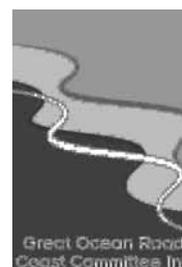


# Split Point Lighthouse Precinct

## MASTERPLAN

FINAL: DECEMBER 2008

A joint Great Ocean Road Coast Committee  
and Surf Coast Shire project



## **INTRODUCTION**

The Split Point precinct in Aireys Inlet is one of the highlights of the western Victorian coast, combining spectacular coastal scenery, high biodiversity, heritage buildings, beaches, Aboriginal sites and significant geological features.

The precinct is a key visitor destination, particularly in summer, and is also home to permanent and occasional residents who value the precinct highly. At peak times the precinct can become overcrowded to the point where the very basis of its attractiveness is threatened. The area requires carefully planned management intervention to preserve its special values and to enrich visitor experiences through high quality recreation and interpretation facilities.

The development and implementation of a masterplan for the precinct aims to meet the needs of tourists, local visitors, local authorities, businesses and residents, without jeopardising the unique sense of place and natural values of the precinct. In particular, the masterplan aims to preserve the unspoilt, natural, pedestrian-friendly character of the precinct, by protecting natural, cultural and landscape values and minimising visitor impacts.

Land in the Split Point precinct is mostly either privately owned or public land managed by the Surf Coast Shire or Great Ocean Road Coast Committee (GORCC). This plan relates only to public land in the precinct.

The Shire and GORCC have taken a collaborative approach to this project to ensure consistency of standards across the precinct and to holistic solutions to the precinct's problems. Responsibility for implementing the plan will lie with the Shire on land they manage and GORCC on land they manage.

The masterplan provides a range of proposals, varying in scale and scope, that fit within a cohesive overall scheme.

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## 1. BACKGROUND

### 1.1. The project area

This masterplan deals with public land in the Aireys Inlet lighthouse precinct. For the purposes of this masterplan the precinct is regarded as the area bounded by Step Beach and the Painkalac Creek mouth on the coast and by Inlet Crescent (South and North) on the Great Ocean Road, as shown on the map below.

The project area excludes the Great Ocean Road and bottom shops, but the project considers the influences of these and other adjacent areas on the precinct. The project area adjoins the Eagle Rock Marine Sanctuary, managed by Parks Victoria, and contains some proposals pertinent to the Sanctuary.



Above: the study area is outlined in pink. The blue shaded area is managed by the Great Ocean Road Coast Committee. Unshaded areas are either private property or Shire-managed reserves.

### 1.2. Prior planning and design for the precinct

The Split Point lighthouse and the public reserves and roads around it have been the subject of numerous studies and plans. Several projects have been undertaken to tackle problems with vehicle and pedestrian circulation relating to the area's dual role as a tourist and residential precinct. Other projects have been undertaken to guide biodiversity conservation, tourism activities and the provision of recreational facilities like pathways.

Together, these documents and the research and community input that underpins them, provide a valuable background for this masterplan. This masterplan aims to take a fresh look at issues and solutions while making use of the many good recommendations and hours of community input that underlie the past 7 years of studies and plans.

The main references are:

- The Robert Morgan Report (2004) into vehicle and pedestrian traffic issues and parking.
- The Pathfinder Marketing Report (2000) into the viability of the lighthouse as a tourist attraction, focusing on the potential for lighthouse tours.
- A discussion paper for the Aireys Inlet District Association (AIDA) by Ian Porter looking at ways of dealing with tourist and resident needs/preferences, along with other work along similar lines by the Friends of the Lighthouse Precinct.
- The recommendations of the Split Point Lighthouse Tourist Precinct Advisory Committee (SPLTPAC, 2000)

### **1.3. Wider planning context**

This plan sits within the context of a number of state, regional and local plans and strategies. They include the Victorian Coastal Strategy (2002), the Great Ocean Road Region Strategy (DSE 2004), the Great Ocean Road Landscape Character Assessment Study (DSE 2003) and the Surf Coast Shire Planning Scheme which includes a township strategy for Aireys Inlet to Eastern View in the Municipal Strategic Statement at Clause 21.13.

The Aireys Inlet to Eastern View Strategy emphasises state and local policy related to the context of the townships. The Strategy states that development pressure should be kept away from small townships like Aireys Inlet and the focus should be on protection and enhancement of unique coastal character and natural and cultural values.

The Victorian Coastal Strategy underpins this plan. It contains a hierarchy of principles, which states that decision makers' priorities should be to:

1. provide for the protection of significant environmental features;
2. ensure the sustainable use of natural coastal resources;
3. undertake integrated planning and provide direction for the future, and
4. when the above principles have been met, facilitate sustainable development on the coast within existing modified and resilient environments where the demand for services is evident and requires management.

The emphasis on conservation of natural, cultural and social heritage that is established through the wider planning context is a central theme of this masterplan.

### **1.4. Other key background documents**

Other guidance relating to planning, design and landscape management is provided by the Great Ocean Road Coast Committee's *Environment and Land Management Plan* (2006), *Coastal Spaces* reports (DSE 2006), the *Painkalac Creek Estuary Management Plan* (Surf Coast Shire 2006), the *Central West Estuaries Coastal Action Plan* (Western Coastal Board 2005) and *Siting and Design Guidelines for Structures on the Victorian Coast* (VCC 1998).

## **1.5. Consultation**

This plan has been prepared with input from a number of people and groups, as outlined below. Their input is gratefully acknowledged.

Consultation during the preparation of this plan aimed to ensure the plan was comprehensive and representative of a wide range of views and community and agency priorities. A joint working party of Great Ocean Road Coast Committee members and Surf Coast Shire councillors jointly oversaw development of the masterplan.

- **The masterplan advisory group:** a small group of precinct residents was formed to ensure that the GORCC/Shire planning team were aware of relevant issues from the perspective of precinct residents. Group members were invited to participate on the basis of their experience of the precinct, their exposure to prior planning processes and their ability to reach wider community networks. The group met regularly and contributed significantly to the key issues, objectives, proposals and guidelines contained in this plan.
- **The Department of Sustainability and Environment.** DSE provided input in relation to State Government policy and priorities, particularly in regard to the conservation of natural and cultural values and the provision of appropriate access, recreation and interpretation opportunities to the wider public. The plan has been endorsed by DSE.
- **The Surf Coast Shire.** The Shire are a partner in the plan and provided input in relation to past planning and design, the local planning context, consultation requirements, infrastructure design and community values.
- **Vic Roads.** Vic Roads provided input in relation to the Great Ocean Road interface and issues around public access between the skatepark area and bottom shops.
- **Parks Victoria.** Parks Victoria provided input in relation to nature conservation and the Eagle Rock Marine Sanctuary.
- **Local residents.** A number of local residents contacted GORCC to discuss key issues and ideas for the precinct.
- **The Aireys Inlet District Association (AIDA).** AIDA provided information relating to past processes and plans and provided links to other local people.
- **The Painkalac Creek Estuary Management Plan Implementation Committee.** The Committee provided feedback on the preliminary plan's key issues and objectives.

## **2. KEY ISSUES AND OBJECTIVES**

The following key issues and objectives have been identified by the project team and through discussions with stakeholders. These key issues and objectives are also consistent with the masterplan's key background documents.

### ***2.1. Biodiversity conservation***

The precinct's coastal reserves contain Coastal Headland Scrub vegetation that has a high conservation status and provides habitat for the threatened rufous bristlebird and swamp antechinus. The Friends of Aireys Inlet Coastal Reserve Weed Action Plan (2007) provides an excellent range of conservation proposals.

The long term aim of the Great Ocean Road Coast Committee, Shire and volunteer groups is to get rid of weeds throughout the precinct's coastal reserves and to foster healthy and intact native vegetation communities. This requires, in addition to direct weed control and revegetation effort, attention to the design and maintenance of visitor facilities to keep visitors off native vegetation and to educate them about its value.

