
10.4 Port Campbell Town Centre Project - Schematic Design

Author: Ian Gibb, Director Sustainable Development

File No:

Previous Council Reference: 26 March 2019, Item 9.1

Declaration

Chief Executive Officer – Andrew Mason

In providing this advice to Council as the Chief Executive Officer, I have no interests to disclose in this report.

Author - Ian Gibb

In providing this advice to Council as the Director Sustainable Development, I have no interests to disclose in this report.

Summary

The purpose of this report is for Council to consider the adoption of the Port Campbell Town Centre Project Schematic Design. In March 2019, a concept design was adopted by Council. Further design refinement has occurred, and a schematic design was placed on consultation during August/September 2019. Submissions received as a result of the consultation have been considered and further changes are proposed in the Schematic Design recommended for adoption by Council. The changes include the retention of the current layout of the Fisherman's car park and the widening of each traffic lane in Lord Street between Morris Street and Cairns Street to 3.5 metres.

Introduction

The Port Campbell Town Centre Project aims to strengthen and improve the functioning and amenity of Port Campbell's town centre. It specifically addresses the public realm component of Port Campbell and proposes investment in upgrading and improving areas including the streetscape of Lord Street and the foreshore area. The project seeks to re-position Port Campbell at the heart of the Shipwreck Coast. It requires a strong emphasis on designing for users, including both the local community and visitors, whilst respecting the existing township character.

The preferred concept design adopted by Council in March was informed by the results of extensive community consultation. Further refinement of the concept design was undertaken to produce a Schematic Design. The Schematic Design developed the adopted concept ideas into a cohesive schematic plan.

A copy of the Schematic Design plans used for community and stakeholder consultation are provided under separate cover.

The schematic design includes many of the key elements shown on the Concept Plan adopted by Council in March 2019. These include:

- Removal of the roundabout at Great Ocean Road and Morris Street, and a revised intersection design to encourage use Morris Street as the primary traffic route (rather than Cairns Street)
- Removal of the roundabout at Cairns Street and Lord Street to improve pedestrian priority
- Changes to bus movements including reduced bus movement on Cairns Street, and creation of a bus drop off/pick up zone near the Parks Victoria office. An alternative off peak bus route is provided for winter months
- Introduction of parallel car parking in Lord Street and provision for timed parking
- Enhancement of the forecourt area in front of the Port Campbell Surf Life Saving Club, to improve usage, movement and pedestrian safety.

Some of the features of the schematic design include:

- The shared pedestrian and vehicle zone in Lord Street and Cairns Street. This will give pedestrians priority and allow for future increased pedestrian activity. It will be a low speed area for vehicles
- Retention of two-way vehicle movement on all streets
- Changes to parking layout and supply - 272 parking spaces are proposed compared to the existing 245 spaces. Car parking provision in Treglea Street is increased from 53 to 71 spaces (including 3 accessible car parks)
- Accessible car parking to meet current Australian Standards – increased from 6 current car parks to 9 accessible car parks, including parallel, angle and 90° spaces
- Improved pedestrian linkages to key trails and the National Park, including on the Old Great Ocean Road
- A revised foreshore treatment, improvements to the interface with Lord Street and Cairns Street and the retention of 90° angle car parking
- Picnic platforms and decking along the Norfolk Pines area to allow people to stop and view
- Improved landscaping and seating opportunities.

Consultation and Feedback on the Schematic Design Plans

Council has received comments on 48 feedback forms and four written submissions.

Three of the written submissions are opposed to any design changes at the Fisherman’s car park.

The four written submissions are provided under separate cover.

A spreadsheet containing the content of the 48 Feedback forms is provided under separate cover. The key issues raised in the feedback forms are summarised as follows:

| Topic | Total |
|--|--------------|
| Lord Street traffic flow concerns e.g. traffic lane width, parallel parking, commercial deliveries, large vehicle movements, boat access and emergency vehicle access. | 21 |
| Proposed Layout of Fisherman’s car park (reduction in park spaces and inclusion of roundabout, trailer manoeuvring obstacles) | 16 |
| Removal of Roundabout at Lord St / Cairns St | 12 |

| | |
|---|----|
| Need for additional summer car parking provision | 12 |
| Additional footpaths requested – Morris Street / Cairns Street | 12 |
| Angle vs 90° parking | 9 |
| Additional car parking on Morris Street vacant blocks | 7 |
| Accessible parking issues e.g. location and number of spaces, layouts and dimensions | 6 |
| Tregea Street footpath | 5 |
| Coach / Bus parking | 4 |
| Morris street “pinch” to slow traffic movement near Public Purpose Reserve | 4 |
| Other comments on detail: landscaping, street furniture, bins, plinth on foreshore, McIntyre fountain, zebra crossing, school bus zone, driveway access, shower on foreshore, 3 historical signs, timber decking etc. | 19 |

Many of the issues raised on feedback forms have previously been considered at the time of adoption of Concept Design by Council in March 2019. These include:

- Traffic circulation and car parking
- Narrowing of Lord Street/widening of footpaths
- Removal of angle parking and proposed parallel parking in Lord Street
- Removal of the roundabout at Lord Street Cairns Street intersection
- Use of 90° parking rather than angle parking at the foreshore and in Tregea Street
- That Council owned land in Morris Street should be used for additional car parking supply. The use of the Council owned Morris Street land is outside the scope of this project and is a matter for Council decision in the future. Further car parking data will be collected over the coming summer period.
- A desire for additional new footpath provision in the Port Campbell Township and to the Recreation Reserve. This is outside the scope of the current project. Council currently funds footpath construction in residential areas through a special charge scheme process which would usually require landowner financial contributions
- The location of the petrol station and associated vehicle congestion. This is outside the scope of the current project, however, opportunities to relocate the petrol station will be further investigated in the future.

Issues

Following is a discussion of the key issues relating to the finalisation of the Schematic Design.

Fisherman’s Car Park

The Schematic Design recommended for adoption by Council retains the existing layout of the Fisherman’s Car Park area and pier access. Submissions received as a result of consultation raised concerns about the impact of a proposed roundabout, including two accessible parking spaces in an area currently designated as “no standing”; the deletion of two long vehicle parks, and a landscape feature/boardwalk extension near the entry to the boat launching roadway.

There is a strong preference by fisherman to retain the existing layout. This is what is shown on the final Schematic plan.

Lord Street

The final Schematic Design recommended for adoption by Council retains two-way vehicle movement within the Lord Street/Shared Zone. The final design provides for each traffic lane in Lord Street to be 3.5 metres wide between Morris Street and Cairns Street beyond Cairns Street to the Fisherman's Car Park the existing traffic lane width of 3.3 metres is retained in Lord Street.

A number of submissions raised concerns about the potential impacts of narrowing Lord Street for access by large vehicles, delivery trucks, emergency service vehicles and boats (including oversize vehicles greater than 2.5metres in width, subject to a separate permitting system). The changes to the Schematic Design recommended for adoption by Council has addressed this concern.

Submissions have again raised concerns about the introduction of parallel parking in Lord Street, including the provision of two accessible parking spaces near the General Store/Post Office. Provision of angle parking on one side of the road is not feasible if footpaths on both sides of the street are widened and two-way traffic movement is retained. The current layout also results in vehicles seeking to access angle parking spaces opposite to the direction of travel by crossing the oncoming traffic lane. This would be undesirable in a shared zone where pedestrian movement has priority.

It is recognised that parallel parking will result in some reduction to the number of parking spaces supplied. However, utilisation can be improved through the introduction of time limited and short stay parking. This will assist local residents seeking to access the store for short periods. The supply of parking spaces is also increased in Tregea Street.

