# Great Ocean Road Coastal Trail

## Landscape and Visual Assessment

Landscape and Visual Assessment
Prepared for **Department of Environment, Land, Water and Planning**

# Quality Assurance

## Great Ocean Road Coastal Trail

Landscape and Visual Assessment

Project Number

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Prepared By

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Reviewed By

**Mark Reilly**

Project Principal

**Mark Reilly**

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## Revisions

| Rev | Date | Details | Prepared By | Reviewed By | Project Principal |
|---|---|---|---|---|---|
| 20 | Dec 2022 | **First issue** | **AvdW** | **MR** | **MR** |

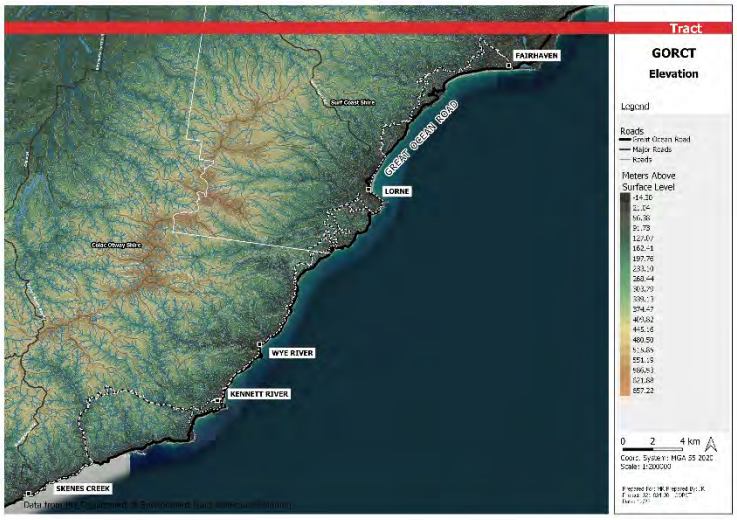
# Executive Summary

**Introduction:**

This Landscape and Visual Assessment (LVA) report has been prepared by Tract Consultants Pty Ltd for the Department of Environment, Land, Water and Planning (DELWP) who have partnered with the Eastern Maar Aboriginal Corporation, the Great Ocean Road Coast and Parks Authority and Parks Victoria in this regard. The report provides a technical evaluation of the potential landscape and visual effects associated with the proposed Great Ocean Road Coastal Trail (GORCT).

The scope of this study has been informed by the information provided within the Master Plan for the Great Ocean Road Coastal Trail (World Trail, 2022) and associated Infrastructure Report (World Trail, 2022). Of note is that master planning is undertaken at a high level, representing conceptual planning rather than detail planning and design. At the time of writing this report, the entire trail had been planned on desktop, and segments 1-5 had been ground-truthed. Segments 6 and 7 had not yet been ground-truthed. Positions of camps, trail head and lookouts had been established, but were yet to be confirmed for Segments 6 and 7. Detail layouts, designs and materiality of the infrastructure points were not yet available.

The study area of this assessment comprises a linear zone extending from Fairhaven in the northeast to Skenes Creek in the southwest, with an average width of 3km from the coast. It straddles the local government areas of the Surf Coast Shire in the north and the Colac Otway Shire in the south. Refer to section 1 for more detail.




**Study Methodology:**

The overall method applied to assess landscape and visual impacts is based on the principles outlined in Guidelines for Landscape and Visual Impact Assessment Third Edition (Landscape Institute and Institute of Environmental Management and Assessment, 2013), which represents a 'best practice' approach within the United Kingdom and has been extensively trialled since 1995 on a range of project types including extractive industry projects, wind farms, property and road infrastructure development.

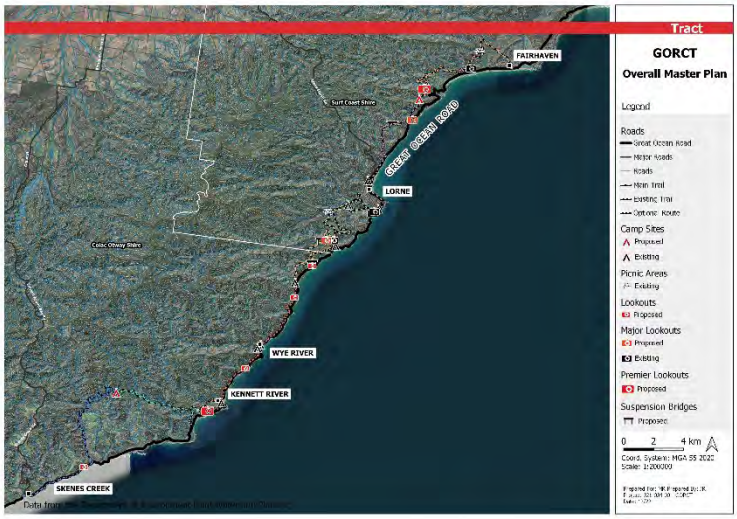
As per these guidelines, the assessment of Landscape and Visual impacts have been undertaken separately as they are distinct from one another.

In terms of community perceptions, this process considers existing information sources, including published strategies and guidelines from both Surf Coast Shire and Colac Otway Shire, which refer to landscape character values and visual

quality of the surrounding area. In this context, these information sources are considered to generally represent the broader community values relating to the landscape and visual resources of the setting. Refer to section 2 for more detail.

**Project Description:**

According to the Master Plan (World Trail, 2022), the proposed Great Ocean Road Coastal Trail (GORCT) will comprise a 94km hike that will take seven days / six nights to complete. Each day segment is to measure between 9 and 15km in length.




The trail will incorporate both new and existing infrastructure located at new and existing sites. Besides the actual trail, there will be trailheads at Fairhaven and Skenes Creek, low level bridges, signage and wayfinding, two hikers' camps, three suspension bridges, two premier lookouts, nine major lookouts and a number of minor lookouts. Of this proposed infrastructure, the trail, the trailheads, the hikers' camps, the suspension bridges, the premier lookouts and the main lookouts will result in impacts on the visual environment and landscape character and have therefore been targeted for assessment in this study. Refer to section 3 for more detail.

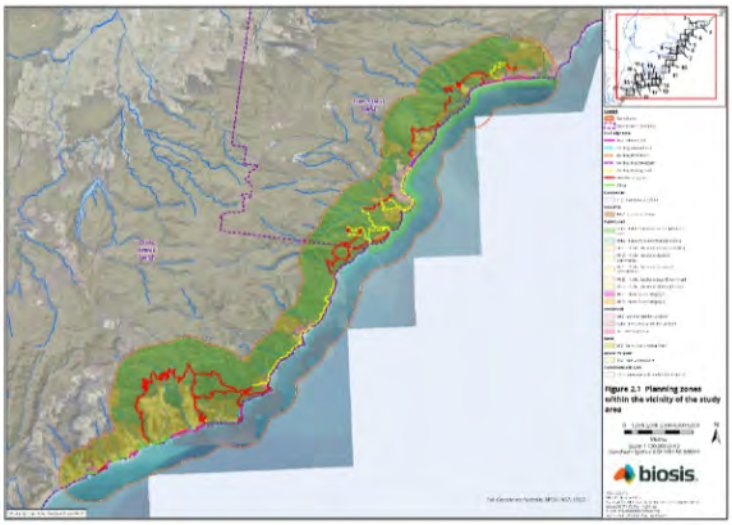
**Planning Policy and Strategic Context:**

Key findings include the following (Refer to section 4 for more detail):

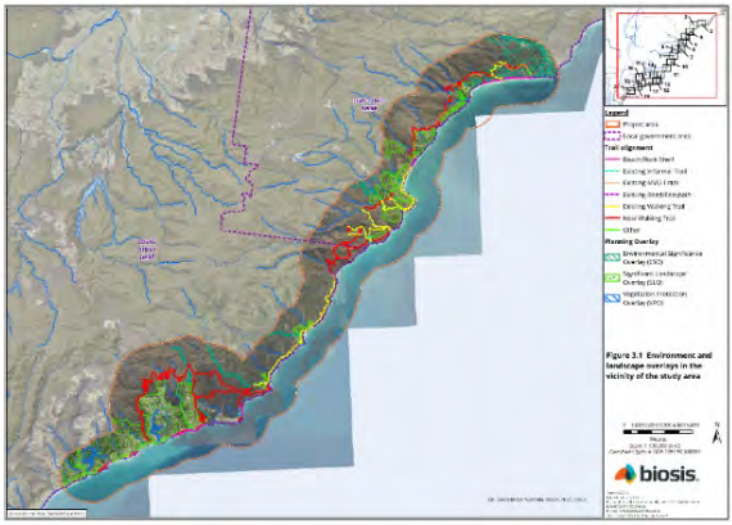
- A key theme of both the Colac Otway Shire and the Surf Coast Shire Planning Schemes, and their related strategic documents, is the emphasis on scenic and distinctive landscapes, and the value and significance of these.
- Both shires contain diverse environmental, cultural and scenic landscapes. The natural environment is an important (if not the single most important) attribute and asset. As such, both municipalities seek to manage environmental and landscape values by recognising, retaining, protecting and, where relevant, enhancing the features that contribute to their character and significance. Of relevance to this study is the role of both views and scenic quality in this regard.
- In general, significant landscape areas such as forests, bays and coastlines and the important natural features within them must be protected and the natural qualities and indigenous landscape dominance of the non-urban environment must be retained.
- Special mention is made of the Great Ocean Road Region (GORR) as a distinctive and scenic landscape of value. The region is characterised by scenic coastal vistas and landscapes that are of local, national, and international importance. The Great Ocean Road (GOR) itself, with its coastal views, is an important domestic and international tourist destination and the main viewing corridor for tourists visiting the area. Not surprisingly, there are requirements across the board to ensure that development within this region is sensitive to scenic and landscape values and that that both visual and environmental impacts are managed.
- The tourism industry in the region is underpinned by the coastal location, environmental values and scenic quality. In this respect, both municipalities support the development of appropriate, well-designed tourism and ecotourism,

focussed on both environmental assets and cultural heritage features. Such development must protect residential amenity and the environmental, landscape, cultural and character values of the shires.

- Overall, development must minimally impact on the visual and physical environment of the region through its appropriate siting and design, ensuring that it complements or enhances the distinctive coastal or bush character of the locality and protects viewsheds.
- In terms of zoning, Rural Conservation Zones (RCZ), Public Park and Recreation Zones (PPRZ) and Public Conservation and Resource Zones (PCRZ) are recognised within the study area for their potential historic, scientific, landscape, habitat or cultural value and are earmarked as areas in which to protect and conserve the natural environment and natural processes.




*Zones: Source: Great Ocean Road Trail: Planning Desktop Assessment.* (Biosis, 2022)




*Overlays: Source: Great Ocean Road Trail: Planning Desktop Assessment.* (Biosis, 2022)

- Heritage Overlays (HO's) are of relevance in the study area. Heritage Overlays demarcate areas within which heritage places of natural or cultural significance are conserved and enhanced. The entire GOR is covered by an HO, which varies in width along the corridor. The trail only lies within this HO where it runs close to or along the road, specifically within Lorne, within Wye River, within Kennett River and along stretches between Jamieson Creek and Skenes Creek.
- Significant Landscape Overlays (SLO's) are also of relevance. SLO's demarcate areas within which the Great Ocean Road Region landscape are to be protected and enhanced. Care must be taken within these areas to

protect views to and from the ocean and to retain the dominance of an indigenous natural landscape. The trail runs adjacent to and along the edges of several SLO areas within the study area, but only passes through SLO areas south of Wye River, at Kennett River and along the stretch of coast between Smythe Creek and Skenes Creek.

**Baseline Values:**

The proposed Great Ocean Road Coastal Trail is located within the Great Ocean Road Region (GORR), an iconic coastal touring region, and Victoria's premier tourism attraction outside Melbourne. With its unique coastal scenery and formations, scale and variety of forests, vegetation cover and habitat, the region represents one of Victoria's most significant natural resource areas, which in turn underpins the recreation and tourism values and activities of the area.

Various sources were referenced in the establishment of Baseline Conditions, notably (but not exclusively) the Ecological Values and Constraints Assessment (Biosis, 2022) and the Cultural Heritage Values Assessment (Biosis, 2022) undertaken for the study area. The following key findings extracted from these sources are noted (Refer to sections 5.1 – 5.4 for more detail):

- The Otway Plain Bioregion gives way to the Otway Range Bioregion at Fairhaven. The latter represents most of the study area, with steep topography of the on the southern coastal fall of the Otway Ranges and many watercourses flowing to the sea.
- As the study area extends along the coastline, it comprises of moderate elevation ranges, with some low elevation ranges in the north at Fairhaven and Moggs Creek but is it the dramatic drop from mountains to coastline that is the most noteworthy.
- The seascape includes Saline Marshes giving way to intertidal rocky shores and intertidal sandy beaches at Fairhaven. From Fairhaven to Cinema Point, stable, well vegetated dunes form a backdrop to intertidal sandy beaches. The remainder of the study area is characterised by cliffs and slopes, giving way to intertidal rocky shores with intermittent sandy beaches.
- For the majority of the study area, vegetation is characterised by Coastal Headland Scrub along the coastal strip with Shrubby Foothill Forests and Shrubby Dry Forests inland. Shrubby Wet Forests / Riparian Forests occur in the valleys with patches of Cool Temperate Rain Forests (more prominent in the south – from Lorne). Vegetation at Fairhaven and Moggs Creek is slightly different, with Coastal Dune Scrub occurring along the coastal strip, and Heathy Woodland beyond.
- There is significant intact indigenous vegetation cover throughout the study area, resulting in a mostly natural environment with many conservation areas, most notably, the Great Otway National Park. Coastal towns are contained, except between Fairhaven and Moggs Creek, where strip development is more evident. There is no industrial land use evident within the study area.
- The Great Ocean Road is the main tourism route, linking all the towns within the study area.
- The Great Ocean Road and Scenic Environs is listed as a historic place on the National Heritage List and has outstanding heritage value to the nation. In addition, the trail alignment follows travel routes of the Traditional Owners and is therefore highly likely to provide direct tangible and intangible evidence of Eastern Maar Peoples ancestors and connection to country.