### **BIODIVERSITY CONSERVATION OBJECTIVES**

1. Conserve and enhance native vegetation in the coastal and estuarine reserves and some road reserves.
2. Gradually replace environmental weeds like coast wattle, coast tea tree and hakeas with local species, working in stages to maintain a mosaic of wildlife habitat.
3. Encourage private property holders to grow non-invasive and local species.
4. Manage grass to limit its spread into native vegetation, particularly estuarine vegetation communities.
5. Continue to work with groups like the Friends of Aireys Inlet's Coastal Reserves on native vegetation conservation.
6. Conserve fauna, particularly threatened species, primarily by improving habitat.

### ***2.2. Cultural heritage conservation***

The lighthouse precinct contains several non-indigenous and Aboriginal heritage sites. Conservation requirements for the lighthouse, stables and other non-indigenous heritage structures are not discussed in this plan. Conservation requirements for the area's known Aboriginal sites have been discussed with the Wathaurong Aboriginal Cooperative.

Cultural heritage is the central theme of the Lighthouse Heritage Trail and should continue to be. Some of the existing interpretation of cultural heritage is quite generic and could be improved by relating interpretation more specifically to the precinct's heritage features.

### **CULTURAL HERITAGE CONSERVATION OBJECTIVES**

1. Conserve Aboriginal heritage sites in partnership with Aboriginal representative bodies.
2. Conserve non-indigenous heritage features, structures and landscape character in line with Shire heritage controls
3. Interpret cultural heritage values to visitors in ways that enrich visitor experiences and contribute to the conservation of heritage sites.

### **2.3. Aesthetic character and sense of place**

The whole of Aireys Inlet has a rare undeveloped, earthy character that is loved and defended by the local community. This character increasingly contrasts with the more developed character of other coastal towns like Torquay and Lorne.

The Split Point precinct likewise has a peaceful, unspoilt character that enhances the natural sense of place defined by the sky, sea, earth, cliffs, native vegetation and fauna. The lighthouse precinct's heritage buildings, fencelines, grassy open spaces and paths add a historic and semi-rural character.

Preserving these special characteristics is important not only for local residents but for visitors as well, as the precinct offers visitors an uncomplicated experience of rich natural, aesthetic and cultural values.

The character and standards of the precinct's visitor facilities also contribute to its sense of place, as discussed in 2.9.

Visual impacts detract from the precinct's aesthetic character and sense of place. Powerlines, signs, degraded facilities and damaged native vegetation have significant impacts on many parts of the precinct. Wide open roads and road verges (Reserve Rd and Federal St) detract from key views of the lighthouse.

### **AESTHETIC CHARACTER OBJECTIVES**

1. Preserve the unique aesthetic character and sense of place of the precinct.
2. Improve the aesthetic quality of the lighthouse surrounds and other standout features of the precinct.
3. Preserve the precinct's naturalness by reducing visitors' impacts on vegetation and soils.
4. Reduce the impacts of powerlines, signs and other features that reduce the aesthetic value of the streetscape.

### **2.4. Vehicle access, circulation and parking**

This has long been a difficult issue in the precinct, as it is in many coastal areas where normally quiet, physically small residential streets and parking spaces can become choked with tourist traffic.

Issues around access, traffic and parking include the following:

- The lighthouse acts as a beacon to tourists driving on the Great Ocean Road, drawing them into the precinct.
- The precinct's roads are all local residential streets, so at busy times, tourist traffic diminishes the precinct's residential amenity.
- The precinct has a limited parking capacity and can not meet demand at peak times. Increasing parking capacity to meet peak demand would have unacceptable impacts.
- Drivers encroaching into vegetation and onto verges to park, cause environmental and aesthetic impacts as well as exacerbating traffic congestion and limiting access.
- The precinct's unsealed roads are not well suited to high traffic volumes and large vehicles, however residents value the informal aesthetic qualities of gravel roads.
- Because all of the precinct's roads are open residential streets there is limited potential to regulate the amount of tourist traffic using them, or to keep visitors from driving until they are as close as possible to the lighthouse.
- The precinct's roads are also used by pedestrians, so pedestrians are inconvenienced and feel endangered at busy times.

- The Step Beach carpark is the primary carpark for lighthouse visitors as well as surfers, Marine Sanctuary visitors, sightseers and walkers. It provides good access to the lighthouse for people with limited mobility.
- The Step Beach and skatepark carparks have developed ad hoc, not by design, and are functionally and aesthetically substandard.
- Vehicle speeds can seem excessive to pedestrians who share the roads with vehicles.

Several plans have been developed in response to these issues over the past ten years. This plan's proposals are generally in line with those previously documented, particularly in the Review of Traffic Management (Morgan 2004) and findings of the Split Point Lighthouse Tourist Precinct Advisory Committee (SPLTPAC, 2000).

One response to traffic and parking issues that was investigated in the 2004 traffic study and is keenly supported by local residents is a 'pedestrian precinct' concept based on directing tourist traffic to parking areas close to the Great Ocean Road ('lower parking areas') and having visitors experience the precinct on foot from there. The aim of the concept is to reduce the impact of traffic on the precinct and achieve an equitable, harmonious sharing of streets between vehicles and pedestrians.

The pedestrian-precinct concept depends on the availability of a substantial lower parking area, however most potential sites are unsuitable due to limited capacity, aesthetic impacts or loss of recreational space. Furthermore, unlike other 'park and walk' situations (e.g. the Cape Otway lighthouse), where vehicles are physically prevented from travelling beyond a certain point in the Split Point precinct visitors would be expected to walk despite the fact that vehicle access is unrestricted.

Because of the above constraints, which are intractable, the pedestrian-precinct concept is achievable only to a limited degree. While the masterplan contains a number of proposals aimed at encouraging visitors to park and walk, dispersal of traffic throughout the precinct will continue.

Strategies are also required to encourage people to drive slowly in the precinct. As proposed in the Morgan and SPLTPAC reports, a combination of road narrowing, roadside plantings and other design strategies are likely to help. The details of these alterations will be resolved by the Surf Coast Shire, as the responsible road authority in the development of a traffic management plan for the precinct residents.

During the process of public comment on the draft masterplan in October and November, 2008, vehicle access, traffic and parking emerged as the primary issues of concern to local residents. A large proportion of respondents asserted that the draft plan's proposals relating to traffic and parking were inadequate and based on insufficient data and analysis. Respondents strongly supported the draft plan's traffic objectives (below) but did not believe the plan's proposals would achieve the objectives. In response to that feedback, the final masterplan proposes a more detailed traffic study and the development of a traffic management plan that is consistent with the masterplan's objectives.

## **VEHICLE ACCESS, TRAFFIC AND PARKING OBJECTIVES**

1. Reduce negative impacts from vehicle traffic across the precinct in the long and short term.
2. Provide clear direction to tourists about access and parking, to minimise traffic problems associated with visitors searching for parking spaces.
3. Provide designated parking spaces for long vehicles, concentrating long vehicle parking in areas where their impacts will be minimised.

4. Provide enough parking capacity for busy days but not peak days, accepting that for approximately ten days per year the demand for parking spaces in the precinct will exceed supply<sup>1</sup>.
5. Encourage low vehicle speeds and shared use of roads, principally through design rather than signs.
6. Limit the impacts of large vehicles (particularly large buses) on the precinct while maintaining access for large service and emergency vehicles.
7. Use the findings and outcomes of the Morgan Report (2004), Citizens Jury (2007), SPLTPAC (2000) and other processes dealing with roads, traffic, traffic calming and parking.

## **2.5. Pedestrian access**

The area provides enjoyable walking, offering great coastal scenery as well as experiences of the area's natural and cultural features.

The Lighthouse Heritage Trail is used as a way of linking the key points of interest and encouraging visitors to park and walk from the lower parking areas. The link it provides between the lighthouse and the lower parking areas, Painkalac Creek mouth and beach is particularly important. The quality of this link, on the steep hill up to Split Point, is crucial to the value of the trail in encouraging visitors to walk from the lower parking areas.

As with the roads, the character of the paths contributes to the undeveloped character of the precinct. The texture and colour of existing gravel paths suit the surrounding scrub and soils, although on slopes these materials are slippery and prone to erosion.