The current arrangement of angle parking on the west side of Lord Street results in cars turning across the oncoming traffic lane to access parking spaces. For accessible parks, some provision of parallel parks is desirable to allow for lifted rear loading of wheel chairs and other mobility devices. All accessible parking spaces are designed to the dimensions required by the relevant Australian Standards. The location of two spaces near to the store is appropriate as this is a location where demand for accessible parking access will be high. Short stay parking arrangements for non-accessible parking have been discussed above.

Cairns Street Foreshore area

The final Schematic Design recommended for adoption by Council provides for the retention of a green nature strip in Cairns Street. It also allows for some outdoor dining opportunities (for example in front of Forage on the Foreshore café) which would be managed through a local law permit process.

A number of submissions have suggested that the current 90° angle parking facing the foreshore be replaced by angle parking. In earlier consultations, there was strong community preference for the retention of car parking facing the foreshore as currently exists. To conform to Australian Standards, angle parking would need to be provided at 60° or 45°. This would reduce the number of spaces, and most importantly does not allow for safe access by vehicles traveling in both directions. It is therefore proposed to retain 90° parking to the foreshore. This is the only parking arrangement recommended in Australian Standards where two directional access to parking spaces is required.

A further issue raised in some submissions was of concern for the plaque, fountain and signs near the rocket shed relating to cultural heritage. Further investigation will be

undertaken at the detailed design stage in relation to retention and relocation where required.

Cairns Street/Lord Street Intersection

The final Schematic Design recommended for adoption by Council continues to propose removal of the roundabout currently located at the Cairns Street/Lord Street intersection. This was agreed at the time of adoption of the concept design.

The removal of the roundabout is considered appropriate for the following reasons:

- The future role of Cairns Street in relation to overall traffic movement is downgraded by giving greater priority to the use of Morris Street, and through changes to the intersection design of Morris Street and the Great Ocean Road. The intent is that Cairns Street will in the future be primarily used by local traffic, rather than traffic entering Port Campbell via the Great Ocean Road.
- It is desirable that the Lord Street/Cairns Street foreshore shared zone, which is low speed, does not contain a roundabout which prioritises vehicle movement over pedestrian movement.
- The current roundabout is not pedestrian friendly, does not contain pedestrian refuges and results in irregular pedestrian movement across the intersection.
- It is proposed to create a priority-controlled intersection. All vehicles on Cairns Street will be required to stop before entering Lord Street. Measures on the hill of Cairns Street such as a chicane and use of rumble strips will act to slow vehicles prior to the stop sign.
- Vehicles only need to slow to enter a roundabout. Requiring vehicles on Cairns Street to stop prior to entering the intersection is important for improving pedestrian safety.

Tregea Street

It is proposed to provide 90° car parking on the west side of Tregea Street. This allows for an increase in the provision of parking spaces, and it provides for access by vehicles travelling in either direction.

Driveway Access Points

All driveway access points have been retained.

Morris Street/GOR intersection/“Pinch” near public purpose reserve/Cairns Street Chicane.

It has been proposed to “pinch” the width of Morris Street for a short section near to the Public Purpose Reserve. This is intended as a measure to slow vehicle speed in the vicinity of the playground area, especially for vehicles travelling downhill toward the Morris Street/Lord Street roundabout. Some refinement of the design has been undertaken to provide improved cycling and pedestrian safety.

Swept path analysis by a traffic engineer confirms that large vehicles (for example garbage trucks and emergency services vehicles) will be able to continue to access Cairns Street using the modified intersection design and move through the chicane on Cairns Street or the “pinch” on Morris Street.

Lighting

Lighting design is not fully resolved, apart from suggesting a simple pole approach. This needs to occur in conjunction with a lighting engineer at further design development stage.

A copy of the Final Schematic Design Plan recommended for adoption by Council is provided at **Attachment 4**. These include the changes discussed and identified above.

Policy and Legislative Context

The Council Plan 2017-2021 highlights six (6) themes; governance and financial sustainability, roads, vibrant economy, agriculture and tourism, built and natural environment, safe and healthy communities and organisational performance. The Port Campbell Town Centre Project is relevant to themes relating to vibrant economy, tourism, built and natural environment and healthy communities.

The Shipwreck Coast Master Plan (SCMP) seeks to position Port Campbell at the heart of the Shipwreck Coast. The SCMP contains a Township Interface Plan for Port Campbell, which places some emphasis on public domain areas and improved trail connections. The Schematic Design Plan is responsive to the directions set by the SCMP.

Internal / External Consultation

Community and stakeholder engagement on the Schematic Design occurred in late August and September 2019 which included:

- A Community Reference Group meeting on Wednesday 28 August 2019
- A community drop in session in the evening of Wednesday 28 August 2019
- A meeting with Lord Street and Cairns Street traders on Thursday 29 August 2019
- Making the Schematic Design plans available for viewing on Council's website
- Distribution of hard copy plans to residents through the General Store
- Provision of an online and hard copy feedback form
- Updates on the Beacon Facebook page and through the Beacon Community Newsletter.

Council officers also met with the Port Campbell Town Centre Project Control Group on Monday 9 September 2019. The Project Control Group includes representatives from stakeholder agencies (Parks Victoria, Regional Development Victoria, Twelve Apostles Tourism Association and Business Association, Great Ocean Road Regional Tourism, and Department of Economic Development Jobs Transport and Resources). Further engagement has since occurred with one on one meetings between Council officers, residents, traders and stakeholder agencies.

Financial and Resource Implications

Council has nominated funding of the Port Campbell Town Centre Urban Design project as a key advocacy priority for State and Federal Governments and has forecast future expenditure in its Strategic Resource Plan. Construction is planned to commence during 2020-2021.

Options

Council can adopt the final schematic design as presented in Attachment 4. This is the recommended outcome. Alternatively, Council could require additional changes to be made to the Schematic Design or could defer adoption of the plan.

Conclusion

It is recommended that Council adopt the final Schematic Design Plans for the Port Campbell Town Centre Project as shown in Attachment 4. The final Schematic Design is referenced as Revision E Plans dated 14 November 2019.

Following adoption of the plan, the next steps will be to:

- Obtain advice from a Quantity Surveyor to establish a preliminary cost estimate range using the adopted Schematic Design as the basis for this advice
- Develop a draft implementation plan, including the identification of project stages
- Confirm the Design Development packages and specifications for each Stage.

Further consultation with key stakeholders, including businesses in Lord Street/Cairns Street will continue at the design development stage.

Council will also continue to advocate for external project funding.