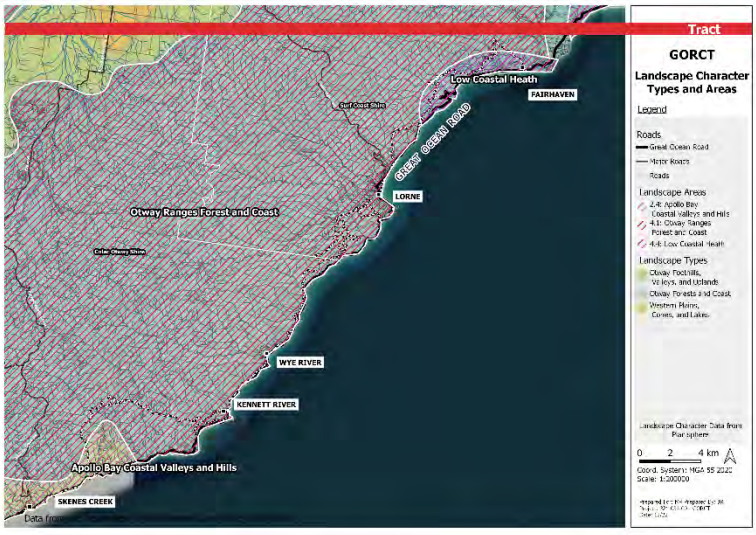
Making use of various information overlays, the Coastal Spaces Landscape Assessment Study (Planisphere, 2006) identified and classified a series of Landscape Character Types and Landscape Character Areas for the geographic region of the Great Ocean Road from Torquay through to Warrnambool. According to this report, the study area consists of three distinct Landscape Character Areas within two Landscape Character Types. The following descriptions are sourced from the study:

- Otway Forests and Coast Character Type from Bells Beach to Cape Patton:
    - Precinct 4.4: Low Coastal Heath Character Area (Fairhaven to Big Hill) characterised by coastal dunes and cliffs, interspersed with inlets. Inland topography is hilly and exposed, with low, dense vegetation. Precinct 4.4 is distinctive for its rugged coastal scenery. Where the road runs right next to the sea outstanding coastal and ocean panoramas are revealed. Long-range views are available in all directions. There is some scattered ribbon

development in the precinct, mostly dwellings and holiday homes, and these are highly visible due to the low coastal heath and exposed landscape. The scenic quality of this area is **moderate**, owing mainly to the visibility of low density ribbon development along the road.

- Precinct 4.1: Otway Ranges Forest and Coast Character Area (Big Hill to Cape Patton) characterised by large areas of dense forest cover in hilly terrain, extending to the sea in places. The vegetation is indigenous tall, closed forest with understorey – sparser in the dry forest areas, and denser in sheltered gullies. Clearings, townships and the coast itself provide a different experience to the isolation and enclosure found in the depths of the forest. The Great Ocean Road hugs the coastline from Lorne to Kennett River, offering some of the most dramatic cliff and ocean scenery able to be viewed from a car or bus anywhere in the world. The scenic quality of this area is **high.**

- Otway Foothills, Valleys and Uplands Character Type from Cape Patton to Marengo
  - Precinct 2.4: Apollo Bay Coastal Valleys and Hills Character Area characterised by a backdrop of tall and steep, rugged hills, at the foot of which is gently rolling land, sloping down to the coast. Precinct 2.4 is distinctive as a location where a number of different landscape elements intersect in a dramatic manner: low sea coast, bayside townships, topographic edge of the Otway Ranges sweeping down to the narrow coastal strip, edge of the forest, and the incised, vegetated creek valleys. The scenic quality of this area is **high.**




### Scenic Quality and Patterns of Viewing:

The Coastal Spaces Landscape Assessment (Planisphere, 2006) includes accounts of the visual experience while moving through the landscape of the study area along the GOR. Relevant descriptions sourced from that study, along with field investigations undertaken as part of this LVA, were used to understand the baseline scenic quality and patterns of viewing within the study area. Reference was made to the location of the proposed trail where relevant. Refer to section 5.5 for more detail.

### Landscape Value:

Landscape value addresses the relative value that is attached to the landscape by society, bearing in mind that a landscape will be valued by different stakeholders for a variety of different reasons. The value of the landscape within this study area is understood on two levels (Refer to section 5.6 for more detail):

- The **status** of an area is its recognised listing as a landscape of National, State, Regional or Local importance based on its formal natural, cultural heritage or scenic value. This rating was sourced from the Coastal Spaces Landscape Assessment (Planisphere, 2006). In this report, the entire study area is listed as a significant landscape on the basis of its formal natural, cultural heritage or scenic value. The following is noted:
  - Coastline and Otway Ranges from Breamlea (in the north beyond the study area) to Lorne - State Significance.
  - Coastline from Lorne to west of Kennett River – National Significance.

- Coastline from east of Skenes Creek to Marengo beyond the study area - National Significance.

It should be noted that although the Coastal Spaces Landscape Assessment (Planisphere, 2006) is an authoritative and recognised document, it is not mentioned in the relevant planning schemes as an incorporated document. Therefore, the Significant Coastal Landscapes mentioned above do not carry statutory weight and have not been translated into Significant Landscape Overlays within the Coal Otway and Surf Coast Planning Schemes.

- The **value** of the landscape is an understanding of the perceived worth of the landscape to society. The value of landscape, based on professional judgement, is considered HIGH across a wide range of uses, including lifestyle, conservation, tourism, recreation, business, heritage and living culture.

The Coastal Spaces Landscape Assessment Study (Planisphere, 2006) also includes specific recommendations for the preservation of visual quality and landscape character within each Character Area. The following is a summary of the most relevant points, applicable to all Landscape Character Areas within the study area (Refer to section 5.6.4 for more detail):

- Ensure that the indigenous coastal vegetation is the dominant feature of the landscape between townships.
- Retain existing views, particularly from the Great Ocean Road.
- Minimise the visual impact of infrastructure and signage, particularly in coastal areas, hill faces and ridges.
- Ensure that infrastructure does not dominate the landscape setting.
- Ensure that development that occurs on hill faces or in other prominent locations is not highly visible.

**Visual Receptors:**

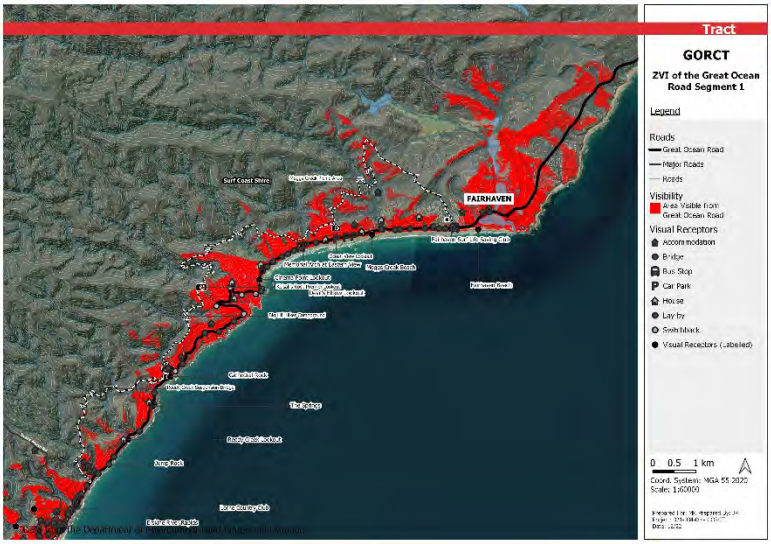
Visual receptors were identified based on several considerations including their location, context, activities, length of stay, expectations and relationship with the environment. These receptors would have varying perceptions of the proposed GORCT, and varying sensitivities to the visual impacts associated with proposed development. These receptor groups include the following (Refer to section 6.1 for more detail):

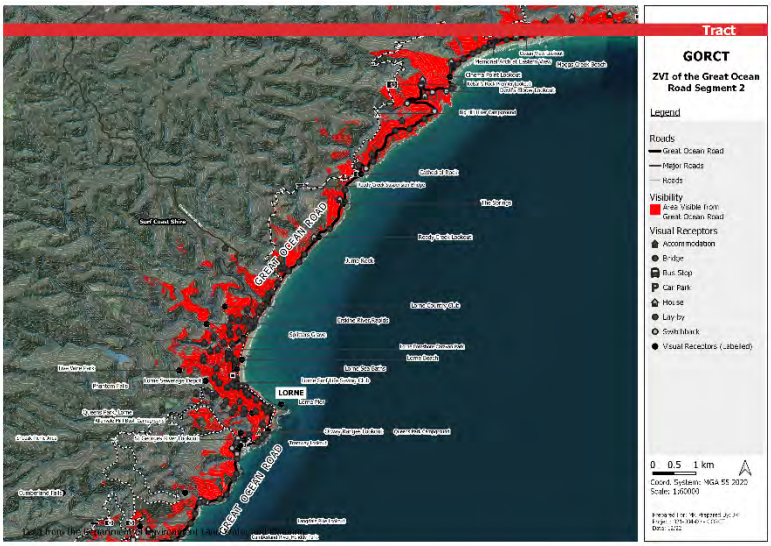
- Residential receptors (township context) – moderate sensitivity.
- Residential receptors (rural context) – high sensitivity.
- Tourism and Recreation receptors (township context) – high sensitivity.
- Tourism and Recreation receptors (rural context) – high sensitivity.
- Road users (township context) – low sensitivity for commuters; moderate sensitivity for tourists.
- Road users (rural context) – moderate sensitivity for commuters; high sensitivity for tourists.
- Sea Goers – high sensitivity.

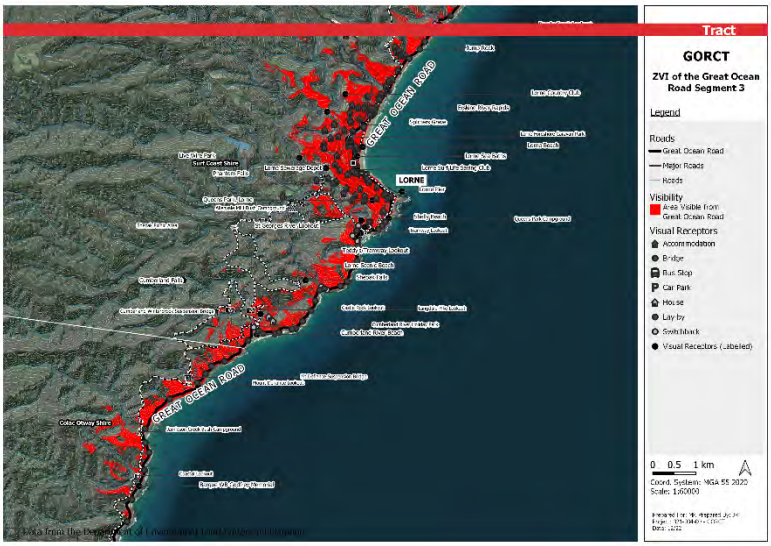
**Visibility Analysis:**

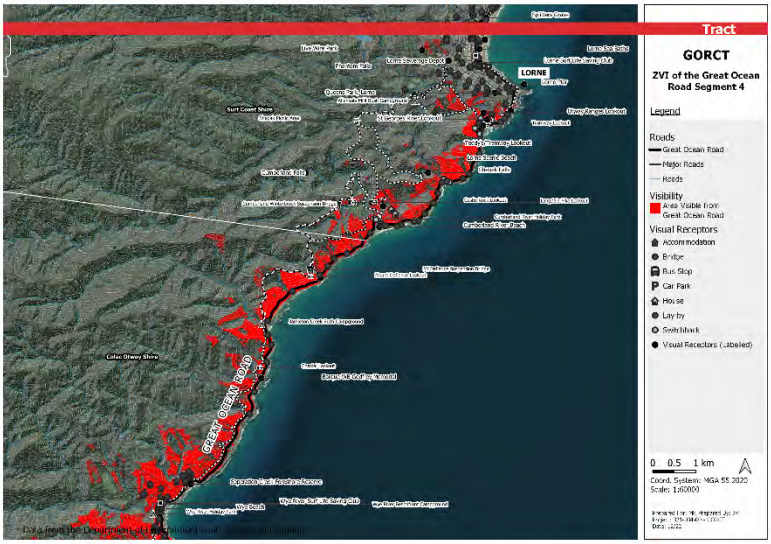
A Zone of Visual Influence (ZVI) is an area within which a proposed development will influence visual amenity. The ZVI generated from the GOR revealed those sections of the trail and associated infrastructure that would theoretically be visible from the Primary Visual Receptor within the study area, namely the Great Ocean Road. The following is noted (Refer to section 6.2 for more detail):

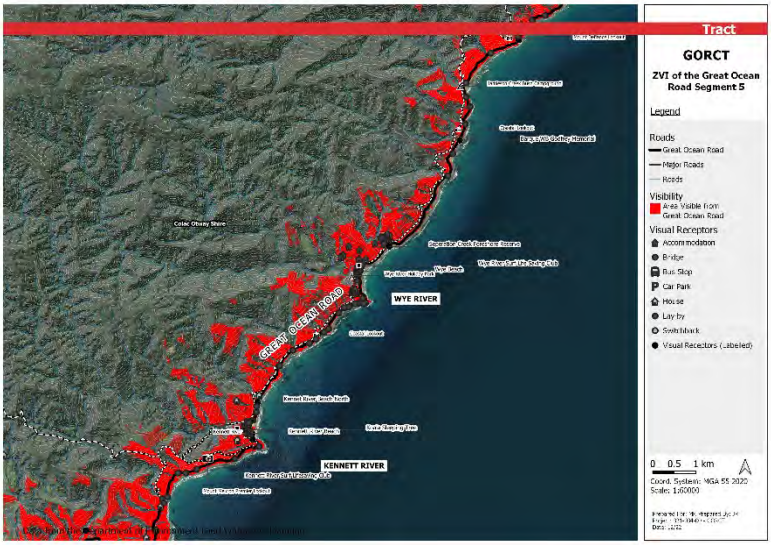
- Between Fairhaven and Jamieson Creek, the trail swings back and forth from the coast to the hills of the hinterland and back again. Those parts of the trail close to the coast will be visible for limited stretches from the GOR, travelling in both directions. All infrastructure points will also theoretically be visible from the GOR to some extent, except for Big Hill Hikers Campground and Reedy Creek Suspension Bridge.
- The trail from Jamieson Creek to Kennett River, and from Smythe Creek to Skenes Creek runs close to the GOR, following its alignment either above or below the road level. These sections of trail and the infrastructure positioned along them, will theoretically be visible for most of the associated stretches of the GOR, travelling in both directions.
- The section of trail between Kennett River and Smythe Creek will not be visible from the GOR, nor will the Big Hill Hikers Campground.