In general the precinct's streets are 'shared', meaning they provide access for vehicles and pedestrians. Generally sharing promotes lower traffic speeds and provides good pedestrian access. Lighthouse Road is an exception, as its 'collector road' function, combined with low kerbing, make it a threatening space for pedestrians to share with vehicles. The Surf Coast Shire Pathways Strategy<sup>2</sup> and this plan propose a 'local path' (footpath) for the Lighthouse Road verge.

Federal Street is meant to be a shared space but looks like a normal street, limiting the success of the sharing concept. Previous plans have proposed a distinctive surface for the street to make it less 'road-like', as detailed in proposal 2.3.

The Surf Coast Walk traverses the precinct and provides an ideal opportunity for longer walks. Likewise there are good opportunities to link from the precinct to walking tracks up the Painkalac Creek valley and to Fairhaven.

In general, the success of the area's paths in encouraging visitors to see the precinct on foot, instead of by car, is constrained by poor standards and a lack of directional information. Poor path standards also limit access for people with disabilities or with prams.

## **PEDESTRIAN ACCESS OBJECTIVES**

1. Use the quality of paths and the quality of experiences they provide to encourage visitors to access the precinct on foot.
2. Wherever practicable, provide access for people with disabilities.

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<sup>1</sup> Based on Austroads (2008) standards and the parking demand study carried out as part of the Morgan report (2004). A new parking demand study should be undertaken as part of the Traffic Management Plan development.

<sup>2</sup> The Pathways Strategy (2006) provides a number of recommendations for paths in the precinct. This masterplan's pathway proposals are consistent with the Pathways Strategy.

3. Improve accessibility and decrease environmental impacts by providing hard surfaces on steep and high-use paths, improving drainage and path definition and improving path maintenance.
4. Provide links to existing and proposed paths on surrounding land.
5. Provide clear directional signs for pedestrians.

## **2.6. Visitor risk**

The cliffs pose significant risks for visitors. Rockfall risks are currently managed using warning signs and a pedestrian barrier fence keeping walkers away from the base of the cliff east of the creek mouth. Falling risks are managed by directing walkers away from cliffs using safe path alignments, together with warning signs. At cliff top lookouts, safety railings are present but railings with full balustrades are required. There is an ongoing need for occasional geotechnical assessments to gauge the risk of cliff collapse.

Predicted sea level rises caused by climate change may exacerbate coastal erosion.

Road traffic risks are generally low but are slightly higher in Lighthouse Road and Federal Street due to problems around shared pedestrian and vehicle use of the roadways, as discussed above in 2.5.

Risks of minor falls on paths are high due to poor path standards and inadequate maintenance.

### **VISITOR RISK MANAGEMENT OBJECTIVES**

1. Continue to manage visitor risk in the precinct according to existing Shire and GORCC standards and procedures.
2. Conduct periodic geotechnical assessments of lookout locations to assess their stability and of the cliffs with regard to walkers on both shores and paths.

## **2.7. Signs**

Currently signs festoon the precinct, as they do the whole Great Ocean Road coast, and they vary widely in style and standard. The precinct contains numerous outdated and substandard signs. Signs play an important role in directing visitors around the precinct, as well as conveying risk warnings, regulatory information, interpretation and road rules.

The Great Ocean Road Coast Committee has a sign system that will be applied on GORCC-managed reserves, covering vehicle and pedestrian directional, interpretation, orientation and management signs. Likewise the Surf Coast Shire has sign standards for use on the reserves they manage. Regulatory and traffic signs are governed by Vic Roads manuals and Australian Standards.

While sign standards differ between agencies the quality, themes and content of visitor information should be consistent across the precinct.

Signs should be audited throughout the precinct. Superfluous, substandard and misleading signs should be culled.

### **SIGNING OBJECTIVES**

1. Minimise negative impacts from signs throughout the precinct.
2. Use consistent standards.
3. Use sign planning as a strategic approach to signing, rather than adding signs to the precinct ad hoc.
4. Provide visitor information at the skatepark parking area, particularly to encourage use of the Lighthouse Heritage Trail. Consider replacing some of the current

commercially oriented information with information about recreation opportunities, or redevelop the shelter to allow both themes to be covered.

5. Ensure parking areas are effectively signed, to help visitors find a park and explore the precinct on foot.

## **2.8. Interpretation and visitor information**

Heritage interpretation is used to provide insights and reveal hidden meanings in places or features which, without interpretation, would remain hidden. Existing interpretation in the precinct covers natural and cultural themes, including information about the Eagle Rock Marine Sanctuary. Some existing interpretation has reached the end of its service life and should be replaced or removed.

The Lighthouse Heritage Trail is the key interpretive feature and, if well maintained, can encourage visitors to experience the precinct on foot.

Visitor information is limited at present. Good visitor information, including off-site information provided at tourist centres, in publications and online, can add value to visitors' experiences and help them understand access opportunities and constraints. An information shelter that provides detailed information about walking options, natural and cultural themes and the Lighthouse Heritage Trail would act as a visitor focus. The existing shelter at the skatepark parking area could be suitable with some reorganisation of content.

## **INTERPRETATION OBJECTIVES**

1. Provide high quality, well designed interpretation that reflects the area's special values and supports the other objectives of the masterplan.
2. Use interpretive experiences as a way of encouraging visitors to access the precinct on foot rather than by car.
3. Use a variety of media to interpret, including guided activities, signs, websites etc.
4. Promote the area's visitor experiences to influence visitor expectations and behaviour.
5. Update the various sources of visitor information (websites etc) to support the objectives and outcomes of the masterplan, e.g. where to park, walk, access interpretation etc.

## **2.9. Facility standard and style considerations**

The standard and style of visitor facilities makes a significant contribution to the overall character of the precinct. The precinct's well worn treated pine structures, routed timber signs and gravel paths convey a low-key character, which fits with the generally unpolished, unspoilt character of Aireys Inlet's open spaces and streetscapes.

The low-key existing facilities have some disadvantages:

- The paths are in poor condition, somewhat unsafe, unsightly and require frequent maintenance on slopes. They also make the precinct inaccessible to people with disabilities (people who can walk as well as those in wheelchairs) or with prams/strollers. Poor path standards in some areas forces walkers to the path edges, damaging vegetation and widening the paths over time.
- The treated pine lookouts have been well sited and function well but the lookout structures in this area should ideally reflect the aesthetic qualities of their setting. In this setting any structures should be designed and constructed to high standards, whilst remaining simple and unpolished in style. The structures should be designed to reflect some of the characteristics (colours, scale, forms and textures) of their setting.

- The park furniture (seats and tables) vary widely in style and standard. Some are worn out. Some existing furniture has an urban style that does not suit the precinct. Simple, well dimensioned, robust, naturally weathered (unvarnished) hardwood furniture would be preferable.
- Run-down structures and furniture detract from the high quality of the native vegetation and natural scenery and may contribute to depreciative behaviour like littering and vandalism.

The quality of facilities needs to be improved using a design style that fits with the unpolished and subtle Aireys Inlet style. To preserve the area's unspoilt natural character, visitor facilities should be designed to reflect the local aesthetic character, meet visitor needs so as keep visitors on track, be safe, and be robust and roomy enough to cope with periodic high use without deteriorating.

## **FACILITY STANDARD AND STYLE OBJECTIVES**

1. Upgrade facilities, including paths, to make them more accessible, safer and more useable, particularly along the Lighthouse Heritage Trail.
2. Design facilities to suit the colours, textures and other characteristics of the natural landscape and to enhance the simple, unpolished sense of place of the precinct.
3. Ensure facilities meet appropriate safety standards.
4. Improve the picnic furniture and seats in the precinct.

### ***2.10. Stormwater runoff***

Poor drainage on paths has contributed to erosion and damage to paths and adjacent native vegetation. Many of the paths in the precinct need to be rebuilt to improve drainage.

Various minor works are required to improve drainage from roads and parking areas to mitigate puddling and erosion.

In the longer term, efforts should be made to reduce the amount of sediment lost from roads and paths into the estuary, by improving surfaces and intercepting sediment.

## **STORMWATER MANAGEMENT OBJECTIVES**

1. Improve stormwater drainage to minimise erosion, puddling and other negative impacts.
2. Reduce the extent of bare paved and gravel areas around the lighthouse to minimise volumes of runoff.