RECOMMENDATION

That Council:

- 1. Adopts the Schematic Design Plan (Revision E dated 14 November 2019) for the Port Campbell Town Centre Urban Design Project.**
- 2. Proceeds to the design development stage based on the adopted Schematic Design.**

Attachments

1. Attachment 1 Schematic Design Plans for Consultation August September 2019 - Under Separate Cover
 2. Attachment 2 Written Submissions on Schematic Design - Under Separate Cover
 3. Attachment 3 Surveys Completed Online Schematic Design - Under Separate Cover
 4. Attachment 4 Port Campbell Township Schematic Design for Adoption Revision E November 2019
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PORT CAMPBELL TOWNSHIP REVISION

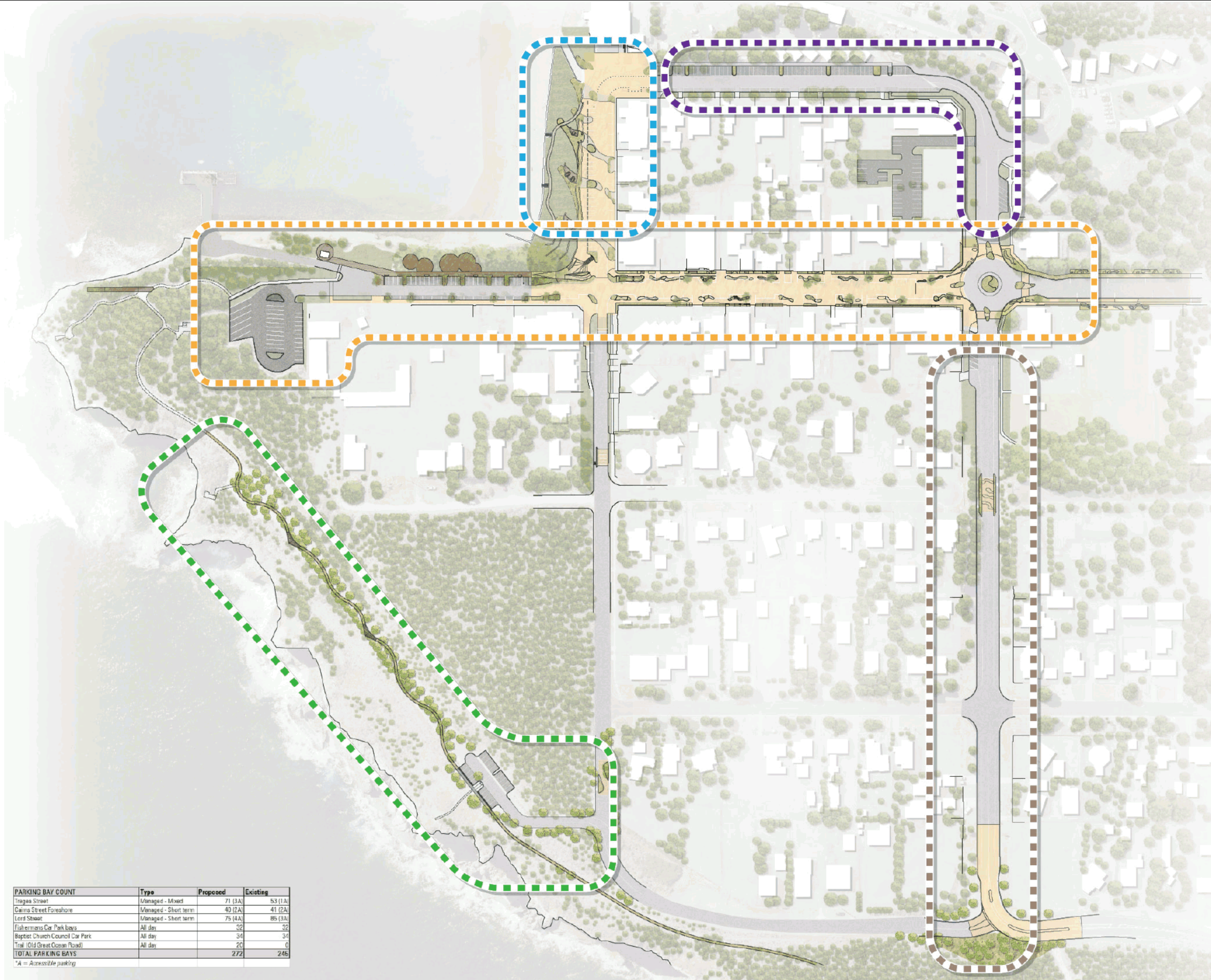
SCHEMATIC DESIGN

Prepared by Hansen Partnership & Terroir - NOVEMBER 2019

For CORANGAMITE SHIRE COUNCIL

PRECINCT LEGEND

- Lord Street 
- Foreshore 
- Tregea Street 
- Morris Street 
- Old Great Ocean Road 



| PARKING BAY COUNT | Type | Proposed | Existing |
|---------------------------------|----------------------|------------|------------|
| Tregea Street | Managed - Mixed | 71 (3A) | 53 (1A) |
| Cairns Street Foreshore | Managed - Short term | 40 (2A) | 41 (2A) |
| Lord Street | Managed - Short term | 75 (4A) | 85 (3A) |
| Fishermans Car Park bays | All day | 32 | 32 |
| Baptist Church Council Car Park | All day | 34 | 34 |
| Trail (Old Great Ocean Road) | All day | 20 | 0 |
| TOTAL PARKING BAYS | | 272 | 246 |