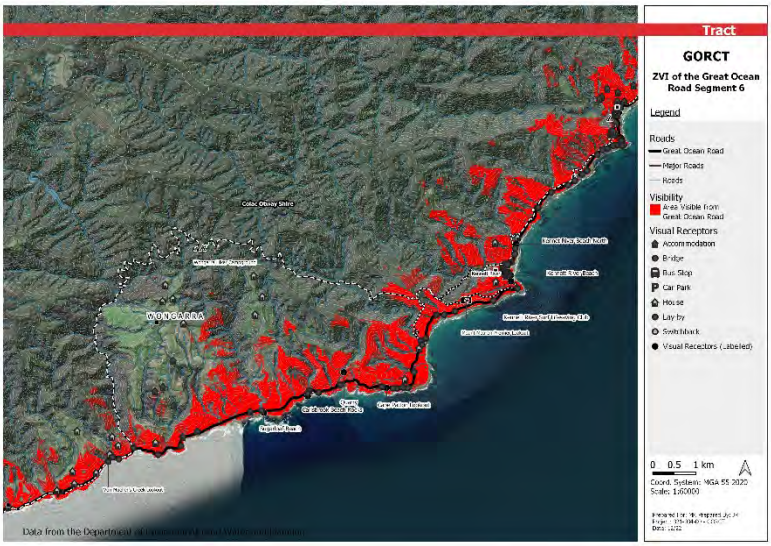

Tract
GORCT
ZVI of the Great Ocean Road Segment 1
Legend
Roads
Great Ocean Road
Major Roads
Roads
Visibility
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay by
Switchback
Visual Receptors (Labeled)
FAIRHAVEN
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000

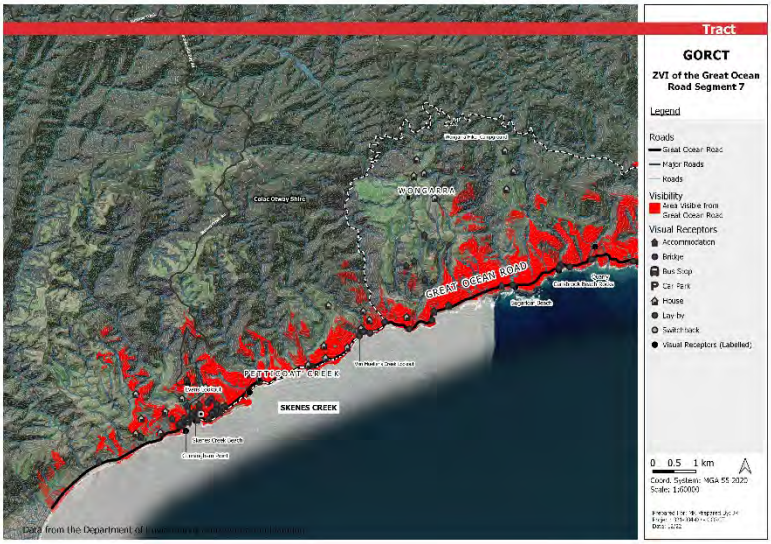

Tract
GORCT
ZVI of the Great Ocean Road Segment 2
Legend
Roads
Great Ocean Road
Major Roads
Roads
Visibility
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay by
Switchback
Visual Receptors (Labeled)
GREAT OCEAN ROAD
LORNE
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000


Tract
GORCT
ZVI of the Great Ocean Road Segment 3
Legend
Roads
Great Ocean Road
Major Roads
Roads
Visibility
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay by
Switchback
Visual Receptors (Labeled)
GREAT OCEAN ROAD
LORNE
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000


LORNE
GREAT OCEAN ROAD
Data from the Department of Environment, Land, Water and Planning
Tract
GORCT
ZVI of the Great Ocean Road Segment 4
Legend
Roads
Great Ocean Road
Major Roads
Roads
Visibility
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000

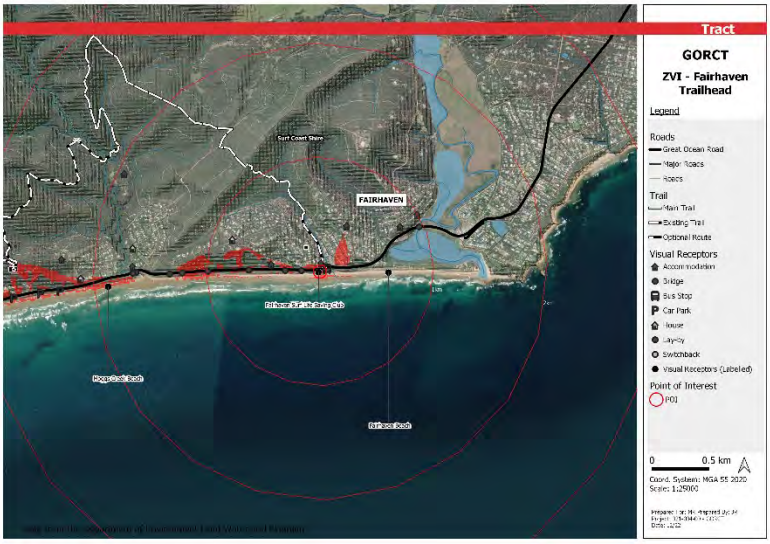

WYE RIVER
KENNETT RIVER
GREAT OCEAN ROAD
Colac Otway Shire
Tract
GORCT
ZVI of the Great Ocean Road Segment 5
Legend
Roads
Great Ocean Road
Major Roads
Roads
Visibility
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000

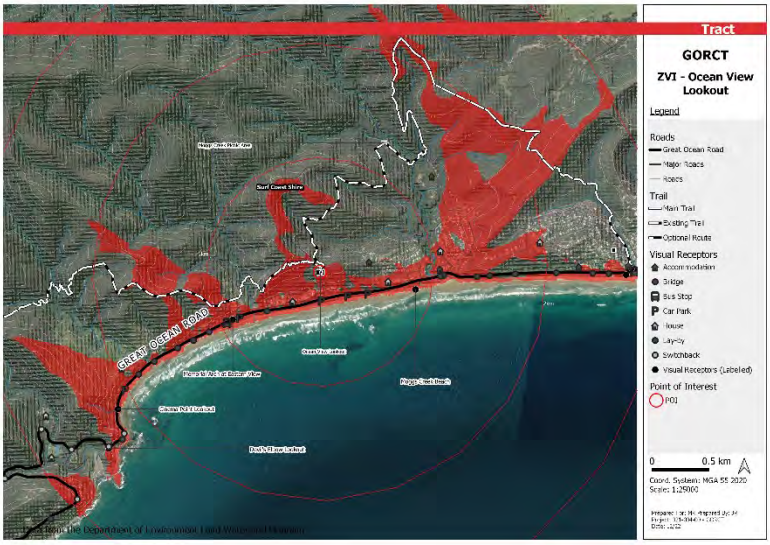

WONGARRA
Colac Otway Shire
Data from the Department of Environment, Land, Water and Planning
Tract
GORCT
ZVI of the Great Ocean Road Segment 6
Legend
Roads
Great Ocean Road
Major Roads
Roads
Visibility
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000

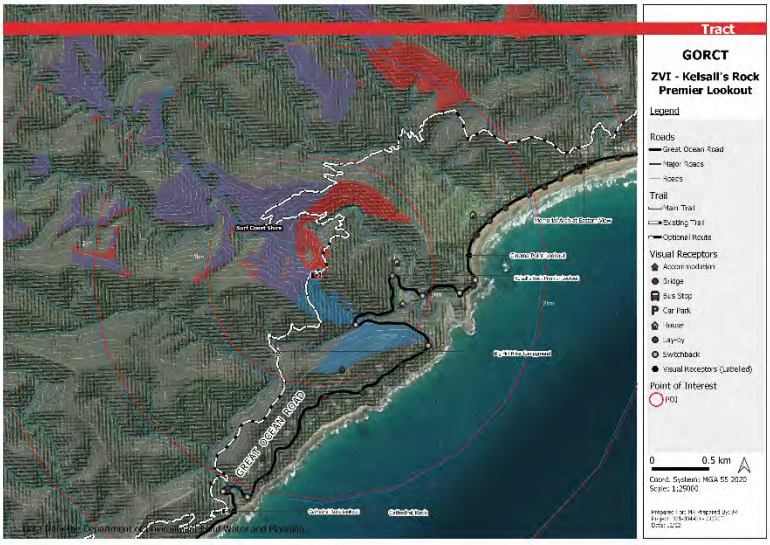



The ZVI generated from each of the infrastructure points revealed the area within which potential visual receptors will theoretically be affected by the proposed infrastructure at these points. The following is noted:

- Ocean View Lookout is visible for the longest stretch of coastline, from Fairhaven to Devils Elbow, while travelling both east and west along the GOR.
- Of the two Premier Lookouts, Kelsall's Rock will have limited visibility (while travelling north and south along the GOR) and Mount Meuron will be the most visually apparent (while travelling north along the GOR), from both the foreground and the medium ground as it cantilevers over the road. It is the largest lookout proposed along the trail.
- Both Big Hill and Wongarra Campgrounds will have very limited visibility, with neither visible from the GOR.
- Of the Major Lookouts, Cathedral Rock and Tramway, will be the most apparent from the GOR while travelling north as they are located very close to the road. Coastal North and Coastal South are also close to the road on the hinterland side and Von Mueller's Creek on the coastal side.
- In terms of the proposed bridges, none will be apparent from the GOR, but they will be visible from other visual receptors. Most notable is the Cumberland Winterbrook Suspension Bridge close to Cumberland River Holiday Park. It is also the largest of the suspension bridges.
- In terms the visibility of infrastructure points from boats at sea, it was assumed that wherever a ZVI extends along a beach, the adjacent seascape would also fall within that ZVI for an indefinite distance out to sea.


Surf Coast Shire
FAIRHAVEN
Tract
GORCT
ZVI - Fairhaven Trailhead
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000


Surf Coast Shire
GREAT OCEAN ROAD
Tract
GORCT
ZVI - Ocean View Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000


Surf Coast Shire
GREAT OCEAN ROAD
Tract
GORCT
ZVI - Kelsall's Rock Premier Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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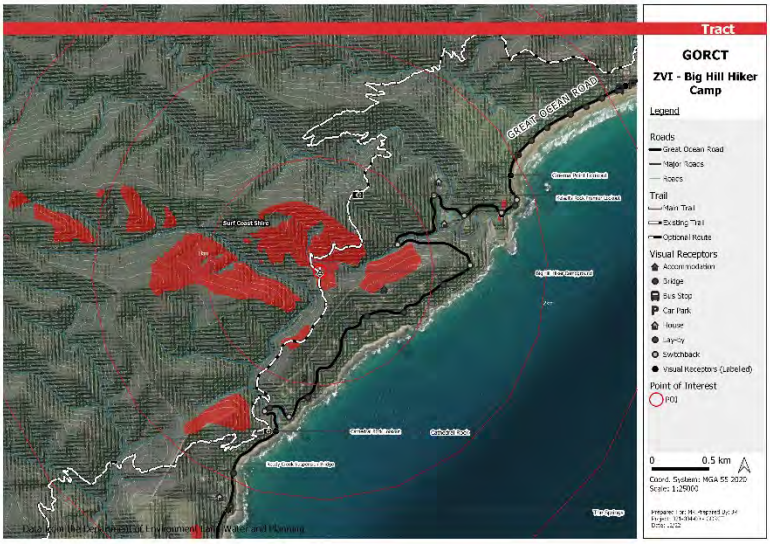
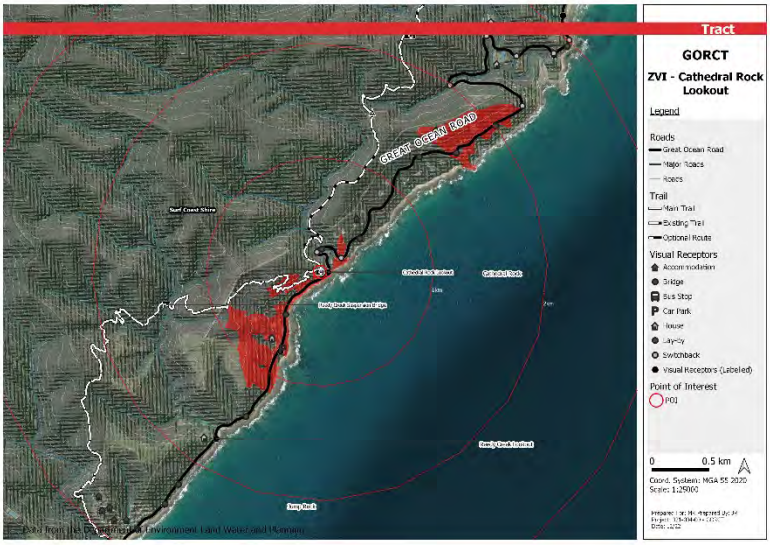
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000


GREAT OCEAN ROAD
Surf Coast Shire
Tract
GORCT
ZVI - Big Hill Hiker Camp
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000


GREAT OCEAN ROAD
Surf Coast Shire
Tract
GORCT
ZVI - Cathedral Rock Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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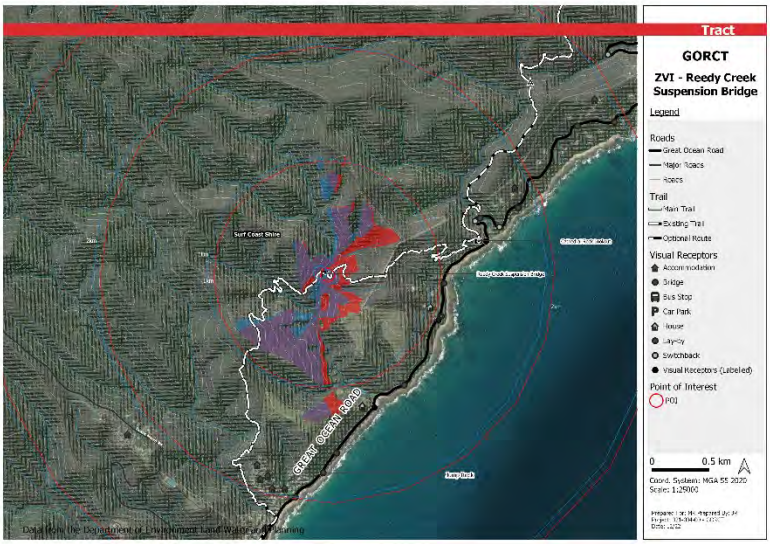
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000