### ***2.11. Land tenure***

At the time of writing the Step Beach carpark is expected to be transferred from Shire management to GORCC management. The intention of the transfer is to simplify land management boundaries by establishing GORCC as the manager of all coastal Crown land seaward of Eagle Rock Parade.

Following the transfer GORCC will manage all of the reserves between the shoreline and Eagle Rock Parade, the Federal St private properties, Reserve Rd and the Painkalac Creek estuary. The Shire would manage all other public reserves, excluding the Great Ocean Road.

## **LAND TENURE OBJECTIVES**

1. Continue to pursue the land transfer arrangements between GORCC and the Shire.

### ***Photographs: key issues***



Federal St is a shared space, which means that pedestrians have right of way, yet the appearance is of a normal street.



The lighthouse surrounds suggest a space for cars, whereas this is a space for people. The expanse of asphalt also diminishes the lighthouse's beauty.



Some informal paths are so well worn that they are more inviting and used more often than the designated paths. This damages native vegetation and causes soil erosion.



The pedestrian spaces at the lighthouse are too open, leading to confusion, ongoing vegetation damage and intense rainfall runoff.



Parking on a midden adjacent to Inlet Crescent. The parking area and paths need to be redefined.



Peak-time vehicle numbers and driver behaviour threaten aesthetic, natural and social values.



The Lighthouse Heritage Trail is the precinct's main pathway. The gravel surface limits access for people with disabilities and is erosion prone. A better path would encourage visitors to experience the precinct on foot



Worn-out picnic furniture is unpleasant to use and detracts from the precinct's aesthetic values.



The precinct's lookouts are well sited but could be designed to reflect the uniqueness of their setting.



The grassy open space around the skatepark provides valuable recreational and social space and is part of an exceptional natural and heritage landscape.



The main estuary and beach access path off Inlet Crescent is blowing out. A redefined, hardened accessway is needed to improve accessibility, reduce erosion and protect the nearby midden.

### 3. MASTERPLAN VISION AND PROPOSALS

This section outlines a vision for the Aireys Inlet Lighthouse precinct, provides a summary of the Masterplan's key proposals and presents a wide range of detailed proposals. The vision underpins the proposals and is based on the key issues and objectives outlined in the previous section.

#### 3.1. Vision

The public land in the Aireys Inlet Lighthouse Precinct will be managed to preserve the precinct's unique, unspoilt sense of place and intact natural environment.

The precinct will increasingly contrast with other, rapidly developing coastal residential and visitor precincts due to the preservation of its natural and historic characteristics. These characteristics will continue to provide distinctive experiences for visitors and residents alike.

The precinct will continue to be vehicle accessible but the negative impacts of vehicles will be minimised. Roads and parking areas will be well defined to minimise degradation of roadside areas and preserve aesthetic and social values. Well designed parking areas and high quality paths will encourage visitors to park and walk.

Parking capacity will be limited, so visitors at peak times may have to park further from the main attractions, or come back another time. The design characteristics of the roads and verges will encourage slow speeds.

Paths, lookouts, picnic furniture and other facilities will be designed to suit their setting and offer distinctive experiences based on natural and cultural heritage. Interpretation will enrich these experiences. Paths in the precinct will link to paths on surrounding land, providing continuity for pedestrians, including those with limited mobility.

Signs will help visitors access and experience the precinct, but sign numbers will be minimised. Signs will meet consistent, high standards, using colours and materials that suit the coastal context.

Open spaces in the precinct will be managed to preserve their openness, maintain views and provide versatile recreational space. Native vegetation on the coastal reserve and along the estuary will be protected and restored, supporting fauna populations and increasingly the resilience of the coast in the face of threats from weeds, climate change and human use.



## **3.2. Summary of key proposals**

### **3.2.1 Lighthouse Heritage Trail: the backbone of the visitor experience.**

The Lighthouse Heritage Trail will be the precinct's main visitor facility, providing the primary means for visitors to see and learn about the lighthouse, the estuary, the coastal lookouts and native plants and animals. The trail will also provide everyday recreation opportunities for local residents. The trail will be upgraded to offer easy access with no steps. Interpretation along the trail will be revamped and the lookouts will be redeveloped.

The quality of the trail and the facilities and interpretation along it will encourage visitors to see the precinct on foot rather than by car.

Where it runs along the estuary verge the trail will also act as a physical barrier to grass, forming a boundary between grassy open space and a rehabilitated, weed free estuarine wetland (see 3.2.4).

Signs on the Great Ocean Road will point to the *Lighthouse Heritage Trail* (at the Skatepark carpark) rather than to the *Lighthouse*, to emphasise the trail's 'backbone' role and encourage tourists to park and walk.

### **3.2.2 A traffic study and traffic management plan.**

As discussed in 2.4 *Vehicle access, traffic and parking*, there is strong support in the local community for the plan's traffic objectives, but a desire for more detailed and comprehensive traffic analysis and proposals. The Surf Coast Shire will prepare a traffic management plan, considering the masterplan's vehicle access, traffic and parking objectives.

### **3.2.3 Step Beach Carpark upgraded to function better and be more sustainable.**

The Step Beach Carpark's importance in providing easy access to the lighthouse, beaches, surf spots and the marine sanctuary will be reflected in an upgrade of the carpark. The Carpark will be redeveloped as a one-way loop, providing angle parking for 25 cars and one parking bay for long vehicles. Detailed design will be undertaken on completion of the Traffic Management Plan.

The entrance to the carpark will be redefined to direct visitors into it (before they see the lighthouse), reducing the amount of traffic entering Federal Street.

The carpark will be set back further from the coastal cliffs, enhancing amenity for pedestrians and reducing impacts on clifftop vegetation and scenery. Degraded areas around the carpark will be revegetated.

### **3.2.4 Federal Street modified to enhance its role as a pedestrian street.**

Federal Street will have a pathway defined on the existing road surface, using colour and texture to create an appearance less like a normal road, emphasising the shared zone environment.

Nature strip treatment to include use of indigenous plant species with strategic placement of local rock and short lengths of fence to continue the heritage fencing theme around the lighthouse.

Landscape concept plan for Federal Street is to be prepared based on these.

### **3.2.5 Native vegetation protected and degraded areas rehabilitated.**

The precinct's native vegetation will be protected in recognition of its conservation status, its scenic value and its value as habitat. A healthy natural environment will preserve the precinct's unspoilt character and ensure frequent encounters between walkers and wildlife, including threatened species like the rufous bristlebird.

Areas degraded through erosion, weed invasion or impacts from traffic will be rehabilitated. Reducing the impacts of grass on the wetland vegetation of the estuary will be a special focus. Native vegetation on some road verges will discourage parking on verges and encourage slow speeds by making roads feel narrower.

### **3.2.6 Visitor information improved to guide and enrich visitor experiences.**

Visitor information, including signs and displays in the precinct as well as information on websites and in publications, will be improved and revised in the light of the masterplan to guide and enrich visitors' experiences of the precinct. Interpretation along the Lighthouse Heritage Trail will be a focus, increasing the appeal of the Trail and enhancing its role as the backbone of the visitor experience.

Interpretation will also help people gain a deeper understanding of the precinct's special natural and cultural heritage values, encouraging positive visitor behaviour.

Signs will be audited throughout the precinct and outdated, substandard and unnecessary signs will be removed. Traffic signing will be updated in accordance with the recommendations of the traffic management plan.

### **3.2.7 Skatepark carpark upgraded to function better and act as a pedestrian hub.**

The skatepark carpark will be expanded to provide parking spaces for long vehicles alongside the Great Ocean Road and car spaces adjacent to the existing open space and picnic area. Paths will link to the Lighthouse Heritage Trail, Painkalac Creek valley trail, Painkalac Wetland Trail (to Fairhaven) and across to the bottom shops. Detailed design for the car park will be undertaken on completion of the Traffic Management Plan.

The parking area and paths will function as a pedestrian hub, encouraging tourists to park close to the Great Ocean Road and see the precinct on foot, limiting the extent to which traffic permeates the precinct. The site and the paths along the estuary verge will be accessible to people with disabilities.