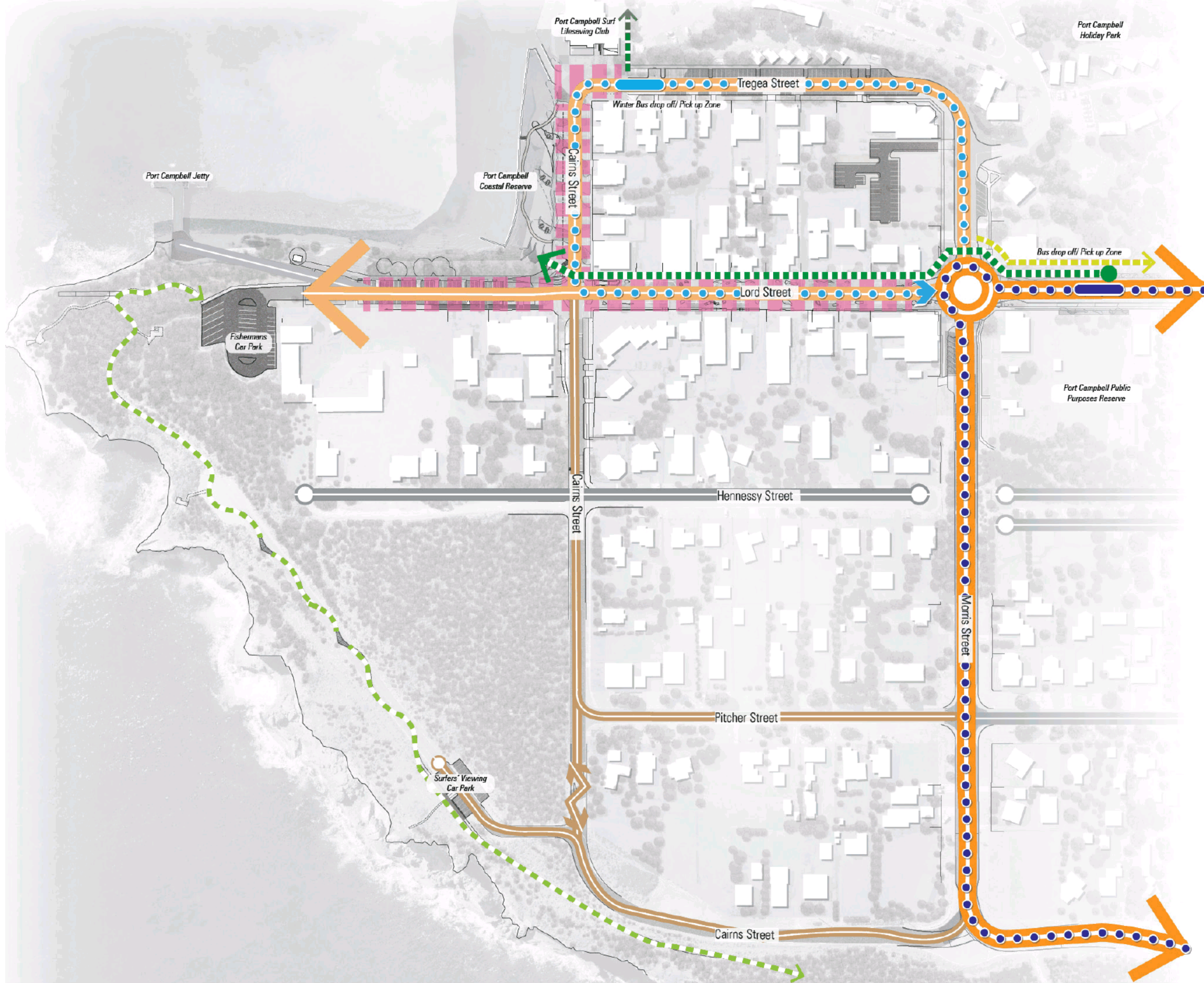
*A = Accessible parking

PORT CAMPBELL TOWNSHIP REVISION Overall plan



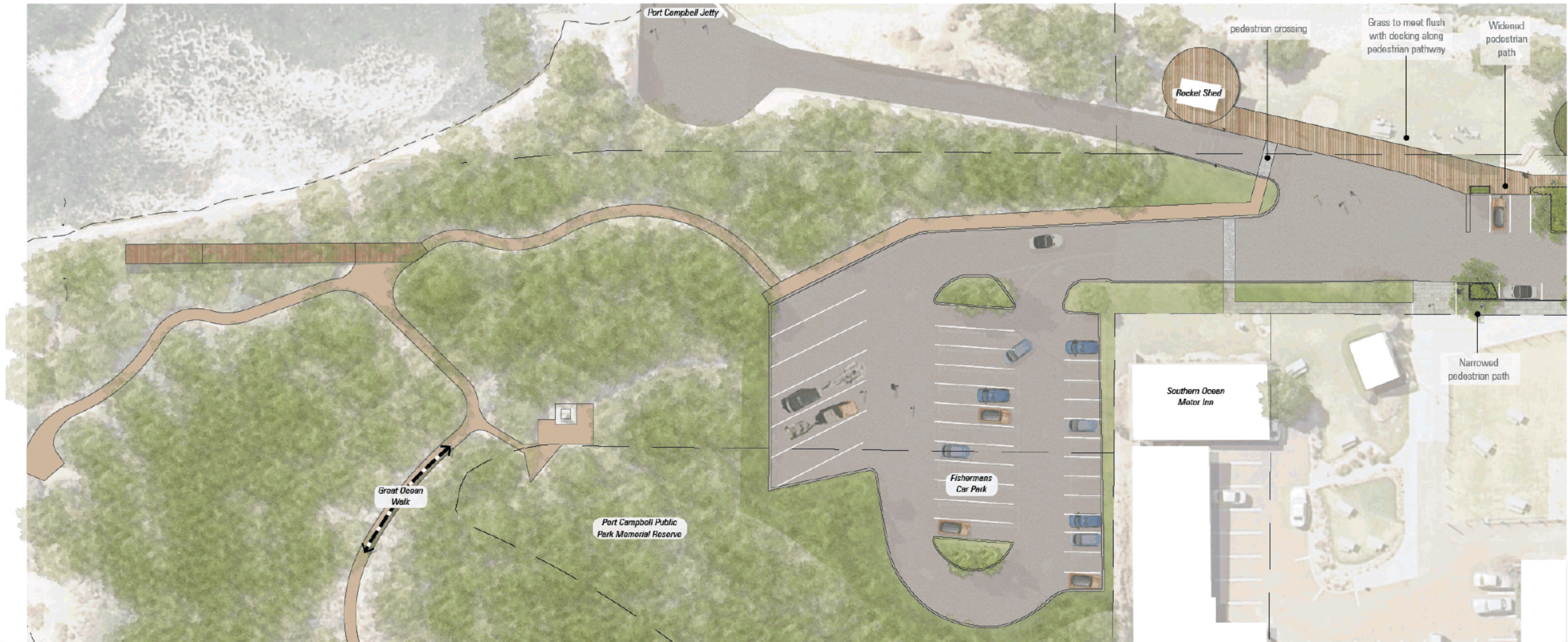
HERITAGE

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| LEGEND | |
|---|--|
| Primary access (Great Ocean Road/Morris Street) | |
| Primary township roads | |
| Local streets | |
| Low traffic local circulation | |
| Chicane | |
| Shared zone / reduced speed limit | |
| Round-about | |
| Road end | |
| Primary bus connection | |
| Winter bus alternate route | |
| Bus stop | |
| Connection to future bridge | |
| Primary tourism connection to foreshore | |
| Great Ocean Walk | |
| 12 Apostles Trail | |

PORT CAMPBELL TOWNSHIP REVISION
Access and movement

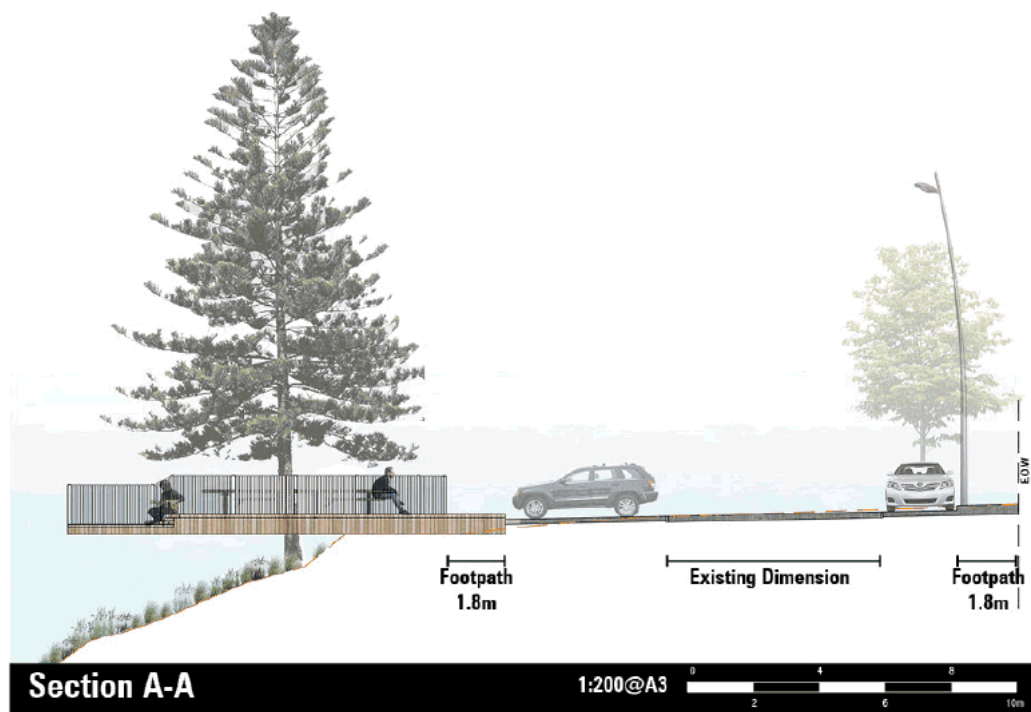


Lord Street Plan - part 1/3

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Pole Top Lighting to Lord Street