GREAT OCEAN ROAD
Surf Coast Shire
Tract
GORCT
ZVI - Reedy Creek Suspension Bridge
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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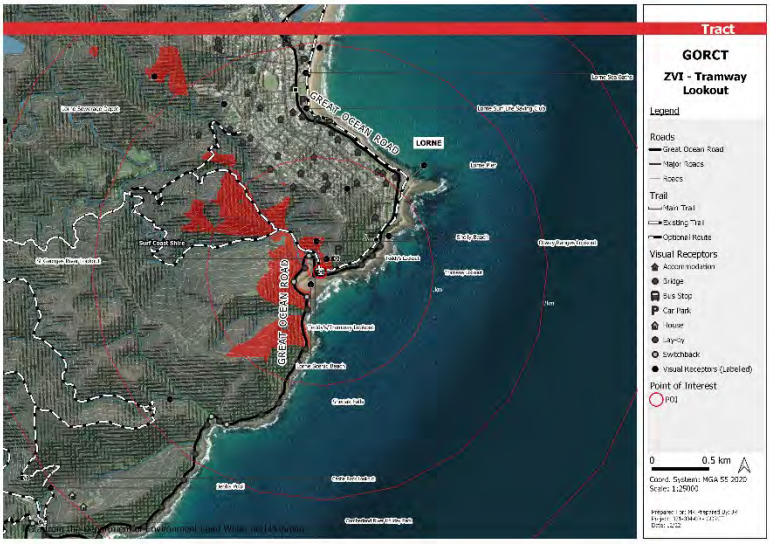
GREAT OCEAN ROAD
LORNE
GREAT OCEAN ROAD
Surf Coast Shire
Tract
GORCT
ZVI - Tramway Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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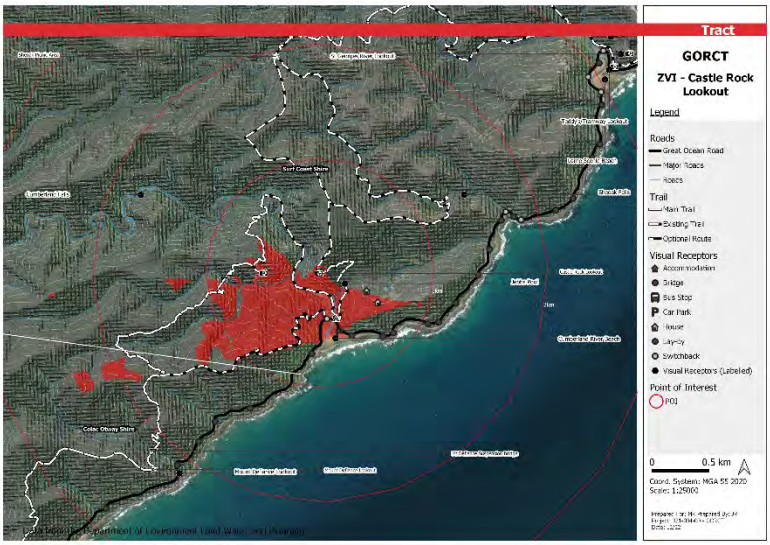
Coord. System: MGA 55 2020
Scale: 1:25000


Surf Coast Shire
Colac Otway Shire
Tract
GORCT
ZVI - Castle Rock Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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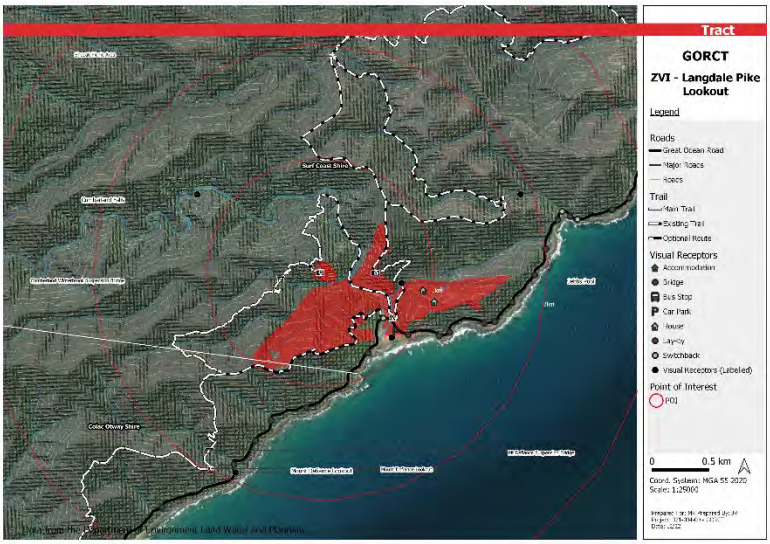
Coord. System: MGA 55 2020
Scale: 1:25000


Surf Coast Shire
Colac Otway Shire
Tract
GORCT
ZVI - Langdale Pike Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
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Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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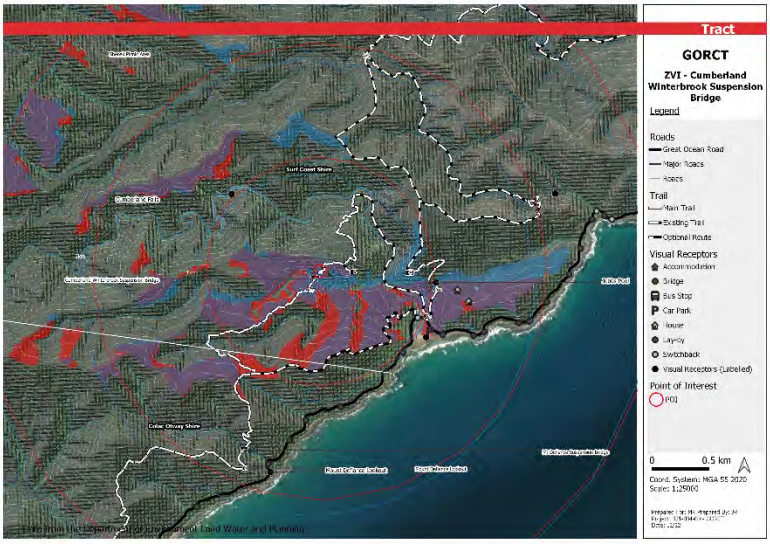
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000


Tract
GORCT
ZVI - Cumberland Winterbrook Suspension Bridge
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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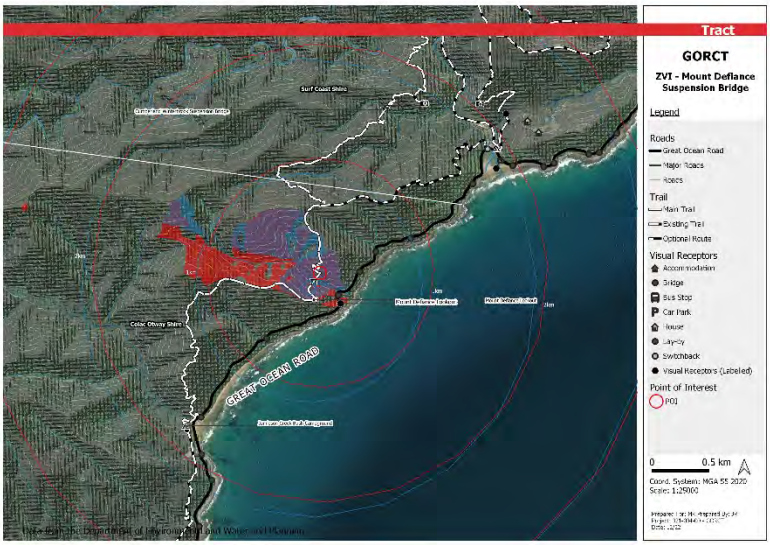
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
Surf Coast Shire
Colac Otway Shire
Data from the Department of Environment, Land Water and Planning


Tract
GORCT
ZVI - Mount Defiance Suspension Bridge
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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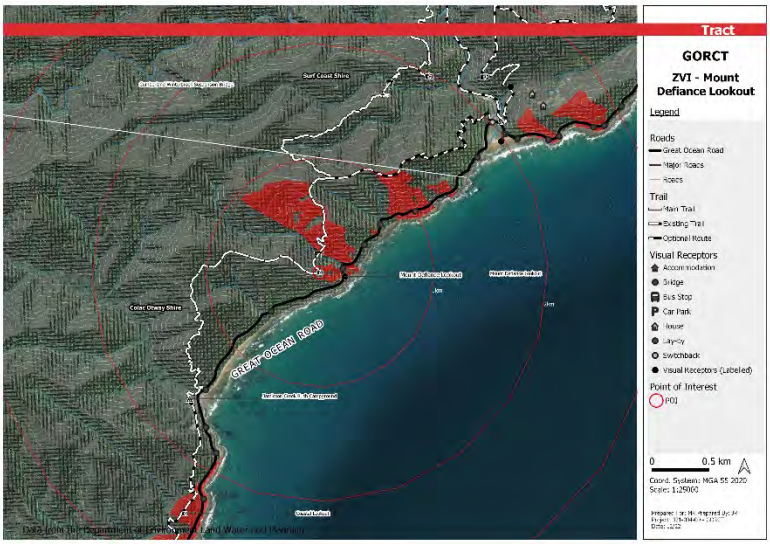
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
Surf Coast Shire
Colac Otway Shire
GREAT OCEAN ROAD
Data from the Department of Environment, Land Water and Planning


Tract
GORCT
ZVI - Mount Defiance Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
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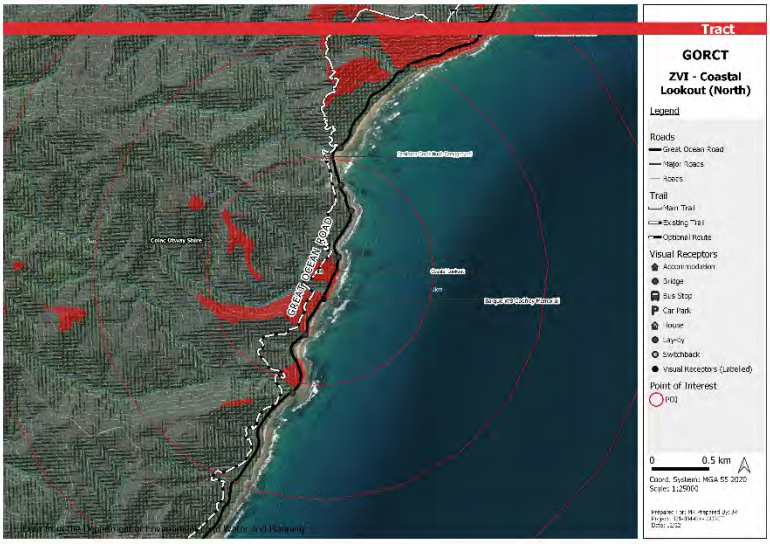
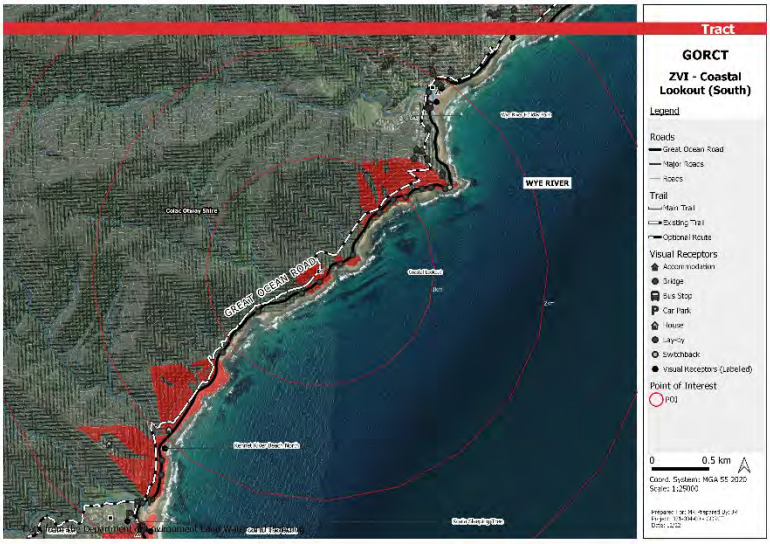
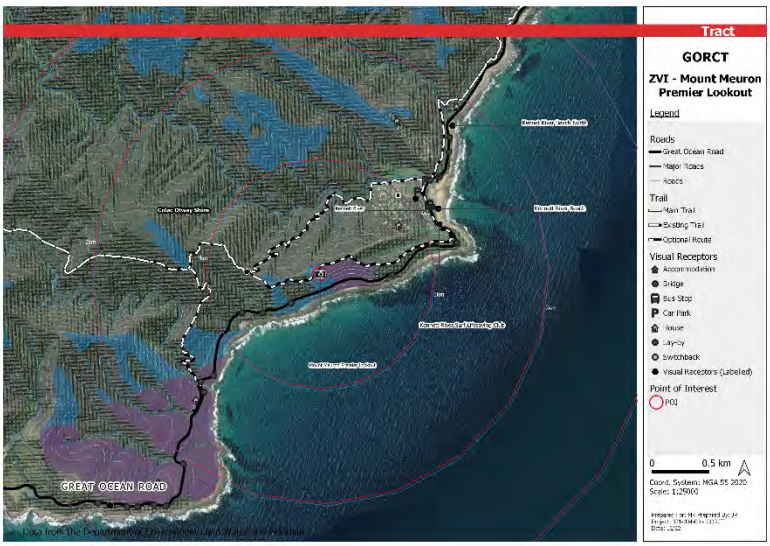
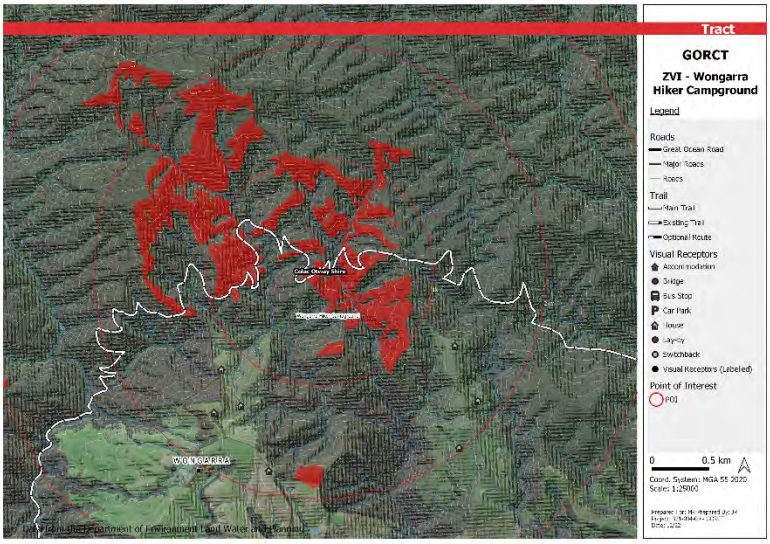
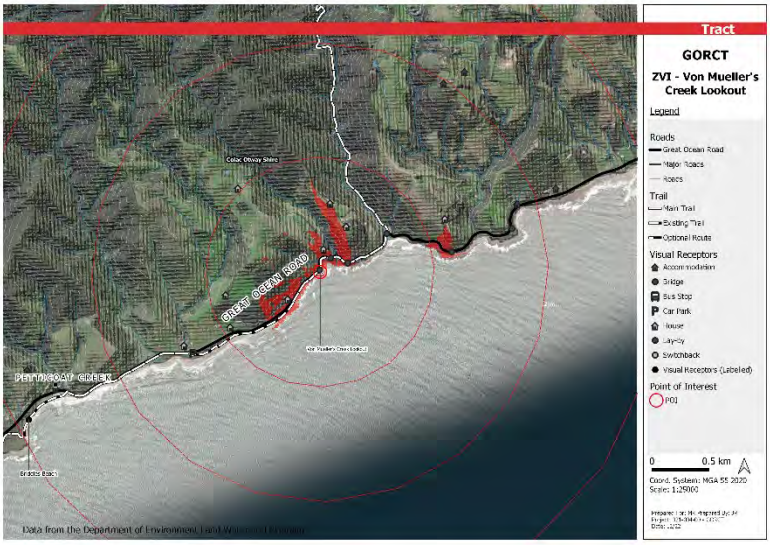
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
Surf Coast Shire
Colac Otway Shire
GREAT OCEAN ROAD
Data from the Department of Environment, Land Water and Planning