The existing grassy recreational space will be largely retained.

### **3.3. Proposals table**

The following table lists the masterplan's proposals in detail, and should be reviewed in association with the foldout plans. The proposals are organised by location as per the foldout plans. Where noted, design guidelines (Appendix 1) provide more information on the details of particular proposals.

In addition to listing proposals, the table provides rationale for proposals, identifies the responsible agency, prioritises proposals and in some cases presents additional comments. The final section of the table lists non-site-specific proposals.

Responsibility for implementing the plan rests with the Great Ocean Road Coast Committee and Surf Coast Shire, generally in line with tenure boundaries. Responsibility for implementing some proposals will rest with both agencies in partnership. Throughout the plan's implementation the two agencies will work together, primarily through the existing joint working party and the project team established to develop the masterplan.

## 1) LIGHTHOUSE AREA

PROPOSAL	RATIONALE	PRIORITY	RESPONSIBILITY	COMMENTS
1.1. Establish a grassy surround to the lighthouse, encircled by a path that allows visitors to walk around the base of the lighthouse and branch off onto other paths.	Improve views of the lighthouse, particularly from Federal St, and to echo the grassy landscape around the adjacent keeper's houses.	<b>Moderate</b>	GORCC	The path provides an edge to prevent the spread of grass into bushland. A mulched and planted strip will also be used to prevent the spread of grass.
1.2. Replace existing pedestrian directional signs with new signs in accordance with the GORCC sign system.	Some of the existing signs are worn out and carry outdated information.	<b>High</b>	GORCC	
1.3. Redevelop the Eagle Rock lookout loop and other paths in the vicinity of the lighthouse, including path realignments as shown on the plans, to reduce gradients, mitigate environmental impacts and allow removal of steps.	<p>Improve accessibility, decrease maintenance and mitigate environmental impacts (see 1.5). The wide paths running straight down hill are prone to erosion and have a high visual impact. Removing steps and reducing gradients provides access for people with disabilities and with prams.</p> <p>High quality paths encourage 'park &amp; walk' visits, helping to limit the impact of vehicle traffic on the precinct.</p>	<b>High</b>	GORCC	<p>An earthy coloured and textured concrete is the preferred path material, to maximise accessibility and minimise erosion and maintenance. Short elevated boardwalk sections may be used to avoid ground and vegetation disturbance and moderate path gradients.</p> <p>The proposed changes will allow access for people with impaired mobility, the slopes make wheelchair accessibility unachievable.</p>
1.4. Replace the Eagle Rock and Louttit Bay lookouts with new facilities.	<p>Incorporate balustrades to meet relevant Australian Standards.</p> <p>The lookouts are worn out and don't do justice to the beauty of their setting.</p> <p>There is an opportunity to reduce environmental impacts of visitors by redeveloping the lookouts.</p>	<b>High</b>	GORCC	<p>The lookouts can include design characteristics and interpretive features that provide more distinctive visitor experiences.</p> <p>Detailed geotechnical and structural design required.</p>

1.5. Rehabilitate degraded areas and disused path alignments.	Reduce the visual and environmental impacts of denuded areas, including the runoff and erosion generated by large bare areas and the excessive vegetation fragmentation caused by erosion and path widening.	<b>High</b>	GORCC	Approximately 200 square metres of path rehabilitation is proposed. Bare areas to be rehabilitated will be scarified, planted, mulched and temporarily fenced.
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## 2) FEDERAL STREET

PROPOSAL	RATIONALE	PRIORITY	RESPONSIBILITY	COMMENTS
2.1. Modify the intersection of Federal St and Lighthouse Rd in association with the Step Beach carpark redevelopment.	Discourage traffic from turning into Federal St by directing visitors into the parking area before they see the lighthouse.	<b>High</b>	Surf Coast Shire and GORCC	Requires detailed engineering design and vegetation management investigation and approvals.
2.2. Implement measures to discourage visitors from parking on Federal Street verges.	Reduce physical and visual impacts of vehicles parking along Federal St verges. Reduce numbers of vehicles in Federal St to enhance its pedestrian-street character.	<b>High</b>	Surf Coast Shire	Nature strip treatment to include use of indigenous plant species with strategic placement of local rock and short lengths of fence to continue the heritage fencing theme around the lighthouse.  Landscape concept plan for Federal Street is to be prepared based on these.
2.3. Modify the Federal Street road pavement to simulate a pedestrian pathway.	The aim is to give Federal Street a different character to emphasise the shared zone environment.	<b>Moderate</b>	Surf Coast Shire	The preferred option is to overlay the existing pavement with a lighter coating, creating a gentle curving pathway superimposed on the street. (See Appendix A.3)

### 3) STEP BEACH CARPARK

PROPOSAL	RATIONALE	PRIORITY	RESPONSIBILITY	COMMENTS
<p>3.1. Redevelop Step Beach carpark to create a one-way loop off Lighthouse Rd (see plans).</p> <p>The concept plan shows 25 car bays and one long vehicle bay.</p> <p>The parking area would have an unsealed surface.</p>	<p>Improve the definition of parking bays and improve traffic flow, decreasing congestion and environmental impacts.</p> <p>Direct visitors towards the carpark before they have reached Federal Street (and viewed the lighthouse), discouraging them from entering Federal St.</p> <p>Move parking back from the cliff edge, reducing visual and physical impacts on the coastal environment and enhancing amenity for pedestrians.</p> <p>Rehabilitation of parts of the existing parking area will provide new heathland vegetation that is contiguous with the coastal reserve.</p>	<b>High</b>	GORCC	<p>Proposal requires some clearing of native vegetation, along with non-local vegetation.</p> <p>Any vegetation clearing is handled through the Victorian Vegetation Framework and requires a 'net-gain' in native vegetation cover.</p> <p>Detailed design including parking space definition to be undertaken on completion of Traffic Management Plan.</p>
<p>3.2. Dimension the parking area to allow long vehicles to transit through the loop, and provide one parking bay for long vehicles.</p>	<p>Long vehicles that enter the parking area must be able to exit without reversing.</p> <p>Parking for a long vehicle (coaster-bus size) supports small group visits to the lighthouse and marine sanctuary.</p>	<b>High</b>	GORCC	<p>Details of long vehicle parking bay (e.g. time limits, bay size) to be resolved on completion of Traffic Management Plan.</p>
<p>3.3. Replace cleared vegetation with local species (implement net gain plan in accordance with State Government requirements).</p>	<p>Any clearing of native vegetation undertaken as part of carpark redevelopment works requires a 'net gain' in native vegetation through revegetation.</p>	<b>High</b>	GORCC	<p>Manage clearing and revegetation works (work in stages) to minimise impacts on fauna, e.g. rufous bristlebirds.</p>
<p>3.4. Provide upgraded information for visitors, including Marine Sanctuary information and information on the Lighthouse Heritage Trail.</p>	<p>Encourage visitors to explore the precinct on foot, rather than by car.</p> <p>Communicate Eagle Rock Marine Sanctuary values and conservation priorities to visitors.</p>	<b>Moderate</b>	GORCC and Parks Victoria.	