Section A-A

1:200@A3

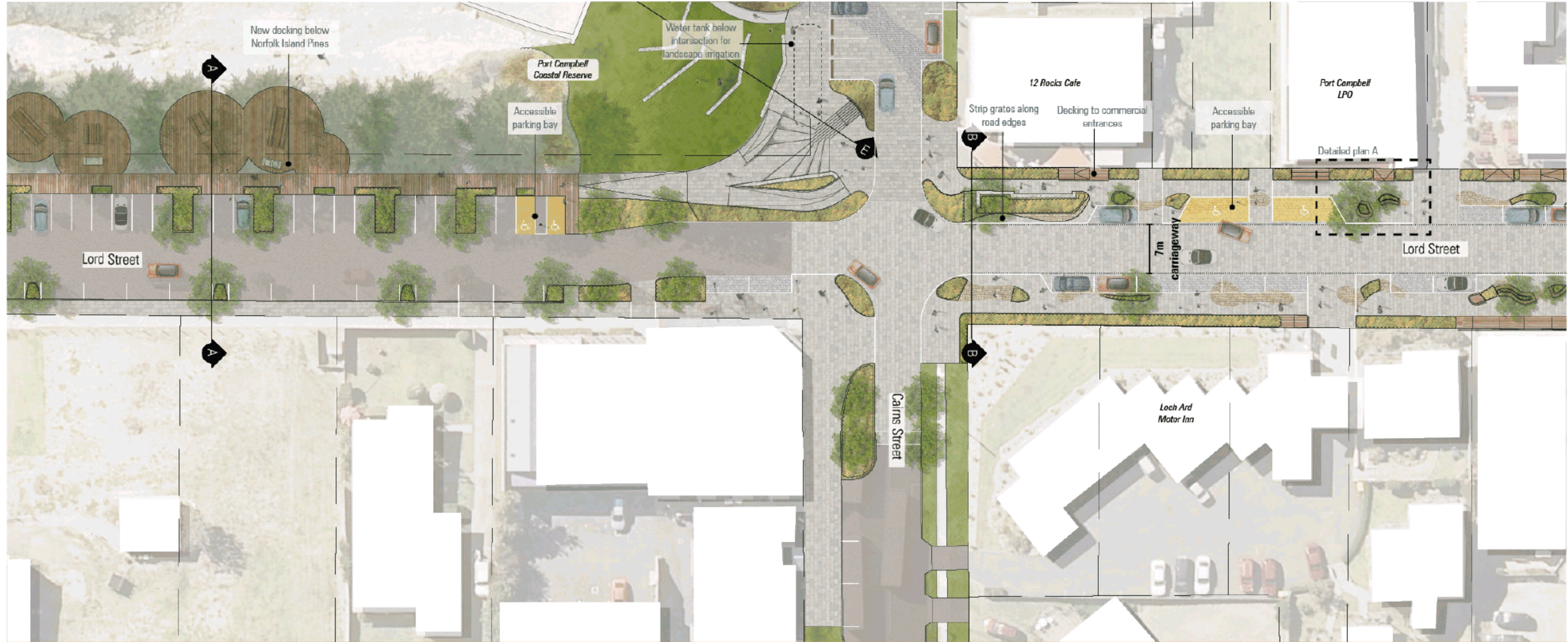


LEGEND

- | | |
|------------------|----------------|
| Decking | Furniture |
| Feature pavement | Proposed trees |
| Trail | |
| Lawn | |
| Garden bed | |

PORT CAMPBELL TOWNSHIP REVISION

Lord Street 1/3 Plan



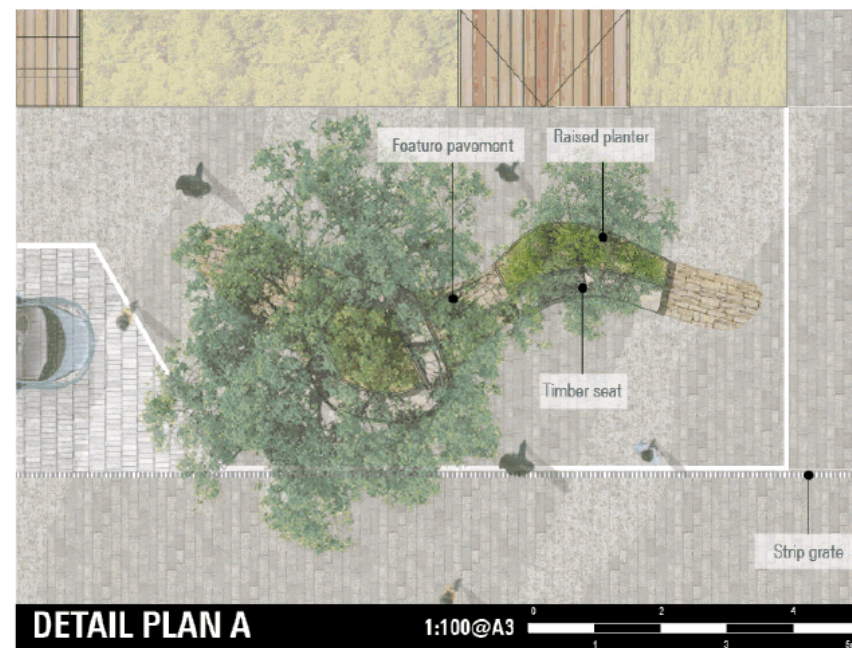
Lord Street Plan - part 2/3

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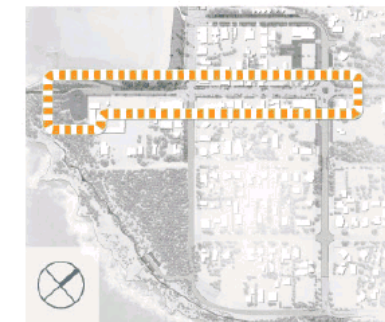
Section B-B

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DETAIL PLAN A

1:100@A3



LEGEND

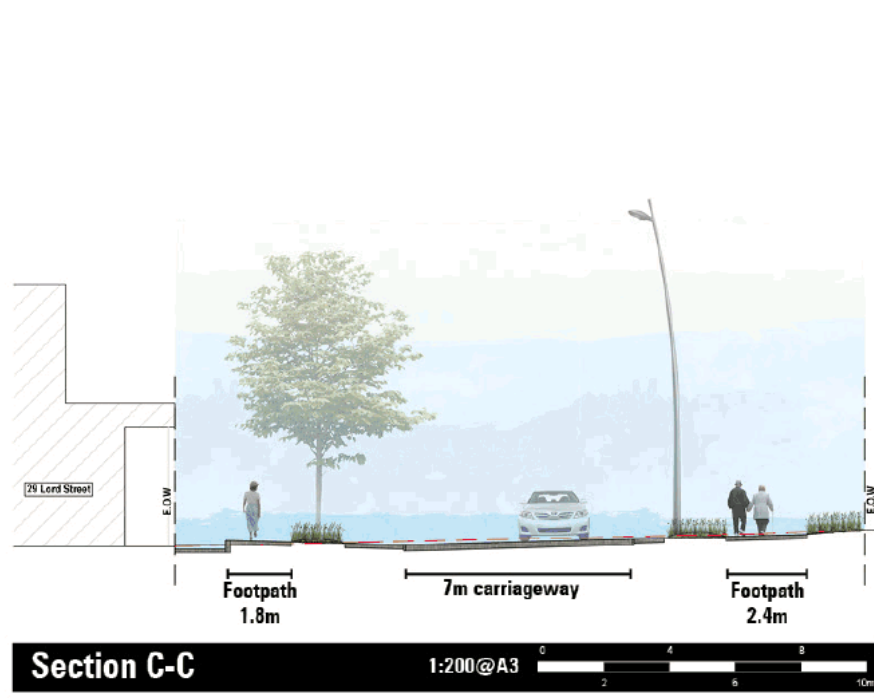
- Feature pavement 1
- Feature pavement 2
- Feature pavement 3
- Lawn
- Garden bed
- Proposed trees
- Furniture
- Strip drain