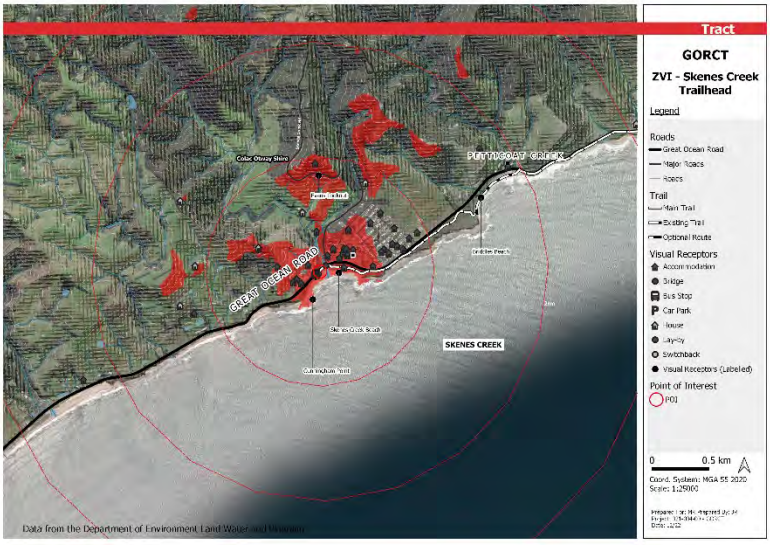

Tract
GORCT
ZVI - Coastal Lookout (North)
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
GREAT OCEAN ROAD
Colac Otway Shire


Tract
GORCT
ZVI - Coastal Lookout (South)
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
WYE RIVER
GREAT OCEAN ROAD
Colac Otway Shire


Tract
GORCT
ZVI - Mount Meuron Premier Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
GREAT OCEAN ROAD
Colac Otway Shire


Tract
GORCT
ZVI - Wongarra Hiker Campground
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
WONGARRA
Data from the Department of Environment Land Water and Planning


Tract
GORCT
ZVI - Von Mueller's Creek Lookout
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
Colac Otway Shire
GREAT OCEAN ROAD
PETTICOAT CREEK
Bridges Beach
Data from the Department of Environment Land Water and Planning


Tract
GORCT
ZVI - Skenes Creek Trailhead
Legend
Roads
Great Ocean Road
Major Roads
Roads
Trail
Main Trail
Existing Trail
Optional Route
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
Point of Interest
POI
0
0.5 km
Coord. System: MGA 55 2020
Scale: 1:25000
Colac Otway Shire
PETTICOAT CREEK
GREAT OCEAN ROAD
SKENES CREEK
Data from the Department of Environment Land Water and Planning

**Visual Absorption Capability:**

Visual Absorption Capability (VAC) is a measure of the area's ability to accommodate changes while maintaining existing landscape character and without a significant reduction in landscape and visual quality or amenity. Overall, the following is relevant for this assessment:

- The steep and varied topography and dense vegetation of the hinterland represents an area of high VAC.
- Where the topography flattens out, and where vegetation has been cleared, VAC drops to low.
- The low lying sandy beach areas and river mouths tend to have a low VAC.
- Townships are subject to visual clutter, which add to their VAC. The VAC within larger townships such as Lorne is high, while smaller, less developed townships like Wye River and Kennett River have a slightly lower VAC.

Due to the variation in vegetation type and condition within the study area, as well as expected seasonal variation and the inevitable influence of bush fires, the Visual Absorption Capability of local vegetation was not taken into account in the ZVI Modelling (section 6.2). This makes for provision for a worst case scenario, based solely on topography. The mitigating effects of VAC was, however considered during the Visual Impact Assessment (refer to section 6.4) and taken into account in the Evaluation of the study in terms of potential visual and landscape impacts (refer to section 8). Refer to section 6.3 for more detail.

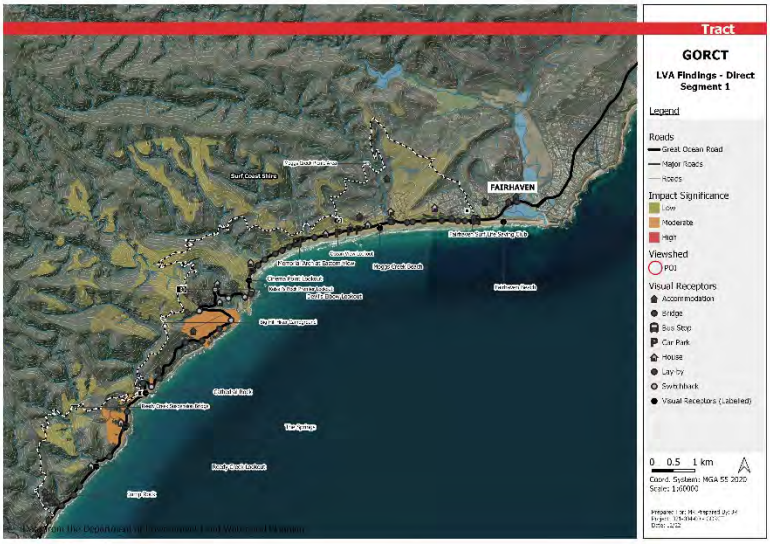
**Visual Impact Assessment:**

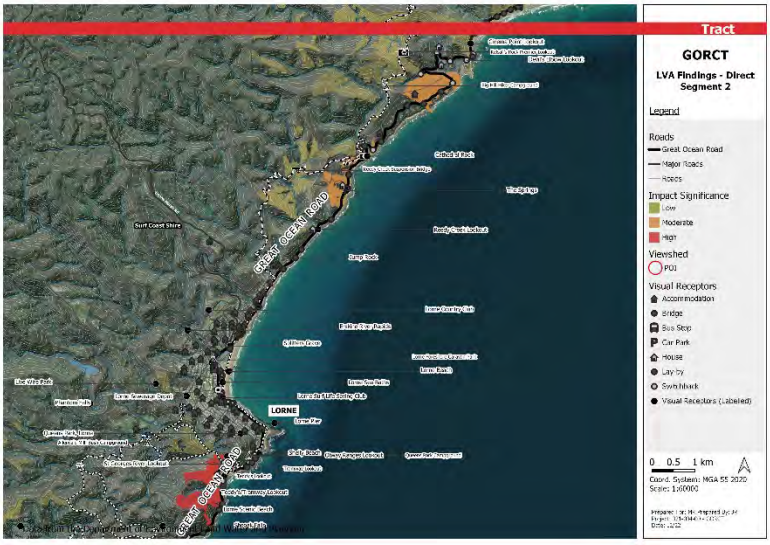
Impacts are expected to be the result of vegetation clearing along the trail alignment and at infrastructure points, people on the trail, as well as the infrastructure itself. Vegetation clearing will be most prominent along sections of the trail where the receptor's relative position and orientation results in a viewing corridor along the alignment. Refer to section 6.4, specifically the Impact Assessment Tables for more detailed information.

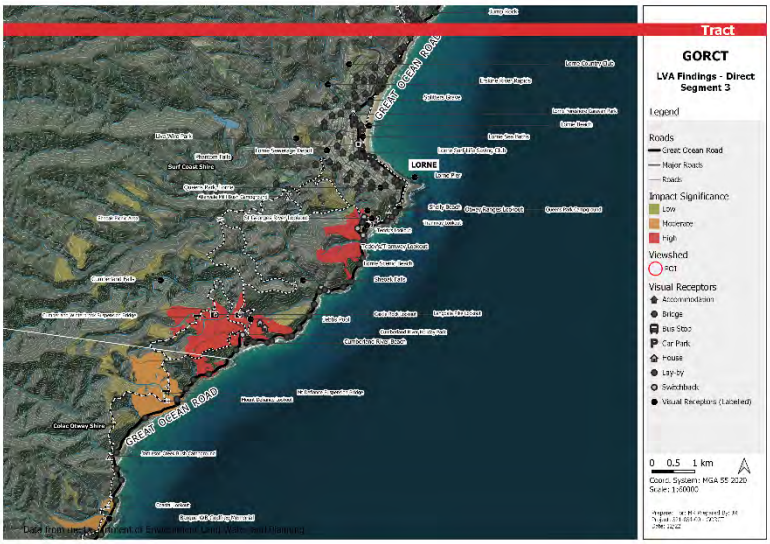
The significance of visual impacts was determined as follows:

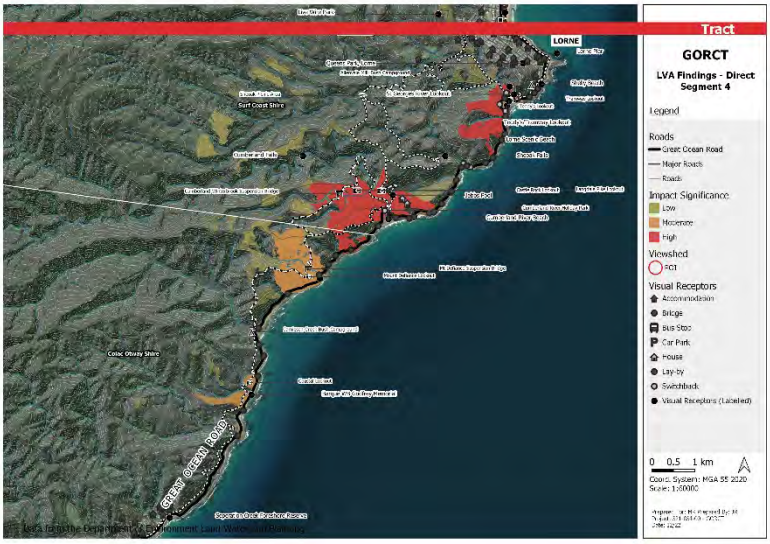
- Residential Receptors (township context) – LOW (adverse) significance, with high VAC within the township mitigating the significance further.
- Tourism Receptors (township context) – LOW (adverse) significance with high VAC within the township mitigating the significance further.
- Road User Receptors (township context) – LOW (adverse) significance with high VAC within the township mitigating the significance further.
- Residential Receptors (rural context) – LOW (adverse) significance with the following exceptions:
    - Isolated houses between Moggs Creek and Lorne which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east to Cathedral Rock Lookout and looking north west to Kelsalls Rock Lookout).
    - Isolated houses north east of Skenes Creek, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east and south west to Von Muellers Lookout).
    - Isolated houses near Cumberland River which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north, north west and west to Castle Rock Lookout, Langdale Pike Lookout & Cumberland Winterbrook Suspension Bridge).
    - Isolated houses south of Kennett River which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east to Mount Meuron Premier Lookout).
- Tourism Receptors (rural context) – LOW (adverse) significance with the following exceptions:
    - Cumberland River Beach, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north, north west and west to Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge).

    - St George's River Mouth, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north to Tramway Lookout).
    - Cumberland River Holiday Park, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north west and west to Castle Rock Lookout, Langdale Pike Lookout & Cumberland Winterbrook Suspension Bridge).
    - Addis Bay Beach, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east to Mount Meuron Premier Lookout).
- Road User Receptors, including short stops and layby's (rural context) – LOW (adverse) significance with the following exceptions:
    - The Springs area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east to Cathedral Rock Lookout).
    - Mount Defiance area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east, north and north west to Mount Defiance Lookout).
    - WB Godfrey Memorial and areas to the immediate north and south along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north and south west to Coastal North Lookout).
    - Areas to the immediate north and south of the Coastal South along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north and south west to Coastal South Lookout).
    - Von Mueller's area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east and south west to Von Muellers Lookout).
    - Tramway area along the GOR which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north to Tramway Lookout).
    - Mount Meuron area along the GOR which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east and west to Mount Meuron Lookout).
- Sea-Going Receptors – LOW (adverse) significance with VAC mitigating the significance further. Smaller infrastructure will disappear due to complex shapes, colours, shadowing and lighting effects characteristic of the natural landscape.

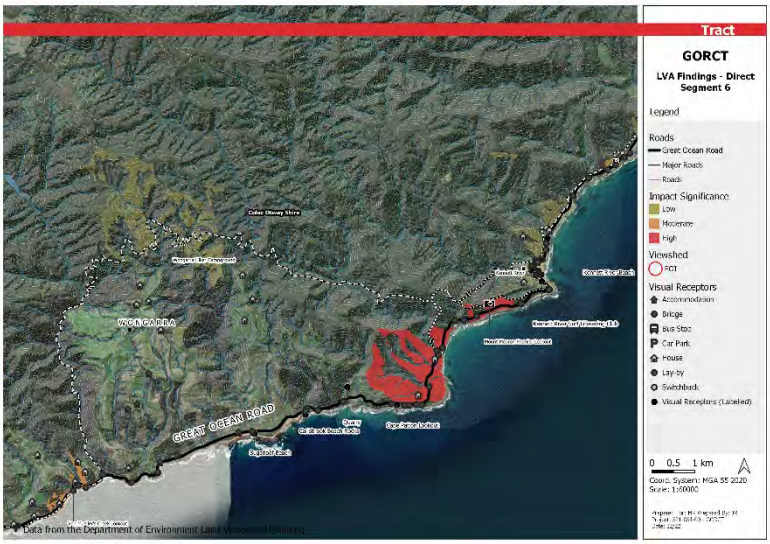

Tract
GORCT
LVA Findings - Direct
Segment 1
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance
Low
Moderate
High
Viewshed
POI
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000
FAIRHAVEN
Surf Coast Shire
Cathedral Rock
The Springs
Jump Rock

