

FAQs

Port Campbell Town Centre Project

May 2023



GENERAL QUESTIONS

What is the reason for new design?

The Shipwreck Coast is continuing to grow in popularity with visitors from around the world and domestically. Coastal towns along the Great Ocean Road also provide much sought after accommodation and services for resident and worker populations. Port Campbell is ideally located to serve as a base for many of these residents, visitors and workers. Work needs to be done to improve the accessibility to the town, replace old infrastructure, reduce traffic congestion and importantly meet accessibility requirements. Creating a walkable town centre is globally recognised as an effective way to improve visitor experiences, and economic vitality of the town as well as provide additional green spaces for residents and visitors in preference to roads for motor vehicles.

Where will people park?

People will be able to park on-street at Lord Street, Cairns Street and Tregea Street and off-street in other existing designated car parking areas (e.g., the Council carpark entry off Morris Street, and at the public toilets entry off Morris Street). However, visitors will be encouraged to park in Tregea Street where additional parks are created. Signage will direct visitors to Tregea Street for longer term parking and will be installed as part of the project. Longer vehicles can also park in the off-street parking area in the town centre, accessed off Morris Street. All on-street parking in the town centre will be time restricted.

How is parking being managed?

Timed parking signs will assist in managing all parking in the town centre. Longer term parking will be provided for visitors who wish to stay for extended periods and to discourage overnight visitors from using on-street parking spaces. Shorter term parking will be available in Lord Street and Cairns Street, assisting with visits to shops and cafes, ensuring a higher turnover of customers supporting local businesses. Longer term parking will be available in the new picnic deck areas under the Norfolk Island Pines in Lord Street and RV parking located at the trailer parking area at the fishermans car park and in other areas across town.

Where do overflow vehicles park from the NRMA Holiday Park?

Our preference is that vehicles from the NRMA Holiday Park do not use on-street parking bays near the centre of town for extended periods. Areas of the off-street parking areas may be available for overflow parking during peak periods. Otherwise, parking will continue to be unlimited out-side of the Port Campbell town centre (beyond Lord, Cairns, Tregea and Morris Streets).

Where will buses park?

Dedicated bus parking bays are provided in Lord Street opposite the Public Purpose Reserve (near the playground public toilets). Visitors will be encouraged to walk along Lord Street to the foreshore and visit the range of shops, restaurants and cafés in the town centre.

GENERAL QUESTIONS

Who is paying for the project?

The project is being funded by the three tiers of government, Federal, State and Local. Corangamite Shire Council is the project manager and has separate signed funding agreements with the Federal and State Governments.

Will the streetscape be maintained when it is finished?

Council has made additional allocations in its future budget for the ongoing maintenance of this streetscape project.

What type of plants are being used?

Nearly all plants nominated are native, with many indigenous to the local area. The project landscape architects have nominated local business 'White Ibis Nursery' and have selected a palette of plants that will survive the specific coastal conditions in Port Campbell. Care will be taken to ensure that plant species to be used are non-invasive, able to be maintained with minimal intervention yet withstand the challenges of not only weather but public space.

How are the Traditional Owners being recognised?

Traditional Owners have been involved at various points during the planning of the project and now into the implementation stages. Artwork, overseen and created by Gunditjmara woman Dr. Vicki Couzens is a vital component of the overall design.

What is integrated public art and what is proposed as part of the project?

Integrated artwork is one that is incorporated into another structure – such as a building, streetscape or landscape design. As part of this project Council has appointed Dr. Vicki Couzens whose artwork will be integrated into the paving, lighting and through sound installations in select locations around town. Dr Couzens' work is inspired by stories of shared histories between pre and post European settlers, the importance of the sea to the Traditional Owners, with a particular focus on whales, the natural environment and community. Further consultation with the community around these works is planned by Dr Couzens before works commence.

Will there be signs to help visitors find their way?