PORT CAMPBELL TOWNSHIP REVISION

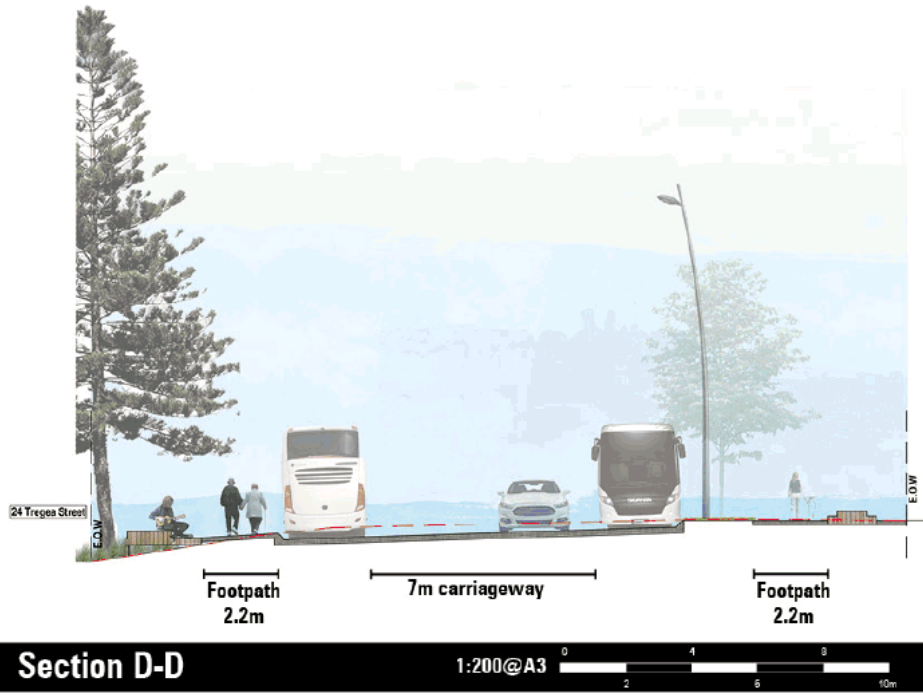
Lord Street 2/3 Plan



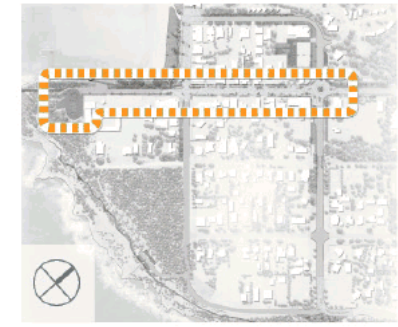
Lord Street Plan - part 3/3 1:500@A3



Section C-C 1:200@A3



Section D-D 1:200@A3

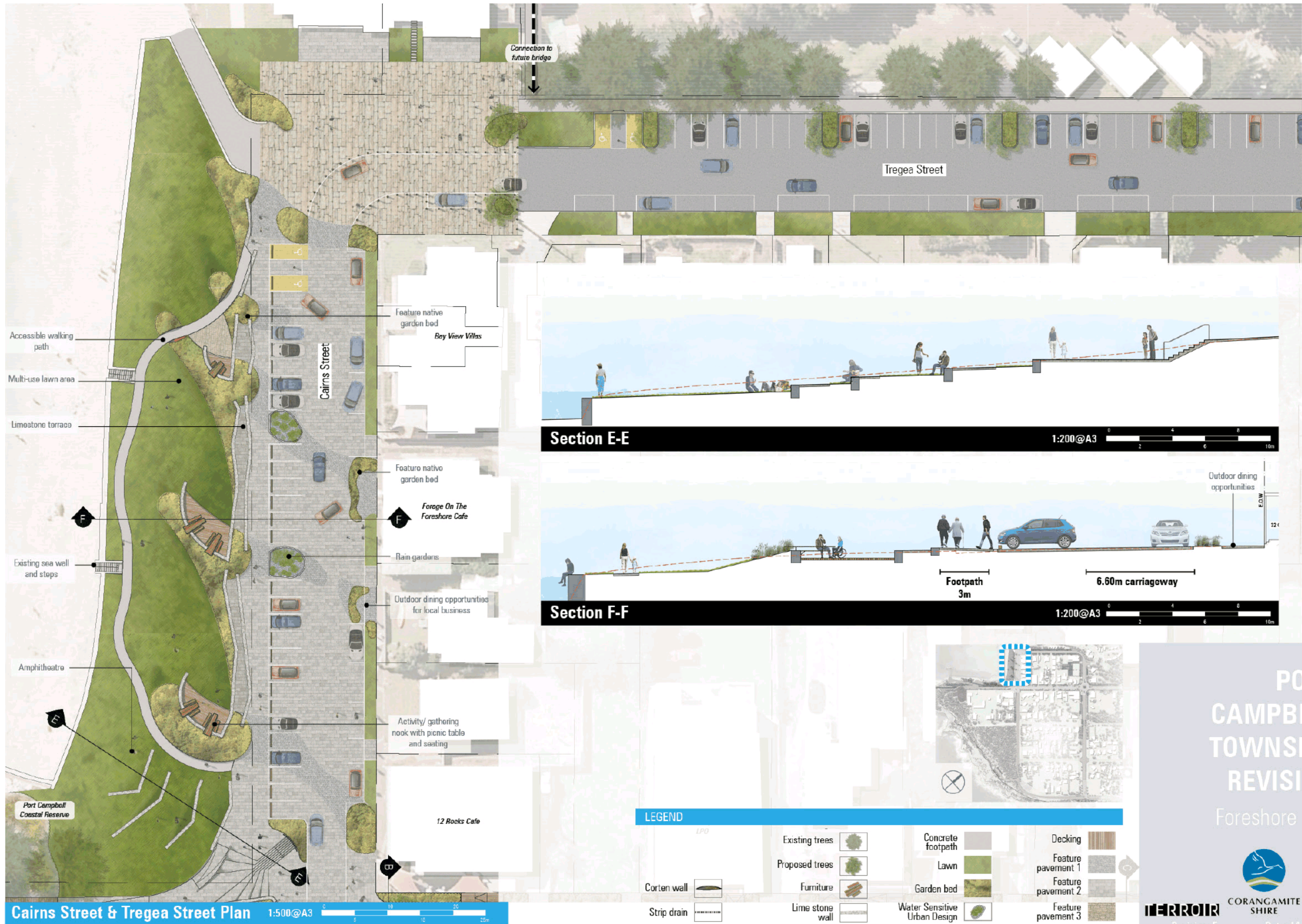


LEGEND

- | | | | |
|--------------------|--|----------------|--|
| Decking | | Proposed trees | |
| Feature pavement 1 | | Furniture | |
| Feature pavement 2 | | Strip drain | |
| Feature pavement 3 | | | |
| Lawn | | | |
| Garden bed | | | |

PORT CAMPBELL TOWNSHIP REVISION
Lord Street 3/3 Plan

Date: 14/11/2019



Section E-E 1:200@A3

Section F-F 1:200@A3

Footpath 3m
6.60m carriageway

Outdoor dining opportunities



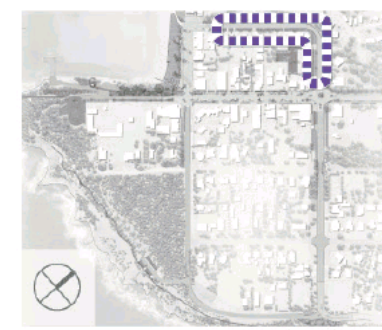
| LEGEND | |
|------------------------------|--|
| Existing trees | |
| Proposed trees | |
| Furniture | |
| Lime stone wall | |
| Corten wall | |
| Strip drain | |
| Concrete footpath | |
| Lawn | |
| Garden bed | |
| Water Sensitive Urban Design | |
| Decking | |
| Feature pavement 1 | |
| Feature pavement 2 | |
| Feature pavement 3 | |