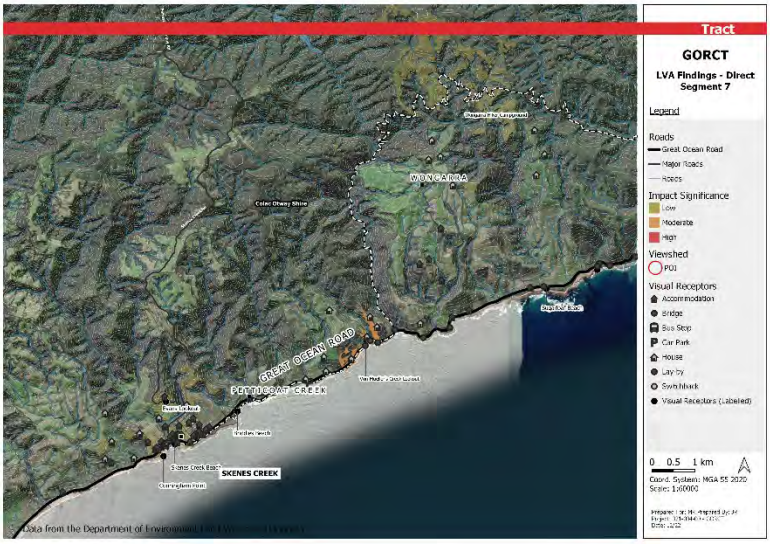

Tract
GORCT
LVA Findings - Direct
Segment 2
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance
Low
Moderate
High
Viewshed
POI
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000
GREAT OCEAN ROAD
LORNE
Surf Coast Shire
Cathedral Rock
The Springs
Jump Rock


Tract
GORCT
LVA Findings - Direct
Segment 3
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance
Low
Moderate
High
Viewshed
POI
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000
GREAT OCEAN ROAD
LORNE
Surf Coast Shire
Jump Rock


LORNE
GREAT OCEAN ROAD
Colac Otway Shore
Data from the Department of Environment, Land, Water and Planning
Tract
GORCT
LVA Findings - Direct
Segment 4
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance
Low
Moderate
High
Viewshed
FOI
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labelled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000


WYE RIVER
KENNETT RIVER
GREAT OCEAN ROAD
Colac Otway Shore
Data from the Department of Environment, Land, Water and Planning
Tract
GORCT
LVA Findings - Direct
Segment 5
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance
Low
Moderate
High
Viewshed
FOI
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labelled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000


WOLGARRA
GREAT OCEAN ROAD
Colac Otway Shore
Data from the Department of Environment, Land, Water and Planning
Tract
GORCT
LVA Findings - Direct
Segment 6
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance
Low
Moderate
High
Viewshed
FOI
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labelled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000




**Landscape Character Impact Assessment:**

The entire landscape of the study area was deemed to be of moderate sensitivity to the changes that will result from the proposed trail and associated infrastructure. The significance of anticipated impacts on landscape character was determined as follows (Refer to Impact Assessment tables in section 6.5 for more detailed assessment information):

- Otway Forests and Coast: Precinct 4.4: Low Coastal Heath - *Fairhaven to Big Hill* – LOW (adverse) significance with moderate VAC considered a mitigating factor.
- Otway Forests and Coast: Precinct 4.1: Otway Ranges Forest and Coast - *Big Hill to Cape Patton* - LOW (adverse) significance with high VAC considered a mitigating factor.
- Otway Foothills, Valleys and Uplands: Precinct 2.4: Apollo Bay Coastal Valleys and Hills - *Cape Patton to Skenes Creek* – LOW (adverse) significance with moderate VAC considered a mitigating factor.

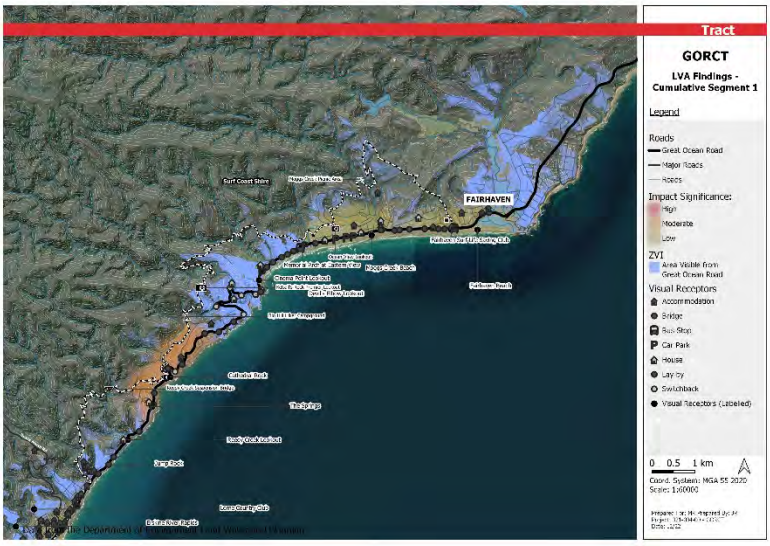
**Cumulative Impact Assessment:**

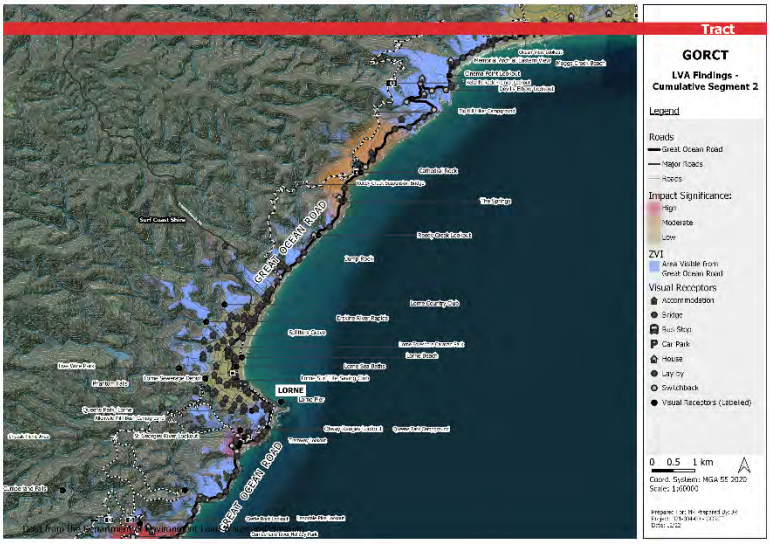
Refer to section 6.6. The construction and operation of the proposed Great Ocean Road Coastal Trail will increase the overall cumulative visual impact of tourism infrastructure within the region. The new trail and associated infrastructure will result in visual impacts at multiple new and existing locations along the trail route. The cumulative visual impact of the trail and infrastructure will be experienced on two levels:

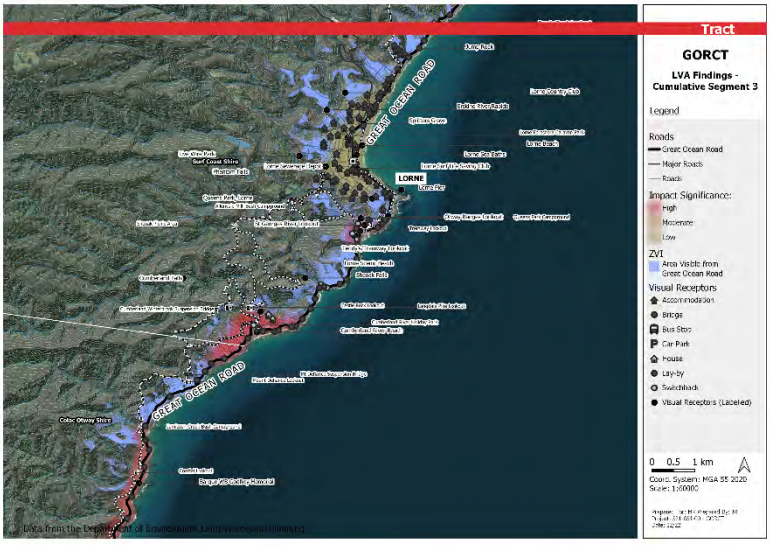
- First, the trail and associated infrastructure within the context of existing visual impact (such as existing development and disturbance to the landscape) represents an accumulation of visual impact caused over time. In instances where development is dominant, the built-up context of the visual environment will mitigate this impact, with visual clutter absorbing the visual impact of the trail and infrastructure. However, in areas where the landscape is still dominant, the existing development is more noticeable in contrast with the natural landscape. Areas where the proposed trail infrastructure will add to the cumulative visual impact of development in a location where landscape is still dominant include the following:
  - Ocean View Lookout and trails at Moggs Creek in context of existing houses along the GOR against a backdrop of natural vegetated hills. The significance of this cumulative visual impact will be LOW (adverse) while travelling west and east on GOR.
  - Cathedral Rock Lookout and trails in context of houses pockmarking the naturally vegetated hills, and the GOR clearly visible along the coast. The significance of this cumulative visual impact will be MODERATE (adverse) while travelling north on GOR.
  - Tramway Lookout and trails in the context of two existing lookouts against a prominent, naturally vegetated headland. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north on GOR.

- Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge and trails at Cumberland River in the context of the Cumberland Holiday Park which is partially visible within a naturally vegetated environment. The significance of this cumulative visual impact will be HIGH (adverse) while travelling west and east on GOR.

- Second, the fact that the proposed trail and associated infrastructure is not localised, but spread out over a 56km stretch of the GOR means that the trail could be perceived as a recurring visual presence. As such, travellers moving along the GOR would be exposed to multiple sections of trail and multiple infrastructure points as they progress, and perceive them as parts of an overall larger visual impact. Areas of expected cumulative visual impact due to repetitive exposure to the trail and infrastructure will occur where the GORCT route is closest to the GOR. These areas include the following:
  - At Ocean View Lookout where the trail runs close to the road in the hills above for about 2km before it swings back into the hills. The significance of this cumulative visual impact will be LOW (adverse) while travelling west and east on GOR.
  - At Cathedral Rock Lookout, where the trail runs close to the road in the hills above for less than 1km. The significance of this cumulative visual impact will be LOW (adverse) while travelling north on GOR.
  - Along the foreshore in Lorne, and in other townships, although the built up context will significantly mitigate this impact. The significance of this cumulative visual impact will be LOW (adverse) while travelling north and south on GOR.
  - At Tramway Lookout South of Lorne where the trail follows the headland before heading up St George River valley. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north on GOR.
  - The entire section of trail from Jamieson Creek to Kennett River and west to Mount Meuron Premier Lookout, where the trail runs close to the road in the hills above. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north and south on GOR.
  - The entire section of trail from Smythe Creek to Skenes Creek where the trail runs close to the road, most likely along the coast below the road. Vegetation clearing will be minimal, so the impact will be limited mostly to the transient presence of hikers. The significance of this cumulative visual impact will be LOW (adverse) travelling east and west on GOR.




Tract
GORCT
LVA Findings - Cumulative Segment 2
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance:
High
Moderate
Low
ZVI
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000
GREAT OCEAN ROAD
LORNE
Data from the Department of Environment, Land, Water and Planning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LVA Findings - Cumulative Segment 3
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance:
High
Moderate
Low
ZVI
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000
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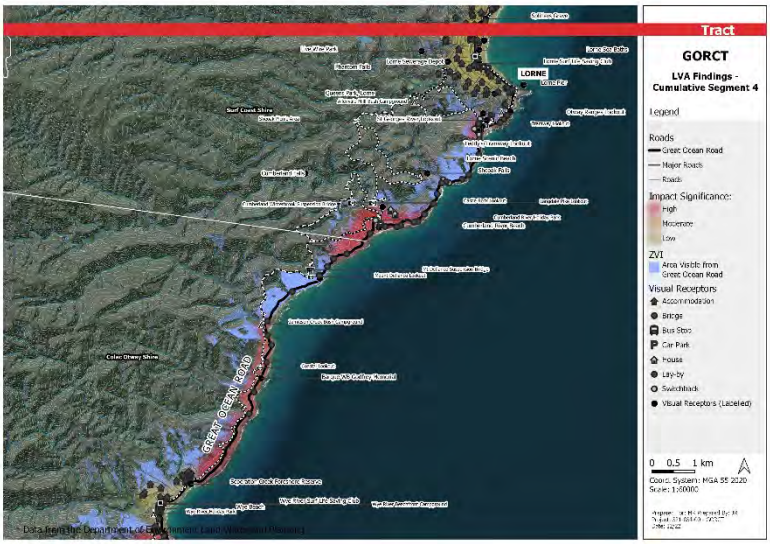
LORNE
Data from the Department of Environment, Land, Water and Planning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Great Ocean Road
Major Roads
Roads
Impact Significance:
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Moderate
Low
ZVI
Area Visible from Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
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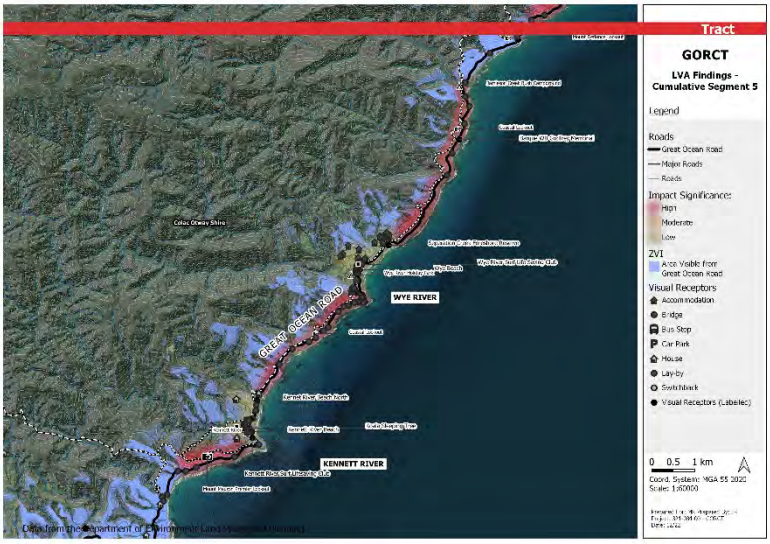
GREAT OCEAN ROAD
LORNE
Data from the Department of Environment, Land, Water and Planning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LVA Findings -
Cumulative Segment 5
Legend
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance:
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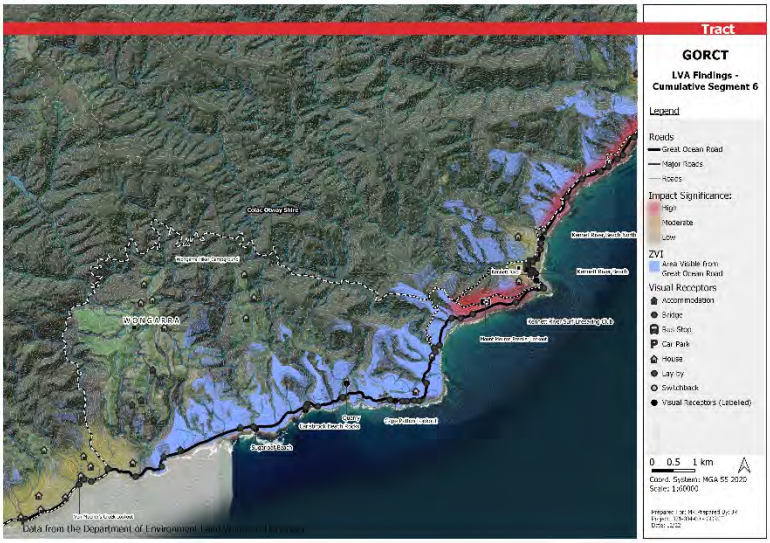
Moderate
Low
ZVI
Area Visible from
Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labelled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000
Colac Otway Shire
WYE RIVER
GREAT OCEAN ROAD
KENNETT RIVER
Data from the Department of Environment, Land, Water and Planning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LVA Findings -
Cumulative Segment 6
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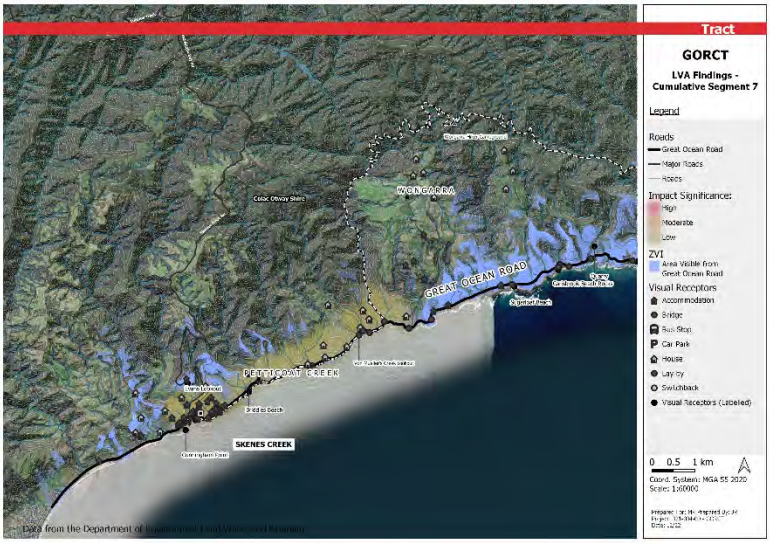
Roads
Great Ocean Road
Major Roads
Roads
Impact Significance:
High
Moderate
Low
ZVI
Area Visible from
Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000
Colac Otway Shire
WONGARRA
Data from the Department of Environment, Land, Water and Planning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GORCT
LVA Findings -
Cumulative Segment 7
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Roads
Great Ocean Road
Major Roads
Roads
Impact Significance:
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Moderate
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ZVI
Area Visible from
Great Ocean Road
Visual Receptors
Accommodation
Bridge
Bus Stop
Car Park
House
Lay-by
Switchback
Visual Receptors (Labeled)
0 0.5 1 km
Coord. System: MGA 55 2020
Scale: 1:60000
Colac Otway Shire
WONGARRA
GREAT OCEAN ROAD
PETTICOAT CREEK
SKENES CREEK
Data from the Department of Environment, Land, Water and Planning

