of bushland.”

Design principle 2.11 which states “Implement a weed control programme to improve the quality of the bushland, estuarine and coastal areas” was renumbered as 2.5



AMENDMENTS EAST BANK EMERGENCY ACCESS

Realigned walking path along emergency vehicle track



New Key element #28 Retain North / South 4m X 4m clearance emergency vehicle access. Along this clearance provide a meandering gravel track defined by low ground covers.



FEEDBACK RECEIVED

Track realignment issue:

- Existing track is not so straight as to warrant realignment - needs upgrade and sections of boardwalk.

Track realignment issue:

- Realignment considered unnecessary.

Consider track alignment issues:

- Create meandering track within existing easement.
- Realignment would need to consider existing Moonahs
- May need to consider boardwalk in wet areas.



FEEDBACK RECEIVED

- Consideration of board walk and vegetation to both sides of track for entire length of track between the bridge and blind creek.



AMENDMENTS

EAST BANK TRACKS

Tracks realigned and some removed to avoid track duplication, unnecessary vegetation removal and maintain logical path network.

Added to Key element #30 "Track alignment to be assessed on site prior to construction to avoid impact on significant vegetation and to utilise existing track clearing and access through weed removal."



AMENDMENTS

EAST BANK TRACKS

Added to Key element #29 Track alignment re-assessed onsite prior to implementation to avoid impact on significant vegetation. Extent of rockwall/boardwalk to be based on outcomes of CCMA report.

Changed gravel track to a boardwalk according to key element #29 "Regrade east bank tracks to address drainage issues and implement boardwalks in areas prone to flooding."



FEEDBACK RECEIVED

- Consideration of the necessity of 'roundabouts' and associated tracks.
- Consideration of necessity of roundabout.
- Consideration of track alignment and construction management



FEEDBACK RECEIVED

- Consideration of design and construction management of river edge structures
- Consideration of management of 'in-water' activities to minimise trampling on seagrass and mudflat areas.



**AMENDMENTS
EAST BANK TRACKS**
New Key element #28 Demonstration / trial revegetation area defined by track and boardwalk.

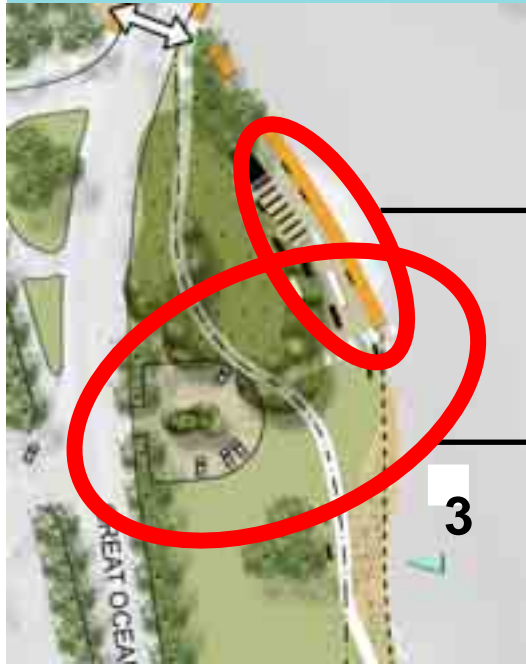


The Salt marsh roundabout was found unnecessary and therefore removed.



AMENDMENTS RIVER HEALTH

New Design Principle 2.11
Licensing for commercial activities to manage river access to minimise impact on seagrass and mudflat environments.



FEEDBACK RECEIVED

Boat launch requirements- concerns regarding adequacy of proposed timber deck edge for this purpose

Ensure trailer access is provided to boat launch area, and that car park turning circle is adequate for a big trailer.



FEEDBACK RECEIVED

- Consider sculptural markers and ensure appropriate design.

AMENDMENTS

WEST BANK NORTHERN CORNER



Added to Key element #3
 “Relocate BBQs and picnic facilities to the river side of the Moonah canopy to provide a better waterfront aspect. Explore sustainable launching solutions and provide boardwalk and gravel area adjacent to river to support adventure tour operators, school groups and commercial water-based activities. Carpark design to ensure adequate boat / trailer access.”

AMENDMENTS

WEST BANK SCULPTURAL MARKERS

Alterations to Key Element # 4 Create a visual link to the McMillan Street Community Precinct by implementing a series of sculptural ‘connection markers’ reflecting the distinctive character of Anglesea.



APPENDIX 10

IMPLEMENTATION

SCHEDULE

ANGLESEA RIVERBANK MASTERPLAN