PORT CAMPBELL TOWNSHIP REVISION
Foreshore Plan

HEROIR

Revision: F Date: 14/11/2019

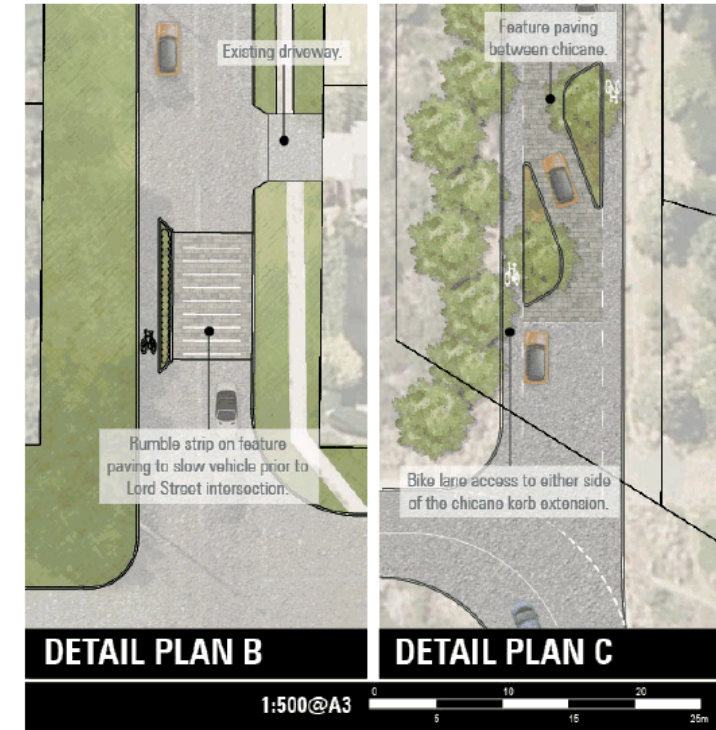
Cairns Street & Tregea Street Plan 1:500@A3