#### 4) LIGHTHOUSE ROAD

PROPOSAL	RATIONALE	PRIORITY	RESPONSIBILITY	COMMENTS
4.1. Through the traffic management plan (see 3.2.2), investigate the impacts of traffic volumes and speeds and pursue traffic management strategies as required.	Ascertain whether or not traffic volumes, speeds and vehicle sizes exceed acceptable levels for Lighthouse Road.	<b>High</b>	Surf Coast Shire	Traffic volumes and speeds are perceived by some residents as being excessive.
4.2. Investigate provision of a footpath alongside Lighthouse Road, providing a safe off-road link between Inlet Crescent (north) and Federal St (Lighthouse Heritage Trail and Surf Coast Walk).	<p>Pedestrians on Lighthouse Road are exposed to higher traffic speeds and volumes than on other local streets.</p> <p>Using Lighthouse Rd as a shared street is problematic due to its function as a collector road.</p> <p>A path would link to other paths and create a loop through the precinct, encouraging visitors to explore the precinct on foot.</p>	<b>Moderate</b>	Surf Coast Shire	<p>Local residents have previously expressed opposition to footpaths for aesthetic and cost reasons and because shared use of roads is valued as part of the town's heritage and as a moderator of traffic speeds.</p> <p>The provision of a footpath is to be investigated as part of the traffic management plan.</p> <p>A footpath along Lighthouse Road is proposed in the Shire's Pathways Strategy (2006).</p>

## 5) INLET CRESCENT (SOUTH)

PROPOSAL	RATIONALE	PRIORITY	RESPONSIBILITY	COMMENTS
5.1. Modify parking area in front of main beach and estuary access path to provide right-angle car parking bays facing the estuary and to move the parking bays away from the estuary and midden.	<p>Right-angle parking bays maximise capacity and are useable by traffic travelling in either direction.</p> <p>The existing road width provides enough space for a narrowed carriageway plus parking bays without impinging on grassy space or the undisturbed portion of the midden that occupies this site.</p> <p>Narrowing of the carriageway is likely to slow through traffic.</p>	<b>High</b>	Surf Coast Shire GORCC.	<p>A detailed site plan is required for this area that includes a survey of the midden (see 5.4).</p> <p>Detailed design must ensure that adequate space is provided behind parked vehicles to allow for safe loading and unloading of typical beach gear.</p>
5.2. Maintain parallel parking opportunities along the rest of the estuary frontage towards the skatepark, as at present. Prohibit bus parking along the estuary frontage.	<p>This is generally overflow parking and does not need to be formalised. There is potential to reposition the roadside barriers to move the parking area slightly inland, narrowing the carriageway to slow traffic.</p> <p>Buses parked along Inlet Crescent (south) create unacceptable aesthetic impacts.</p>	<b>Moderate</b>	Surf Coast Shire	
5.3. Use low planting in places on road verges to create a more enclosed appearance and slow traffic.	This means of slowing traffic was proposed in Morgan (2004). Low planting masses would also provide breaks between parked vehicles at busy times.	<b>Low</b>	Surf Coast Shire	Vegetation heights and locations to be discussed with local residents to factor in views from residences.
5.4. Protect the Aboriginal site at the main beach access path through redevelopment of the main parking area (see 5.1) and beach access path (see 5.5 below) and other interventions.	All Aboriginal sites are protected under the Aboriginal Heritage Act (2006). This site is currently severely degraded due to vehicular and pedestrian traffic and erosion.	<b>High</b>	Surf Coast Shire and GORCC	Detailed planning to be undertaken in collaboration with Registered Aboriginal Party and Aboriginal Affairs Victoria.
5.5. Upgrade the estuary and beach	The existing main access path is eroding	<b>Moderate</b>	Surf Coast Shire and	A boardwalk slightly elevated

<p>access path to mitigate erosion, protect midden and improve accessibility.</p> <p>The path would be located mid way between the two existing paths, which would be rehabilitated.</p>	<p>due to high pedestrian traffic and high winds.</p> <p>The path runs through a registered Aboriginal site. Erosion of the path is also damaging the Aboriginal site.</p> <p>The terrain inherently offers good access, suitable for people with limited mobility; a hardened pathway would make the most of this opportunity.</p>		<p>GORCC.</p>	<p>above ground level would offer a high standard of access, low maintenance, low visual impact and resilience to flooding.</p> <p>The works would provide a good opportunity for weed control on the estuary verge.</p> <p>A survey of the midden would be required as part of detailed design.</p>
<p>5.6. Use the upgraded path for both pedestrians and canoe launching. Close and rehabilitate the other path (currently an accessway for boating).</p>	<p>There is no need to provide separate paths for pedestrians and people launching paddlecraft, as is the case currently.</p>	<p><b>Moderate</b></p>	<p>Surf Coast Shire and GORCC</p>	<p>Detailed design required in conjunction with parking and other pathway design, and in consideration of midden conservation.</p>
<p>5.7. Create a high standard shared path between the skatepark area and Lighthouse Heritage Trail (effectively extending the Lighthouse Heritage Trail to the skatepark parking area).</p> <p>Options include a compacted gravel path or an earthy coloured and textured concrete path.</p>	<p>The path provides a link between the lighthouse and lower parking areas, skatepark and bottom shops. It provides a highly accessible, scenic experience of the estuary mouth and cliffs.</p> <p>This path is identified in the Surf Coast Shire Pathways Strategy (2006) as a 2 metre wide shared pathway.</p> <p>An earthy coloured and textured concrete path provides an aesthetic standard close to gravel but a much higher standard of access, resilience to flooding and ability to act as a grass barrier (see 5.7). Gravel is also an option but is not preferred.</p>	<p><b>Moderate</b></p>	<p>Surf Coast Shire (and GORCC, as this path would be constructed at the same time as the upgrades between the estuary and lighthouse: see 6.3).</p>	<p>This path would be situated between the estuary and road and is designed to also provide a barrier between grass and saltmarsh vegetation (see 5.8).</p> <p>The path would be subject to occasional inundation.</p> <p>The State Regional Pathways funding program could be a source of funding for this project.</p>
<p>5.8. Restrict grass to between the road and path, removing grass and restoring native vegetation between estuary and path.</p>	<p>Grass spreading into the wetland will eventually destroy the coastal saltmarsh vegetation community. The path (5.6) provides an opportunity to restrict grass to a permanent hard edge.</p>	<p><b>Moderate</b></p>	<p>GORCC and Surf Coast Shire</p>	<p>If the path extends to the Painkalac Creek bridge, it can be used along its entire length to restrict the spread of grass into the wetland.</p>

## 6) RESERVE ROAD

PROPOSAL	RATIONALE	PRIORITY	RESPONSIBILITY	COMMENTS
6.1. Realign bollards at the end of the road to prevent vehicle encroachment into drain and vegetation.	The turnaround is gradually enlarging, damaging vegetation and generating increasing runoff that exacerbates a severe erosion problem.	<b>Moderate</b>	Surf Coast Shire	
6.2. Investigate the potential to vegetate the drain banks and drains, reducing visual and environmental impacts by establishing overarching vegetation and reducing erosion.	Reserve Road has a severe visual impact, particularly seen from across the estuary. The road generates a lot of runoff, causing erosion and sedimentation, which affects adjacent native vegetation and water quality in the estuary.	<b>Low</b>	Surf Coast Shire	
6.3. Redevelop the Lighthouse Heritage Trail between the estuary and lighthouse, improving accessibility and sustainability by hardening the path, removing steps and reducing gradients. The preferred surface is an earthy coloured/textured concrete (see design guidelines).	This path is the key link between the lower parking areas and lighthouse and a high standard path can play an important role in encouraging visitors to experience the precinct on foot. Using a hard surface decreases maintenance, prevents erosion and vegetation damage and, combined with removing steps, provides a path that is accessible to visitors with prams, bikes or with limited mobility. A number of path realignments are required to remove steps and reduce gradients. This path is proposed as a 2m wide path in the Surf Coast Shire Pathways Strategy (2006).	<b>High</b>	GORCC	Vegetation removal associated with path realignments will require a net gain plan.