**Construction Phase Impact Assessment:**

Construction is by its very nature visually intrusive and will result in visual impacts that are by and large unavoidable. It is expected that while they occur, construction related impacts will be of HIGH (adverse) significance to sensitive visual receptors for the duration of the construction phase (short term). With appropriate and responsible construction planning and management, the significance of construction impacts may be mitigated and the long term significance of construction phase impacts will be LOW (adverse), as construction activities will cease and sites will rehabilitate. Refer to section 6.7 for more detail.

**Mitigation Measures and Recommendations:**

The objective of mitigation is to avoid, reduce, remedy or offset any significant adverse effects on the environment arising from the proposed development. Mitigation measures will potentially involve modifications to intrinsic parts of the proposed development design or other measures, including off-site changes that reduce negative impacts.

- General planning mitigation measures have been recommended for this project, including recommendations contained in the Coastal Spaces Landscape Assessment (Planisphere, 2006) as well as mitigation measures to be considered during the design phase. Refer to section 7.1 for more detailed information.
- During Construction, site management must properly planned and undertaken with due consideration of the context of this development and the sensitivity of the environment. In addition to other environmental concerns, potential issues relating to Visual Impact must be specifically addressed. Refer to section 7.1 for more detailed information.
- Once construction is complete, it is assumed that the visual impact of the new trail and infrastructure will recede as construction areas rehabilitate and vegetation re-establishes in disturbed areas. It is, however, important to maintain and upkeep the appearance and functionality of all infrastructure during the operational phase. Refer to section 7.1 for more detailed information.

In addition to general mitigation, a number of Specific Mitigation measures are recommended to reduce or remove visual impacts of persistently high significance that cannot be mitigated though general measures. Refer to section 7.2 for more detailed information.

**Evaluation:**

Overall, the proposed Great Ocean Road Coastal Trail and associated infrastructure will result in direct visual and landscape character impacts of LOW (adverse) significance. Exceptions include:

- Isolated houses between Moggs Creek and Lorne which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east to Cathedral Rock Lookout and looking north west to Kelsalls Rock Lookout).
- Isolated houses north east of Skenes Creek, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east and south west to Von Muellers Lookout).
- Isolated houses near Cumberland River which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north, north west and west to Castle Rock Lookout, Langdale Pike Lookout & Cumberland Winterbrook Suspension Bridge).
- Isolated houses south of Kennett River which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east to Mount Meuron Premier Lookout).
- Cumberland River Beach, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north, north west and west to Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge).
- St George's River Mouth, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north to Tramway Lookout).

- Cumberland River Holiday Park, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north west and west to Castle Rock Lookout, Langdale Pike Lookout & Cumberland Winterbrook Suspension Bridge).
- Addis Bay Beach, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east to Mount Meuron Premier Lookout).
- The Springs area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east to Cathedral Rock Lookout).
- WB Godfrey Memorial and areas to the immediate north and south area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north and south west to Coastal North Lookout).
- Areas to the immediate north and south of the Coastal South Lookout along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north and south west to Coastal South Lookout).
- Mount Defiance area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east, north and north west to Mount Defiance Lookout).
- Von Mueller's area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east and south west to Von Muellers Lookout).
- Tramway area along the GOR which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north to Tramway Lookout).
- Mount Meuron area along the GOR which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east and west to Mount Meuron Lookout).

In terms of Cumulative Impacts, these will generally be of LOW (adverse) significance, except in the following situations:

- Where the proposed trail and infrastructure intensifies the existing visual impact of development within a still dominantly natural landscape:
  - Cathedral Rock Lookout and trails in context of houses pockmarking the naturally vegetated hills, and the GOR clearly visible along the coast. The significance of this cumulative visual impact will be MODERATE (adverse) while travelling north on GOR.
  - Tramway Lookout and trails in the context of two existing lookouts against a prominent, naturally vegetated headland. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north on GOR.
  - Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge and trails at Cumberland River in the context of the Cumberland Holiday Park which is partially visible within a naturally vegetated environment. The significance of this cumulative visual impact will be HIGH (adverse) while travelling west and east on GOR.
- Where recurring visual exposure to the proposed trail and infrastructure represents an accumulation of visual impact over a distance:
  - At Tramway Lookout South of Lorne where the trail follows the headland before heading up St George River valley. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north on GOR.
  - The entire section of trail from Jamieson Creek to Kennett River and west to Mount Meuron Premier Lookout, where the trail runs close to the road in the hills above. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north and south on GOR.

It is expected that while they occur, construction related impacts will be of HIGH (adverse) significance to sensitive visual receptors for the duration of the construction phase (short term). With appropriate and responsible construction planning and management, the significance of construction impacts may be mitigated and the long term significance of construction phase impacts will be LOW (adverse), as construction activities will cease and sites will rehabilitate.

In terms of potential mitigation of the above, the following is relevant:

- Inherent VAC will play a role in mitigating the visual impacts of most of the above. Smaller infrastructure in particular will disappear due to complex shapes, colours, shadowing and lighting effects characteristic of this natural landscape. VAC is moderate to high in this environment, especially considering the scale and nature of most of the proposed infrastructure. Hikers on the trail, and smaller infrastructure such as the hikers camps and most of the major lookouts are expected to all but disappear due to complex shapes, colours, shadowing and lighting effects characteristic of the natural landscape.
- General Mitigation recommended in section 7.1 will be key in mitigating most visual impacts of MODERATE (adverse) significance to acceptably LOW (adverse) levels within this environment. Ensuring that that the proposed infrastructure sites of MODERATE (adverse) impact and associated sections of trail are planned with appropriate attention to layout, vegetation clearing and materiality is key in this regard.

For those impacts that cannot be acceptably mitigated through general measures, Specific Mitigation measures have been recommended in section 7.2. These include the following:

- The Cumberland Winterbrook Suspension Bridge and the Mount Meuron Premier Lookout should be revisited in terms of siting and/or design, to ensure the preservation of the scenic quality and integrity of the landscape character of this iconic region. Key considerations are interruptions to the ridgeline / skyline, prominent forms uncharacteristic of the receiving natural landscape (i.e. straight lines), and the high visibility of design elements that are at odds with the baseline conditions to the extent that these conditions are irreparably altered. Detail design must be undertaken with ZVI's and wireframe modelling utilised as a tool for ensuring such.
- The detail design of the Mount Defiance and Cathedral Rock Lookouts should be undertaken with wireframe modelling done from both directions to test the visibility of the final designs. Where necessary, slight amendments to the position should be undertaken to protect the ridgeline view. Key considerations are interruptions to the ridgeline / skyline, prominent forms uncharacteristic of the receiving natural landscape (i.e. straight lines), and the high visibility of design elements that are at odds with the baseline conditions to the extent that these conditions are irreparably altered.
- Von Mueller's, Coastal North and Coastal South Lookout should be revisited in terms of siting, to a position that is less visible and set back from the GOR. Alternatively, this should be developed as a 'zero infrastructure' lookout, which would effectively be a widening of the trail, with no built elements included.
- The use of the section of trail that rounds the headland south of Lorne and gives access to the Tramway Lookout should be revisited. This is a visually prominent area, and even though a trail already exists (Tramway Track Walk) any additional vegetation clearing and trail upgrade work will constitute a significant visual impact. Other existing trails (such as Teddy's Lookout Trail) should be evaluated as alternatives. This will help to preserve the scenic quality and integrity of this highly visible and highly frequented area.
- Where the route is closest to the GOR (at Ocean View Lookout, at Cathedral Rock Lookout, from Jamieson Creek to Kennett River and from Smythe Creek to Skenes Creek), it is recommended that the final position and alignment of the trail be scrutinised on a detailed scale, and that the design be adapted where necessary to avoid view corridors of cleared vegetation. Where existing trails are utilised, and / or where a revised alignment is not possible, it is recommended that screening be undertaken along the road and from other sensitive visual receptors using appropriate vegetation (refer to relevant EVC's).
- Although Ocean View Lookout is only likely to result in visual impact of LOW significance, it is located high on the ridgeline and is likely to interrupt the ridgeline, albeit slightly. In the spirit of best practice, it is recommended that the detailed siting of the lookout be revisited to ensure that the lookout infrastructure does not interrupt the ridgeline when viewed from either direction.

Considering all the above, and on condition that the General and Specific Mitigation is carried out as recommended, the proposed Great Ocean Road Coastal Trail and associated infrastructure is considered acceptable from a visual and landscape character perspective. All direct and cumulative impacts could conceivably be reduced to LOW (adverse) significance, which is appropriate for the National Heritage Listed Great Ocean Road and Scenic Environs.

The Proposal is believed to align with both the Colac Otway Shire and the Surf Coast Shire Planning Schemes, and their related strategic documents, where the emphasis on scenic and distinctive landscapes, and the value and significance of these. Requirements to ensure that development within this region is sensitive to scenic and landscape values and that that both visual and environmental impacts are managed are believed to have been met in this regard.

Additionally, the recommendations of The Coastal Spaces Landscape Assessment (Planisphere, 2006), controls, guidelines and recommendations are believed to have been met, specifically in terms of retaining the dominance of the indigenous natural landscape (particularly from the Great Ocean Road), minimising the visual impact of infrastructure and signage, and ensuring that development located outside townships is integrated with the landscape. Refer to section 8 for more detail.

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# Glossary of Terms

| | |
|---|---|
| *Amenity* | A measure of scenic quality. |
| *Analysis* | Process of breaking down landscape or visual attributes into component parts to understand how it is made or valued. |
| *Assessment* | General term for description, classification and analysis of landscape or visual attributes. |
| *Classification* | A process of sorting the landscape into different types using selected criteria, but without attaching relative values to the different kinds of landscape. |
| *Community values* | Commonly held perceptions and values that the community attach to environmental attributes or qualities. These can include individual views. |
| *Duration of effects* | Measure of both time and the reversibility of effects. |
| *Effect* | A consequence of change. |
| *Impact* | A positive or negative change to the landscape or the visual environment. |
| *Landscape* | A distinctive physical area as perceived by people, whose character is the result of the action and interaction of natural and / or human factors. Human perception of the land conditioned by knowledge and identity with a place. |
| *Magnitude of effect* | Combination of scale, extent and duration of an effect. |
| *Mitigation* | Measures to avoid, reduce or compensate for adverse landscape and visual effects. |
| *Perception of landscape* | The psychology of seeing and potentially attaching value or meaning to a landscape |
| *Receptor* | Physical landscape resource, viewer or special element that will experience an effect as a result of change. |
| *Scenic quality* | A relative judgement, based on common community perceptions, about the visual qualities associated with a landscape type or character area. |
| *Sense of place* | A relative judgement, based on common community perceptions, about the essential character and spirit of an area. |
| *Sensitivity* | The extent to which changes in landscape and visual resources can accept change without unacceptable, adverse effects on its character. |
| *Significance* | A relative measure of the importance of a landscape or visual change against a defined value system |
| *Study area* | Combination of the proposed development site and the surrounding area, typically to a radius of 6km. |
| *Viewshed* | A region visible to an observer, defined by reference to an actual view or area of theoretical visibility determined by a ZVI analysis. |
| *Visual absorption capability* | Index of an areas ability to accommodate changes without a significant reduction in landscape and visual quality or amenity. |
| *Visual amenity* | The value of a particular area or view in terms of what is seen. |

| | |
|---|---|
| *Visual assessment* | Deals with potential effects on the visual resources of the setting from changes in the composition and quality of views, people's response to likely changes and the overall effect on visual amenity. |
| *Visual sensitivity* | The extent to which a landscape can change without unacceptable adverse effects on its visual character or scenic quality. |
| *Wireframe Visualisation* | A computer simulation to illustrate the appearance of a proposed development. |
| *Zone of Visual Influence (ZVI)* | An area within which a proposed development will have an effect on visual amenity. This is also referred to as the 'Zone of Theoretical Visibility'. |

# 1 Introduction

This Landscape and Visual Assessment (LVA) report has been prepared by Tract Consultants Pty Ltd for the Department of Environment, Land, Water and Planning (DELWP) who have partnered with the Eastern Maar Aboriginal Corporation and the Great Ocean Road Coast and Parks Authority and Parks Victoria in this regard. The report provides a technical evaluation of the potential landscape and visual effects associated with the proposed Great Ocean Road Coastal Trail (GORCT).