LEGEND

- Concrete footpath
- Lawn

PORT CAMPBELL TOWNSHIP REVISION
Tregia Plan

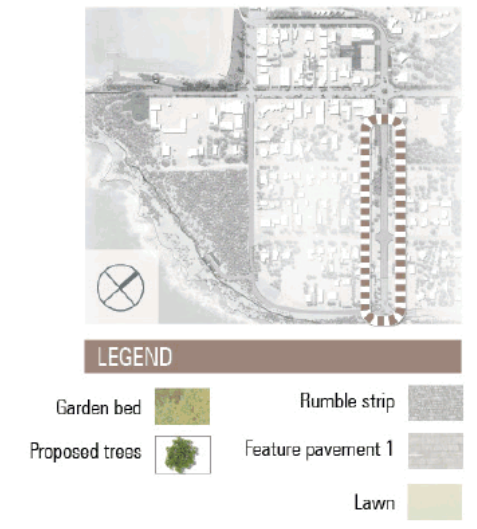
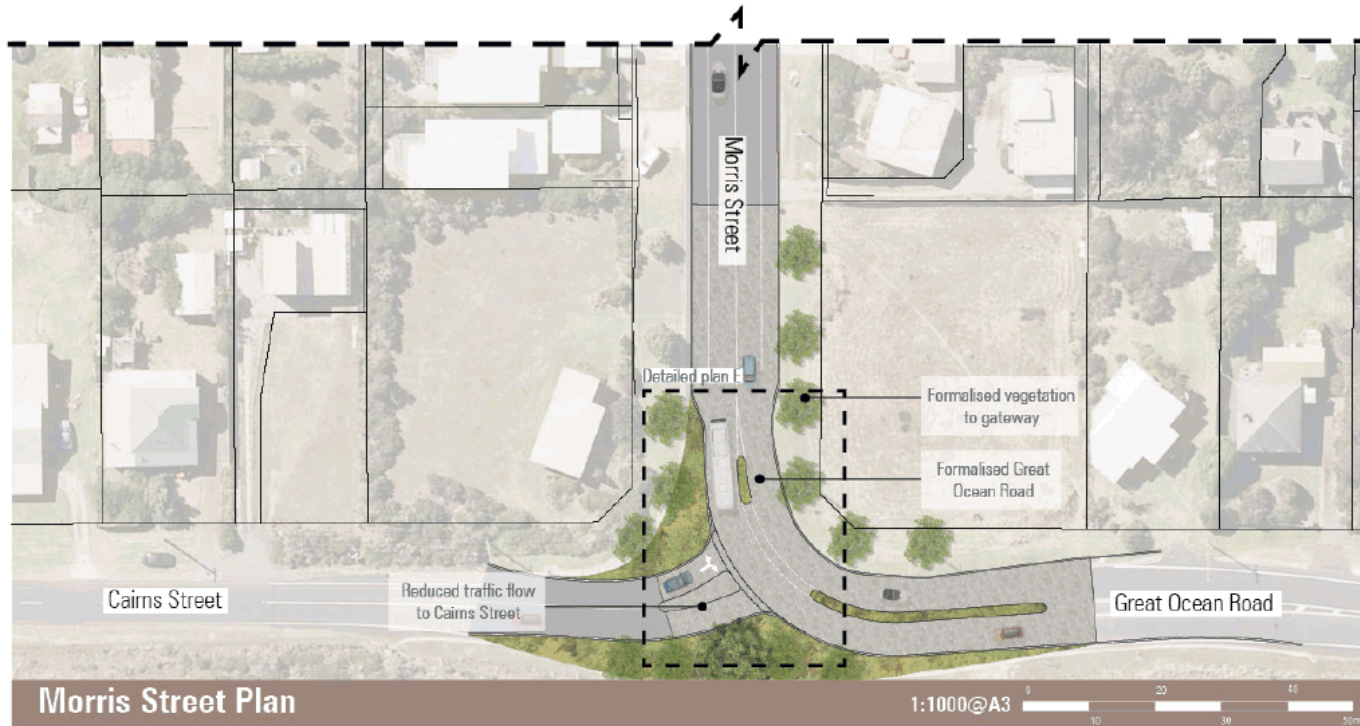
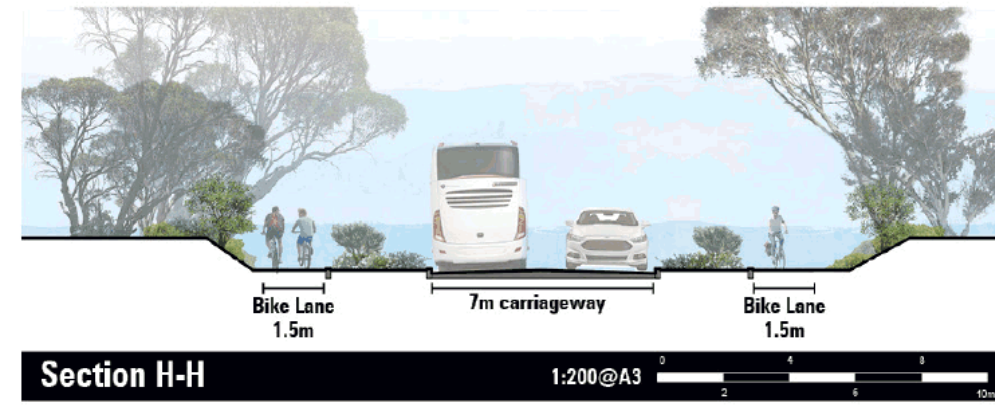
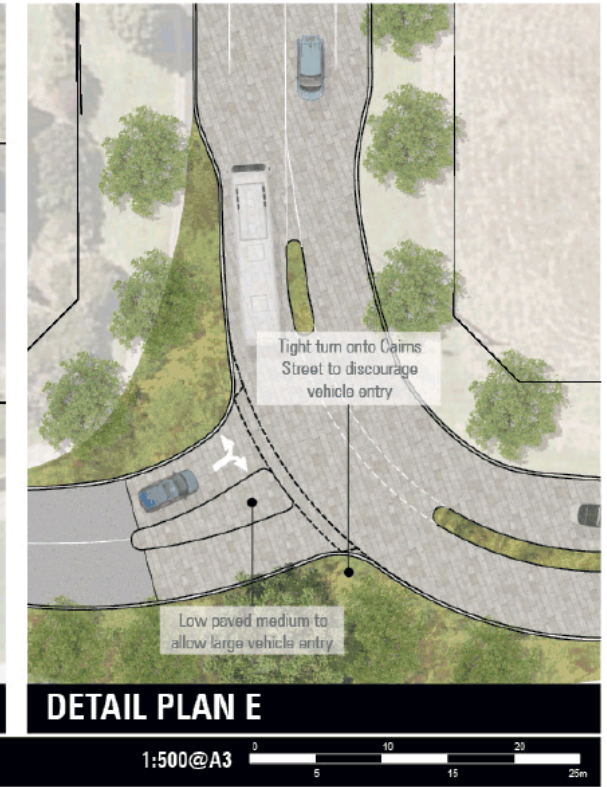
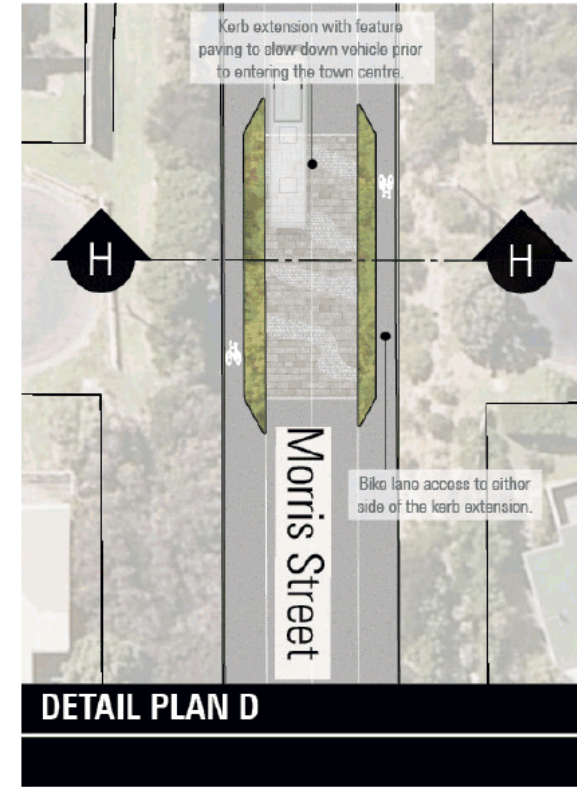
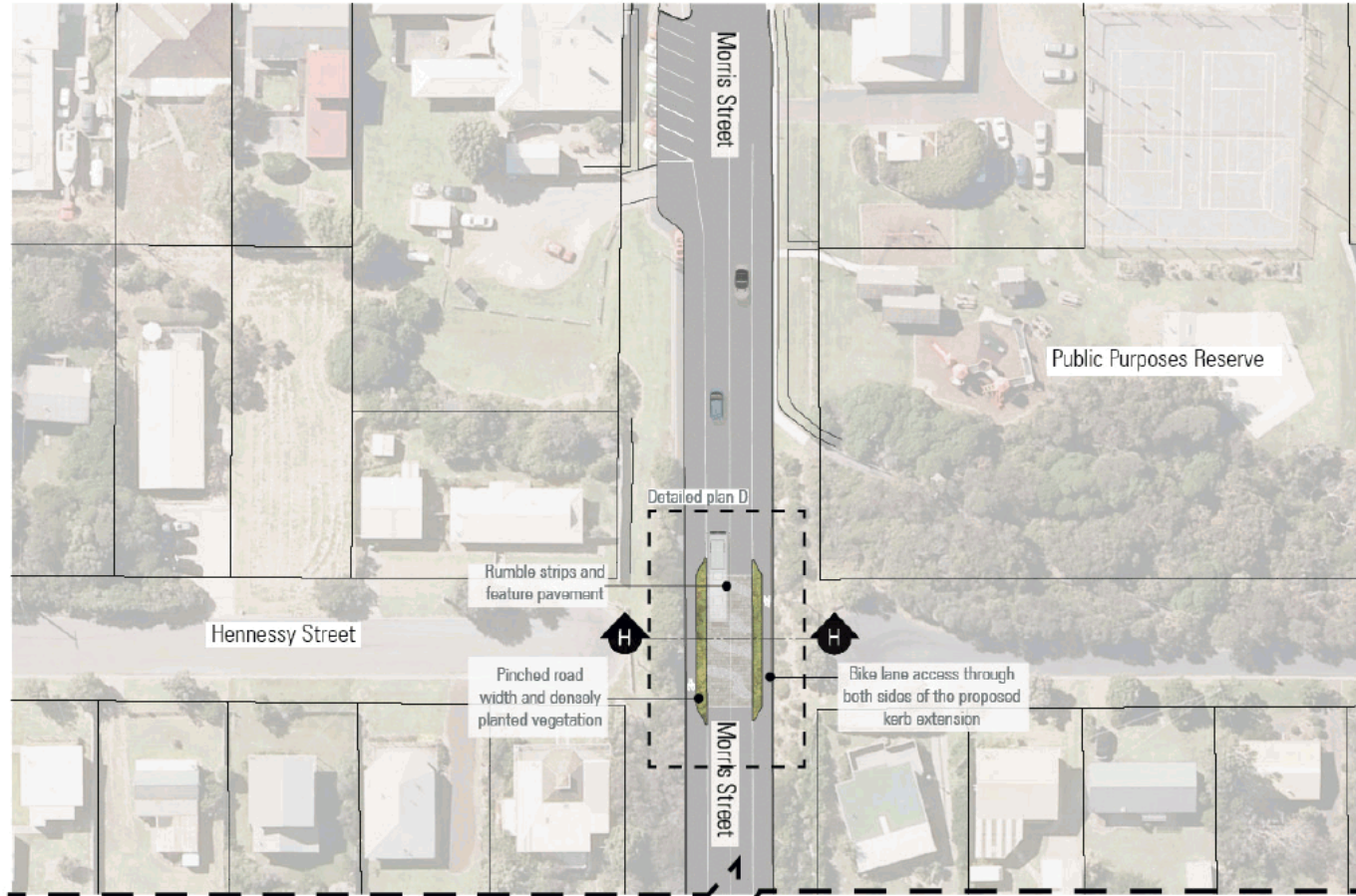


PORT CAMPBELL TOWNSHIP REVISION

Trail Plan

hansen

Revision: F Date: 14/11/2019



PORT CAMPBELL TOWNSHIP REVISION
Morris Street Plan