## 7) SKATEPARK AREA (AIREYS INLET RESERVE)

PROPOSAL	RATIONALE	PRIORITY	RESPONSIBILITY	COMMENTS
<p>7.1. Redevelop the parking area to provide approximately 24 car bays (including new bays on Inlet Crescent facing the skatepark) and 5 to 6 long vehicle bays.</p> <p>Create a new exit onto the Great Ocean Road to allow traffic to flow through.</p> <p>Thin out vegetation and design new plantings to slightly increase the site's openness.</p>	<p>Increase parking capacity and improve traffic flow.</p> <p>Accommodate long vehicles (motorhomes and caravans) close to the Great Ocean Road to limit their impact on other parts of the precinct.</p> <p>Retain convenient parking spaces for local users of the reserve.</p> <p>The flow-through design maximises capacity and useability for long vehicles.</p>	<b>High</b>	Surf Coast Shire	<p>Redevelopment of the site needs to recognise and protect its value as a focal point for the local community.</p> <p>Detailed design based on layout on Plan 4 is required</p>
<p>7.2. Provide a safe crossing to the bottom shops and links to the river pathways and Painkalac Wetland Trail and Fairhaven Beach paths.</p>	<p>There is currently no safe way for pedestrians to move between the bottom shops and Aireys Inlet Reserve. VicRoads is considering crossing options, incorporating a pedestrian refuge in the Great Ocean Road.</p> <p>The area provides a hub for accessing the precinct and other areas on foot.</p>	<b>High</b>	Surf Coast Shire and Vic Roads	
<p>7.3. Create links to the Painkalac Wetland Trail (to Fairhaven), Lighthouse Heritage Trail and river path.</p>	<p>There are a number of walking and riding opportunities available from the skatepark area but new paths are required to link them all.</p>	<b>Moderate</b>	Surf Coast Shire	
<p>7.4. Update the directional and orientation information in the existing shelter to help visitors comprehend the precinct and encourage them to see the precinct on foot.</p>	<p>A lack of directional and orientation information discourages visitors from parking and seeing the precinct on foot.</p> <p>Good visitor information at the skatepark site will enhance the 'hub' role of the site.</p>	<b>Moderate</b>	Surf Coast Shire and GORCC	<p>The existing information shelter could be redeveloped to provide recreation and tourism information on the precinct, in addition to the current commercial information.</p>

## 8) NON SITE-SPECIFIC PROPOSALS

PROPOSAL	RATIONALE	PRIORITY	RESPONSIBILITY	COMMENTS
8.1 Prepare a traffic management plan, consistent with the masterplan's traffic and parking objectives.	Existing data and strategies may not be adequate to achieve the access, traffic and parking objectives set out in the masterplan.	<b>High</b>	Surf Coast Shire	Include collection of data on traffic speeds, volumes, vehicle sizes, parking demand, footpath requirements, sign and other information requirements, etc.
8.2. Conduct a sign audit throughout the precinct to identify opportunities to remove or revamp signs.	The precinct is festooned with signs, many of which are superfluous, misleading, substandard or redundant.	<b>High</b>	GORCC and Shire	See also proposals 1.2 and 7.4 The audit will relate to signing objectives in this plan (2.7). The sign plan will be influenced by the recommendations of the traffic management plan.
8.3. Develop a sign plan to support the final masterplan, identifying requirements for new signs or changes. Include road line marking in the scope of the sign plan.	Well planned signs can guide and inform visitors in ways that support the broader objectives of the masterplan (e.g. encouraging visitors to park in one location and explore the precinct on foot). By maximising the effectiveness of signs they can be used sparingly.	<b>High</b>	GORCC and Shire	The sign plan will identify what signs are needed, where and for what reasons. Sign standards and styles will also be considered.
8.4 Develop an interpretation plan for the precinct	Well planned interpretation will enrich visitor experiences as well as encouraging visitors to see the precinct on foot, by increasing the attractiveness of the precinct's paths.	<b>Moderate.</b>	GORCC and Shire	Focus on interpretation for the upgraded Lighthouse Heritage Trail (and lookouts) and visitor information for the skatepark and Step Beach carparks.
8.5 Work with local environmental groups to continue weed control, vegetation management and fauna conservation activities.		<b>Ongoing</b>	GORCC and Shire	Activities guided by the GORCC <i>Environment and Land Management Plan</i> and <i>Weed Control and Vegetation Management Plan</i> and the Friends of Aireys Inlet Coastal Reserves <i>Weed Action Plan</i> .

8.6 Review off-site information available to precinct visitors (tourist information) and initiate revisions aimed at supporting the objectives of the masterplan.	Influencing visitor expectations before they visit the precinct may enhance the quality of their visit, e.g. by encouraging them to explore the precinct on foot.			Includes web-based and print-based information.
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## 4. PLANS

The following plans illustrate the proposals listed above.

Plan 1: **Whole Precinct Masterplan** shows the precinct as a whole.

Plan 2: **Federal Street** shows the Federal Street and Step Beach Carpark area..

Plan 3: **Reserve Road** shows Reserve Road, the lighthouse and the Eagle Rock lookouts.

Plan 4: **Inlet Crescent** shows Inlet Crescent, the Skatepark Carpark and the interface with the bottom shops.

**REDEVELOP SKATEPARK CARPARK**

MAXIMISE CAPACITY FOR CARS AND LONG VEHICLES.  
 IMPROVE TRAFFIC FLOW.  
 RETAIN GRASSY OPEN SPACE & ALL OTHER FACILITIES.  
 REDUCE DENSITY OF VEGETATION.  
 USE LOCAL PLANT SPECIES.  
 EXPAND SCOPE OF VISITOR INFORMATION.



- PATH
- CLOSED PATH
- REHABILITATION AREA
- TOILET
- PICNIC TABLES
- VISITOR INFORMATION
- LOOKOUT

**REDEVELOP STEP BEACH CARPARK**  
 ONE WAY LOOP: 25 CARS  
 1 LONG VEHICLE BAY  
 REHABILITATE CLIFFTOP AREA  
 PROVIDE PATH & MARINE SANCTUARY INFORMATION

PROVIDE LIGHT COLOURED PATHWAY ALONG ROAD PAVEMENT.  
 PLANT NATIVE VEGETATION AND EMBED LOCAL ROCK ALONG VERGE TO DISCOURAGE PARKING

**IMPROVE LIGHTHOUSE SURROUNDS**  
 IMPROVE PATHS  
 ESTABLISH GRASSY SURROUNDS  
 REHABILITATE ADJACENT DENUDED AREAS  
 RETAIN DISABLED PARKING BAY (1)

**REDEVELOP CIRCUIT PATH TO IMPROVE ACCESSIBILITY AND SUSTAINABILITY**  
 REALIGN TO AVOID STEEP GRADES & REMOVE STEPS  
 REHABILITATE DISUSED SECTIONS  
 REPLACE EXISTING LOOKOUTS WITH NEW STRUCTURES  
 INTERPRET EAGLE ROCK MARINE SANCTUARY

**UPGRADE & EXTEND LIGHTHOUSE HERITAGE TRAIL**  
 LINK TO BOTTOM SHOPS  
 LINK TO FAIRHAVEN

**REMOVE GRASS ALONG ESTUARY VERGE AND REVEGETATE USING LOCAL WETLAND SPECIES**

**REDEVELOP PARKING AREA & PATHS**  
 REMOVE PARKING FROM MIDDEN  
 CREATE RIGHT ANGLE PARKING SET BACK FROM ESTUARY  
 CREATE HARDENED ESTUARY ACCESS RAMP  
 STABILISE ERODING DUNE

**REDEVELOP PATH ON HILL TO IMPROVE ACCESSIBILITY AND SUSTAINABILITY**  
 REMOVE ALL STEPS  
 USE EARTHY COLOURED CONCRETE OR CEMENT STABILISED GRAVEL