Wayfinding and signage are an important component of the design. There will be signs to direct people to vehicle parking areas, and the design itself will encourage people to move through the town to key sites, facilities, and features. In addition, QR codes will provide multi-language maps and other information to aid in navigation.

Where are the public toilets?

There are no additional public toilets planned as part of this project. Existing toilets are located at the Public Purpose Reserve off Morris Street and next to the Port Campbell Surf Life Saving Club.

Will businesses be compensated for any interruptions caused by works?

Construction is planned to occur during the low tourist season when Port Campbell attracts fewer visitors. It will also occur in stages, minimising disruption to local businesses, and access to business will be maintained throughout the course of construction. We understand that businesses may experience some minor disruptions to trading, however no financial compensation is planned while works are undertaken. Council will be completing further consultation with businesses once the tender is awarded for works in Lord Street to be completed in 2023.

GENERAL QUESTIONS

How will the tenderer deal with environmental challenges?

Sustainability is a key feature of the design solution. The contractor will:

- Use indigenous plant species where practicable, and otherwise native species supporting local habitat
- Use locally manufactured and sourced materials
- Select plants and materials resilient to the impacts of climate change
- Include Water Sensitive Urban Design which includes rain gardens that span the length of both Cairns and Lord Streets. These provide catchment for the 1 in 10 storm event ensuring that water is cleaned by select rain-garden plant species, and then recharges the existing ground water. The raingardens reduce the amount of hydrocarbon chemicals left by motor vehicles entering the Port Campbell bay and similarly reduce the first flush impact of many storms that contribute to water pollution.

What is the plant list for the project – local indigenous species or other?

Nearly all plants nominated are native, with many indigenous to the local area. The project landscape architects have nominated local business 'White Ibis Nursey' to help select a palette of plants that will survive the specific coastal conditions in Port Campbell. Care has been taken to ensure that plant species to be used are non-invasive, able to be maintained with minimal intervention yet withstand the challenges of not only weather but public space.

Selected species include:

Trees: White cedar, Sheoak, Burgundy Willow Myrtle, Queensland Brush Box and Eucalyptus rosea

Flowering shrubs: Australian Pig Face, Kangaroo Paw, Cut-Leafed Daisy and White Star

Grasses: Common Wallaby Grass, Tanika, Nyalla, Kingsdale and Purple Lea

What is the environmental construction management plan?

We will engage an independent company that specialises in environmental management to develop an environmental construction management plan to ensure construction works do not have an adverse impact on the surrounding environment.

GENERAL QUESTIONS

Can changes be made to the design and who authorises these?

The design has been established through extensive consultation with the local community. Council has been assisted by a Project Control Group and Community and Business Reference Group who have provided design suggestions through the course of its preparation. Many professionals have contributed to the design, which considers an array of issues including managing the stormwater, providing universal accessibility and meeting lighting, parking and traffic management standards to name a few.

There may be operational needs to make minor changes to the design during the delivery of the project by the Project Manager, but these will remain in the spirit of the design.

Who can people contact if they have a complaint or concerns either before or during construction work?

Council has established an information and site office in Port Campbell to oversee the construction and provide information to residents and visitors. Officers will be available to respond to business and resident's questions or concerns during normal working hours once construction commences. This is at the former Alcove Café, 34 Lord Street. If the office is unattended contact Council on 5593 7100.

Where can I find more information?

For more information, please visit the project website www.portcampbelltowncentre.com.au or contact Council on 5593 7100.

LORD STREET NORTH

Will Lord Street be closed to traffic?

Lord Street, between Cairns Street and Morris Street will be a 'shared zone'. Like many towns across Australia, Europe, Asia, North America and New Zealand, these are areas that permit vehicles to enter, but share the street with pedestrians. Vehicle speeds remain very low in these spaces, which is assisted by signage, the materials used and the lack of 'formal' kerbs to the vehicle carriageways. Stop signs will be installed on both Cairns Street intersections which are more effective for controlling traffic speeds and movement.

Why is the roundabout at the intersection of Cairns and Lord Street being removed?