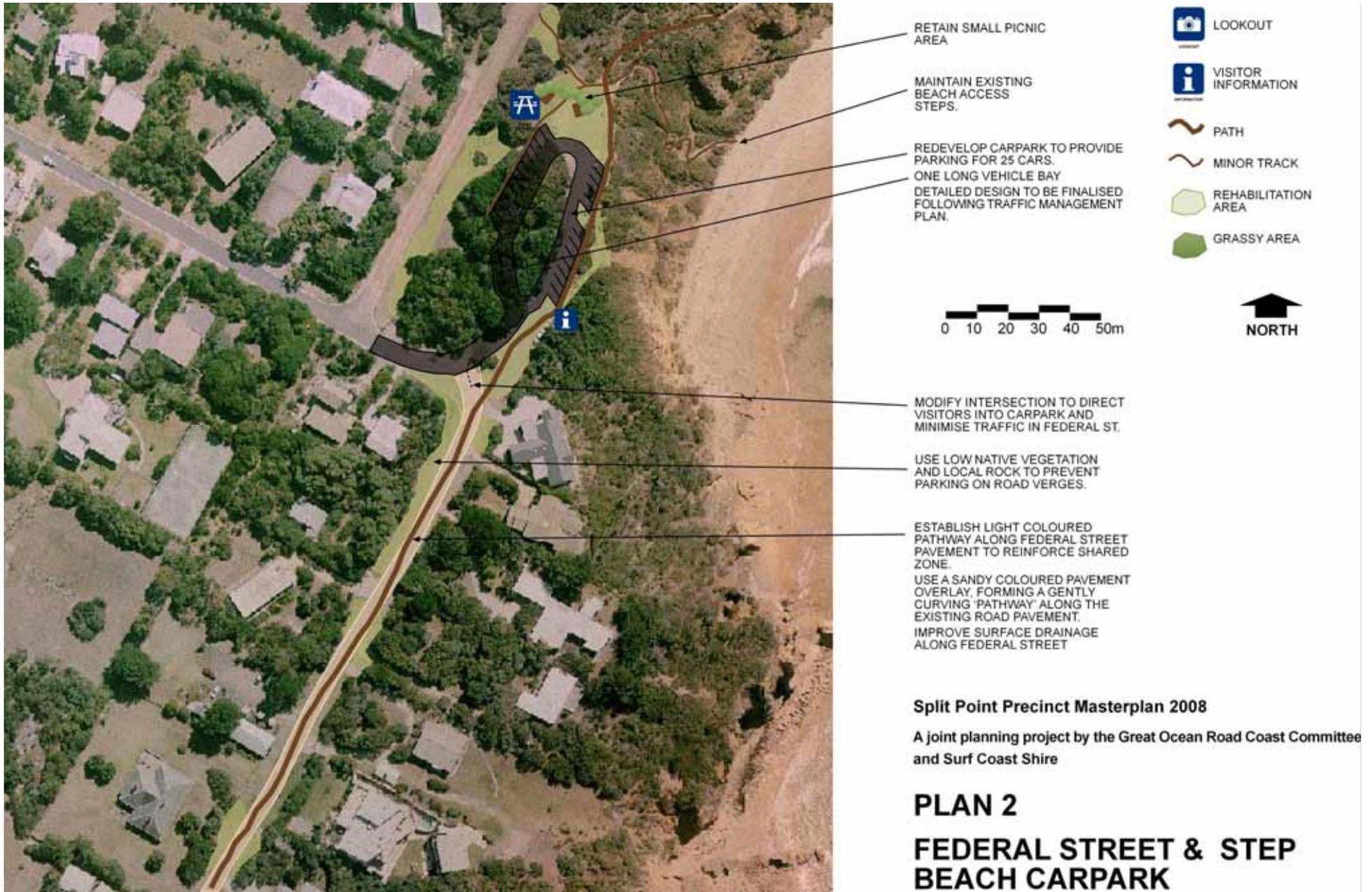
**Split Point Precinct Masterplan 2008**

A joint planning project by the Great Ocean Road Coast Committee and Surf Coast Shire

**PLAN 1: WHOLE PRECINCT MASTERPLAN**



**PLAN 1  
 WHOLE PRECINCT**





**Split Point Precinct Masterplan 2008**

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**PLAN 3 - RESERVE ROAD, LIGHTHOUSE AND SPLIT POINT**

REDEVELOP SKATEPARK CARPARK TO INCREASE CAPACITY AND IMPROVE FLOW.  
CAPACITY: 8 CARS & 6 LONG VEHICLES  
CREATE CROSSING TO BOTTOM SHOPS (in partnership with Vic Roads).  
RETAIN GRASSY OPEN SPACE & ALL FACILITIES.  
REVEGETATE SURROUNDS WITH LOCAL SPECIES

CREATE PATH LINKS TO BOTTOM SHOPS, FAIRHAVEN BEACH, LIGHTHOUSE, HERITAGE TRAIL & RIVER PATHWAY.  
(Australian Standard Class 2 paths suitable for people with disabilities).  
MINIMISE IMPACTS ON GRASSY OPEN SPACE & SCENERY.



RETAIN INFORMAL PARKING OPPORTUNITIES ALONG INLET CRESCENT VERGE.

RETAIN PICNIC AREA. REPLACE FURNITURE. PLANT TREES FOR SHADE.

-  LOOKOUT
-  BOLLARDS
-  PATH
-  CLOSED PATH
-  REHAB. AREA
-  TOILET

RETAIN OPEN GRASSY SPACE FOR ITS HIGH RECREATIONAL AND SCENIC VALUE

REMOVE GRASS AND REVEGETATE USING LOCAL WETLAND SPECIES BETWEEN PATH AND ESTUARY.  
KEEP GRASS OUT OF SALTMARSH VEGETATION COMMUNITY (EAST TO BRIDGE)

RETAIN INFORMAL PARALLEL PARKING ZONE (buses prohibited)

REMOVE REDUNDANT SIGNS INCLUDING SIGNS REFERRING TO BOATING

CLOSE AND REHABILITATE PATHWAY. MAIN ESTUARY & BEACH ACCESS PATH TO BE USED FOR CANOE LAUNCHING AS REQUIRED

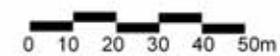
REDEVELOP PARKING AREA TO REMOVE PARKING FROM ABORIGINAL SITE  
CREATE TIMBER RAMP SUITABLE FOR DISABLED ACCESS TO ESTUARY EDGE AND FOR CANOE LAUNCHING ACCESS

**Split Point Precinct Masterplan 2008**

A joint planning project by the Great Ocean Road Coast Committee and Surf Coast Shire

**PLAN 4**

**INLET CRESCENT AND SKATEPARK**



**PLAN 4  
INLET CRESCENT**

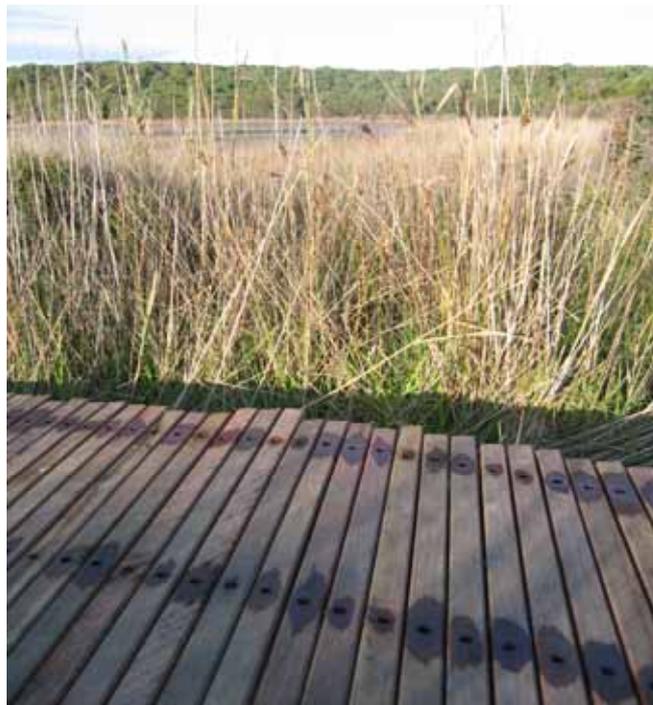
## APPENDIX

### 1) DESIGN DETAILS, GUIDELINES AND STANDARDS

#### Lookouts



A1. above and A2. below: lookouts and boardwalks can be designed to pick up on the textures, colours and shapes of the surrounding natural landscape, celebrating local character. They must also meet basic needs for safety, comfort, shelter, views, and accessibility.



## Roads and paths



A3. above: this photo shows an existing black asphalt pavement covered with a sandy coloured and textured coating. A coating like this would make Federal Street less ‘road-like’.

A4. below: concrete paths can retain much of the aesthetic appeal of unsealed paths by using earthy colours and aggregates and soft edges, with accessibility and sustainability advantages.



## Parking areas and vehicle barriers



A5. above: defined right-angle parking bays like these, facing the estuary (but gravel surfaced), can be created at Inlet Crescent to increase parking capacity but decrease the visual and environmental impacts of parked cars. Barriers are kept low and unobtrusive.

## Furniture



Furniture can be thematic, in the case of this mullet shaped seat above (A6.), or it can be designed to simply provide rest and comfort and reflect the natural character of its setting, below (A7.).