Roundabouts are designed to keep vehicle traffic moving. Consequently, they are particularly dangerous to pedestrians. The existing roundabout has some very steep cross grades that are not accessible for many people. Removing the roundabout gives better clarity to the street movement, helps resolve the slope issues and creates a much safer place for pedestrians. It also gives priority to Lord Street as the main throughfare of the town.

Where do people cross Lord Street? Are shared zones really safer?

Lord Street has been designed as a low speed "Shared Zone". Any roadway in a designated Shared Zone gives the right of way to pedestrians, like a mall where pedestrians and cyclists can travel in any direction and any time. Unlike a mall, vehicles (cars, vans, truck and buses) are allowed to travel along the roadway, but must give way to all pedestrians at all times as per the road rules and drive at a lower speed. Pedestrians and cyclists are able to cross at any point in the zone, like a mall, instead of at traditional crossing points in the street scape.

Are shared zones really safer?

Shared Zones are ideal for streets that have high pedestrian volumes and a high potential for pedestrians to be struck and injured by vehicles. Slowing vehicles down, prioritising pedestrians through space design and lowering vehicle usage of the street through town-wide traffic treatments, ensures Lord Street becomes a pedestrian and cyclist friendly area. Australia wide, both in the cities and regional areas like Port Campbell, shared zones are favoured due to the higher safety they provide to pedestrians. As pedestrians currently cross the street at any location instead of at the designated crossing points, a shared zone protects them, whereas a traditional streetscape would not.

Won't motorists get confused, shouldn't we keep the pedestrian crossings?

Under the Victorian and National road rules, clear signage is required to inform motorists that Lord Street is a Shared Zone and that they have to give way to pedestrians. While holders of a valid drivers licence must know and obey all road rules, we understand that additional reminders are required to assist motorists of their obligations and additional signage will be installed to assist motorists.

The Shared Zone acts like a pedestrian crossing there is no requirement to keep the crossing. If a pedestrian crossing is installed in the shared zone itself, it conflicts with the road rules governing shared zones as motorists already have to give way to pedestrians in the shared zone. The conflict occurs due to motorists believing that the only location they would be required to give way to pedestrians at the pedestrian crossing and not the entire length of Lord Street.

Why has the angle parking on Lord Street been removed in the new design?

Council has received feedback from locals around the removal of angle parking in front of the general store in Lord Street. Further consultation is currently being completed to come up with a preferred option for parking in this part of the town.

What type of plants are proposed in Lord Street? Will these plantings be maintained or left to deteriorate over time?

The plants along Lord Street vary between coastal grasses, native shrubs and ground covers. These gradually change as you walk along the street. The street trees are also native trees providing consistent colour and shelter along the street. They are also bird attracting, providing habitat for native species.

What is the purpose of the raised planter boxes?

The raised planter boxes are areas that contain dune-like mounds covered in grasses and native shrubs. They are constructed from limestone (the same stone as the cliffs) and vary in height to provide seating spots along the footpath. The seating areas are finished in timber and include wireless charging points for visitors.

What are the rain gardens?

Rain gardens are located throughout the design. These are areas that capture and clean stormwater from the roads and footpaths before it is discharged into Port Campbell Bay. During rainy periods, the rain gardens will fill up with water, which is slowly released over many hours. As the water soaks into the ground and is utilized by the plants, pollutants from vehicles are captured and diverted from entering the stormwater system which discharges directly into the bay.

Will we need to pay for parking?

Corangamite Shire has no plans to introduce paid parking in any form in Port Campbell. All on-street parking in the town centre will be time restricted.

What type of material is used for the pavers?

The pavers comprise a mixture of granite and manufactured stone or concrete. The concrete includes an exposed aggregate surface to provide texture and colour. Both the granite and concrete pavers have a non-slip finish.

Will fishing boats still be able to access the pier?

Lord Street has been designed to allow cars with boat trailers to access the Fisherman's car park and pier as currently occurs. The 'traffic lanes' along Lord Street are 3.5m wide, designed with fishing boat trailers in mind.

Are there bicycle parking areas?

Bicycle hoops are provided throughout the town centre. An E-bike charging rack is proposed near the Port Campbell Surf Life Saving Club.

LORD STREET SOUTH

Are the Picnic Deck areas being retained?

The Picnic Decks are being replaced with new larger and more versatile decks with built in picnic tables and shaded seating areas. These will cater for many more people than the current decks.

Is the Rocket Shed being retained?

The Rocket Shed is being retained but enhanced with a new deck and seating 'steps'. The lawn area to its north is being maintained as a casual area for informal activities.

CAIRNS STREET AND FORESHORE

Will there still be parking on Cairns Street?

Parking will still be available in Cairns Street, including angled where people can park, nose to kerb, with a view out across the foreshore and the bay. Approximately 30 car parking spaces will be provided in the Cairns Street foreshore area which will be time restricted. Parallel parking bays will allow for parking for larger vehicles (e.g Campervans).

Works in Cairns Street have been designed so that the pavement areas can be used as an events space when required, such as during major surf carnivals, markets or festivals.

How will the Surf Lifesaving Club Plaza be used?

The Surf Life Saving Club Plaza is a pedestrian forecourt to the club, and used most days by casual visitors to the beach. During sports carnivals, the plaza can be closed to traffic, with tents erected for visiting clubs and organisations. 'Plug and play' technology is designed into the plaza, avoiding the need for long stretches of power cables.

Are there seating areas on the foreshore reserve?

The existing seating area on the foreshore reserve (shielded behind the shrub bed) will be replaced by new bespoke picnic tables, seats and barbecues. These are built into the landscape to ensure shelter is maintained.

Will there still be lawn and open space for activities and gatherings on the foreshore?

The foreshore will predominately be lawn and open space as per the plans but be designed to provide better protection from the weather and improved universal access.

Will there be less or more open space on the foreshore?

There will be more open space on the foreshore than currently exists. This has been achieved through reducing the width of the traffic lanes in Cairns Street and shifting the street slightly to the east.

What will happen to the memorials and historic signage currently in the foreshore reserve?

The existing memorial cairn and fountain will be relocated to a new location on the foreshore. The final locations will be determined through discussions with local residents.

Can people with accessibility needs access the foreshore?

An important component of the design is to ensure that all people can access the foreshore, including those with accessibility needs. This is a significant improvement on the existing foreshore which proves very difficult to access for many people.

TREGEA STREET

Are any changes happening to Tregea Street?

The design includes reconfiguring the parking along Tregea Street to allow for a greater total number of car parking spaces. At the south end, the street forms part of the Surf Lifesaving Club Plaza.

How wide is the new footpath in Tregea Street?

The new footpath is located only along the west side of Tregea Street. It is a new concrete footpath, proposed to be 2.0m in width, and provides access directly to the beach and the new bridge across Campbell Creek.

How large are the car parks on Tregea Street?

The car parks on Tregea Street are consistent with Australian Standard for on-street parking, which range from 2.1 m to 2.4 m in width and 5.3 m to 6.3 m in length.

Will there be parking for electric vehicles?

The design allows for electric vehicle charging along the entire western side of Tregea Street. E-Charging will be installed by E-Charging specialist providers through a contractual arrangement with Council, although a date for this installation hasn't been determined.

How many car parks are there?

The current design allows for over 70 parking spaces in Tregea Street.

Where will 'long vehicles' park?

Longer vehicles (campervans, caravans, mini buses and cars with trailers) will be able to use many of the parallel parking bays around the town as well as the dedicated long bay trailer parking area in the fisherman's car park. Many of the parallel parking bays are generously designed to enable easy access, and these will be ideal for longer vehicles including campervans.

With the replacement of angle parking by parallel parking in Lord Street, there will be more opportunities for longer vehicles to park in Lord Street than currently exists

Longer vehicles can also park in the off-street parking area in the town centre, accessed off Morris Street.