The specific area of investigation referred to herein as 'the site' comprises a linear hiking trail with some alternative loops, extending from Fairhaven in the northeast to Skenes Creek in the southwest. The trail comprises a combination of both new and existing infrastructure, following the coastline, at times close to the Great Ocean Road, and at other times traversing the mountains of the hinterland. A number of lookouts, overnight camps, low level bridges, trailheads and suspension bridges also form part of the proposed trail infrastructure and are located along the route alignment.

This assessment is based on a proposed trail alignment master plan. The proposed infrastructure has been modelled as a series of simple 3D block models based on the infrastructure descriptions contained in the Master Plan for the Great Ocean Road Coastal Trail (World Trail, 2022) and associated Infrastructure Report (World Trail, 2022) available at the time of writing. The Master Plan Report and the 3D model have formed the basis of this Landscape and Visual Assessment.

## 1.1 Scope of Assessment

The primary purpose of this Landscape and Visual Assessment is to evaluate the visibility of proposed new infrastructure within the site area, from the Great Ocean Road and other surrounding viewpoints and the effect of the change on the landscape character and scenic quality of the landscape and surrounding areas.

The scope of this study has been informed by the information provided within Master Plan for the Great Ocean Road Coastal Trail (World Trail, 2022) and associated Infrastructure Report (World Trail, 2022), and includes the following:

- Description of the development proposal.
- Summary of the regional strategic context of the study area.
- Baseline values of existing visual conditions, landscape character and landscape values.
- Modelling to determine the likely extent of visual effects.
- Key findings based on the theoretical ZVI modelling, site inspection and supporting indicative wireframe visualisations.
- Assessment of landscape and visual values related to the new development proposal.
- Potential mitigation measures and recommendations.
- Evaluation of the development proposal in terms of potential landscape and visual effects.

## 1.2 Assumptions and Limitations to the Study

At the time of writing this report, the planning of the GORCT has been undertaken at master plan level. This is a high level, representing conceptual planning rather than detail plans and designs. At the time of writing this report, the entire trail had been planned out on desktop, and segments 1-5 had been ground-truthed.

Segments 6 and 7 had not yet been ground-truthed. Positions of camps, trail head and lookouts had been established, but were yet to be confirmed for Segments 6 and 7. Detail layouts, designs and materiality of the infrastructure points were not yet available.

For the purpose of this study, assumptions were made regarding expected size and scale based on information contained within the Master Plan for the Great Ocean Road Coastal Trail (World Trail, 2022) and associated Infrastructure Report (World Trail, 2022), as well as discussion with the design team.

The assessment does not consider:

- Specific impacts from every possible viewing location. The assessment is to establish the representative baseline nature and magnitude of related changes and effect of those changes.
- Targeted consultation relating to community values or visitor perceptions of landscape and visual quality. However, publicly available documents have been referenced to establish a baseline understanding in this regard.
- The potential impact on cultural heritage, although reference has been made to the Great Ocean Road Trail Cultural Heritage Values Desktop Assessment (Biosis, 2022) to establish context and baseline values.
- The effects of glint and glare on visual receptors.
- The consideration of landscape and visual impacts from lighting during night-time conditions.
- The effects of future land use changes such as new residential development, road development or tourist activities that are not defined at this time but may occur within the areas adjoining the study area.
- The potential effects of additional traffic within the region. Additional tourist amenities such as the trail will draw additional tourists to the area, most of whom will travel by car. Shuttle buses moving between trailheads (to transport hikers back to their vehicles) would also constitute an additional road presence, and multi-day car parking at trailheads would constitute a visual impact within the towns of Fairhaven and Skenes Creek in their own right.
- The assessment of project alternatives.

This assessment is based on the following technical information provided at the time of writing:

- LiDAR data provided by the client (2019-20 Great Ocean Road Elevation and Photography Melbourne LiDAR Project MGA Zone 54 and 55, GDA2020 8pts/m2, Accuracy of 0.2m Horizontal, 0.1m Vertical), in combination with publicly available contour data of Metropolitan contour data 10 meter – Vicmap Imagery and Elevation Data (DELWP).

Of note is that due to the size of the study area, the ZVI analyses were undertaken using 10m contour data, and as such the accuracy of the modelling is to be considered accordingly.

It is considered that, given the scale of the Proposal, the size of the investigation area and the margins of accuracy applying to the modelling process, the modelling results are sufficiently accurate for the purposes of this assessment.

## 1.3 Study Area

The Great Ocean Road Region (GORR) is an iconic coastal touring region, and Victoria's premier tourism attraction outside Melbourne. The region extends from Warrnambool in the west to Torquay in the east, and all the way from the coastline to the Princes Highway.

With its unique coastal scenery and formations, scale and variety of forests, vegetation cover and habitat, the region represents one of Victoria's most significant natural resource areas, which in turn underpins the recreation and tourism values and activities of the area (Planishphere, 2003).

The study area of this assessment comprises a linear zone extending from Fairhaven in the northeast to Skenes Creek in the southwest, with an average width of 3km extending from the coast. The start of the trail in

Fairhaven is located approximately 120km south west of central Melbourne and 50km south of Geelong. The study area straddles the local government areas of the Surf Coast Shire in the north and the Colac Otway Shire in the south.

The Otway Ranges lie in the west, forming the coastal hinterland. This is characteristically steep, dissected by steep ravines, cliffs, and river systems. The vegetation is comprised primarily of tall Eucalypt forests with a dese shrubby understorey.

The study area incorporates the Great Ocean Road itself, some lesser order roads, and a few coastal towns, including Fairhaven, Moggs Creek, Lorne, Wye River, Kennett River and Skenes Creek. In addition to the coastal strip, the hinterland is largely natural, represented by numerous coastal reserves - most notably the Great Otway National Park.

Receptors within the study area occur primarily along the Great Ocean Road, so the 3km offset distance equates to 'background' views potentially experienced from receptor points. This is considered generally acceptable to capture the nature and magnitude of effects for this scale of infrastructure.

At the time of writing, the Eastern Maar Aboriginal Corporation (EMAC) were the appointed Registered Aboriginal Party (RAP) for the region that encompasses the study area (Biosis, 2022).

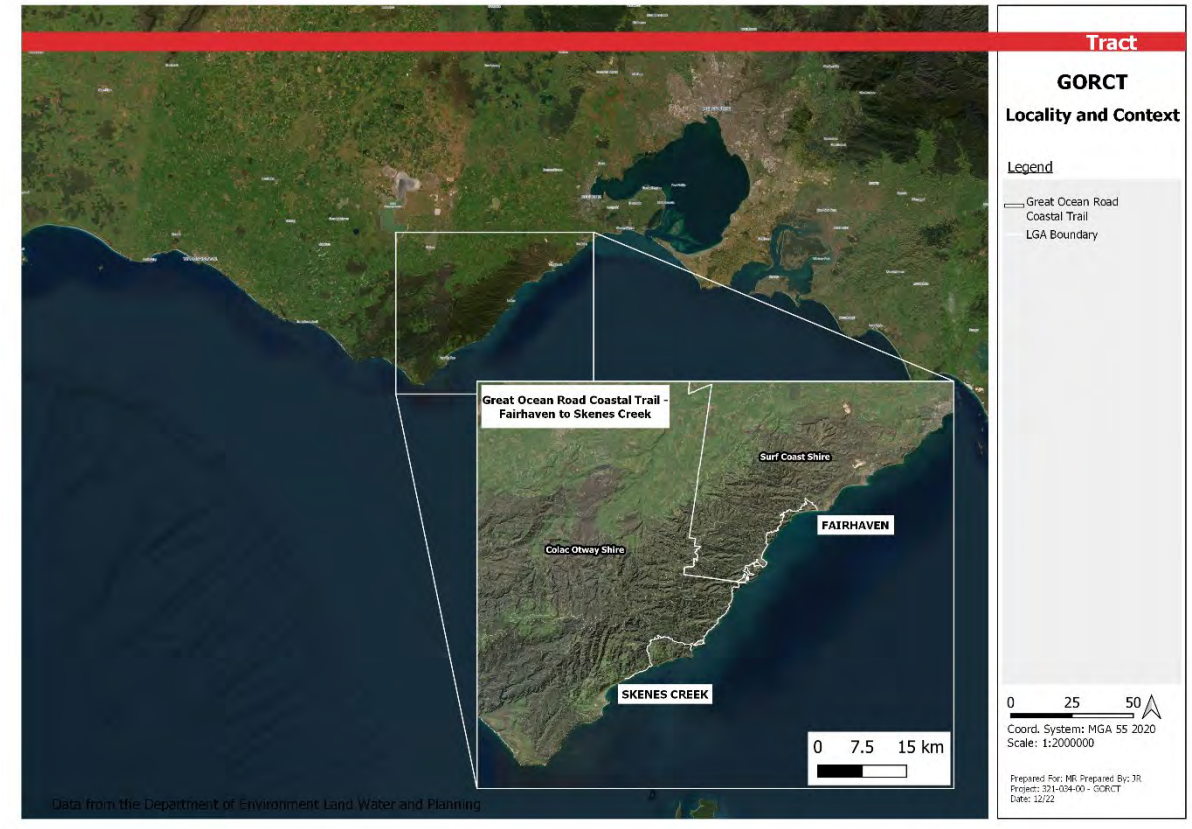


*Figure 1: Locality and context*

# 2 Study Methodology

## 2.1 Assessment Methodology

### General assessment methodology reference

The overall method applied to assess landscape and visual impacts of the existing landscape is based on principles outlined in Guidelines for Landscape and Visual Impact Assessment Third Edition (Landscape Institute and Institute of Environmental Management and Assessment, 2013) , which represents a 'best practice' approach within the United Kingdom and has been extensively trialled since 1995 on a range of project types including extractive industry projects, wind farms, property and road infrastructure development.

As per these guidelines, the assessment of Landscape and Visual impacts have been undertaken separately as they are distinct from one another. Refer to Figure 2: Landscape and Visual Assessment Methodology for Tract's overall LVA methodology which informs the structure and content of this report.

### Visualisation references

In terms of visual representation of effects (wireframe visualisation images), the methodology is based on the principles outlined in the following publications which are in turn cross referenced within the Guidelines for Landscape and Visual Impact Assessment Third Edition (Leonard & Hammond, 1984):

- Visual Representation of Development Proposals, Advice Note 17/19 (Landscape Institute UK, 2019),
- Photography and Photomontage in Landscape and Visual Impact Assessment, Advice Note 1/11 (Landscape Institute UK, 2011) and
- Visualisation Standards for Wind Energy Developments (The Highland Council Scotland, 2013).

### Professional judgement in LVA

Structured professional judgement (qualitative assessment) is an integral part of the process and has been used in conjunction with quantitative based assessment procedures in this project. Tract has used a team-based approach to validate professional judgements.

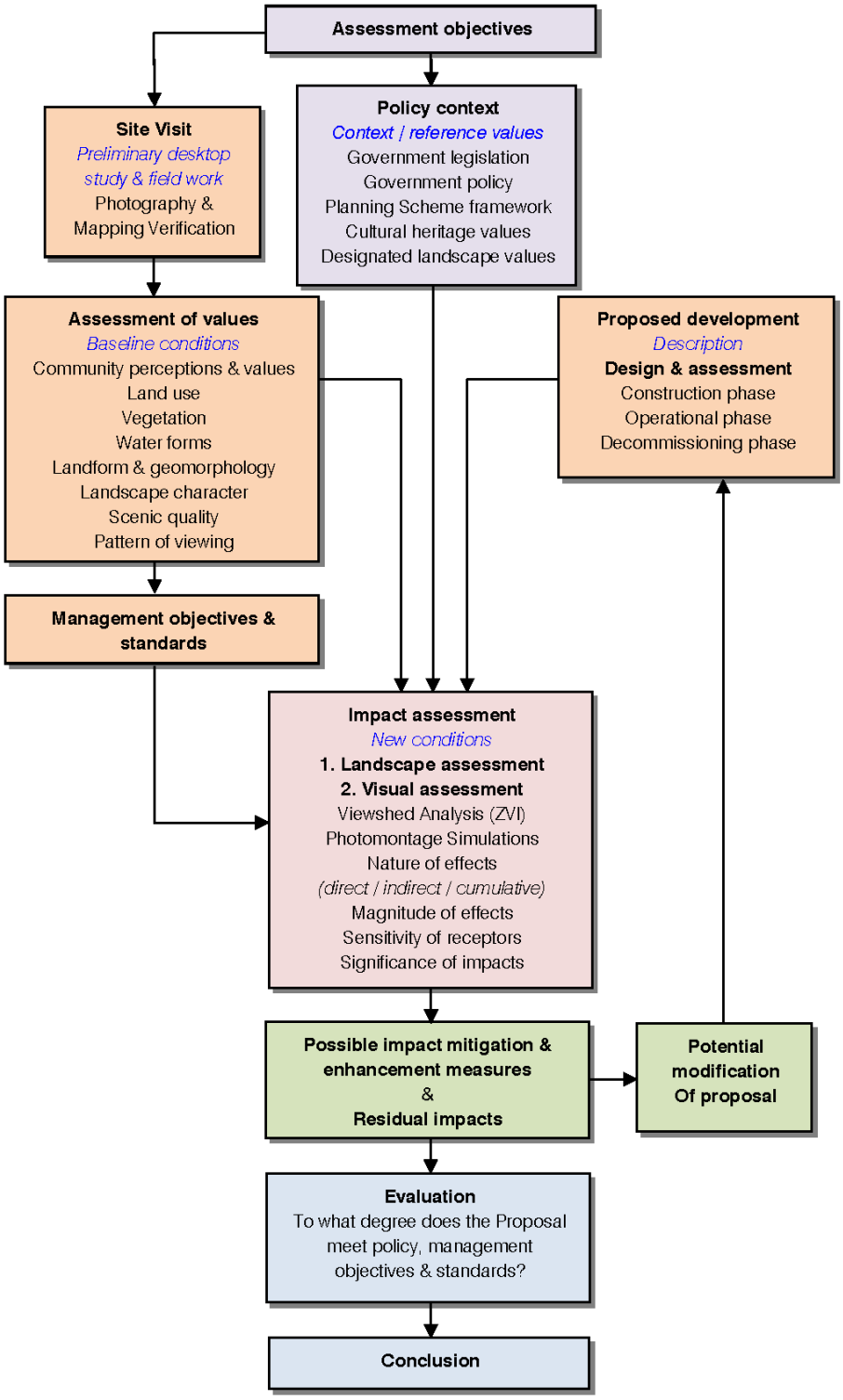


*Figure 2: Landscape and Visual Assessment Methodology*

## 2.2 Impact Assessment Definitions

Impact assessment has been based on the criteria of sensitivity of receptors including the landscape and its users (visual receptors), duration of impacts, nature and magnitude of impacts, and significance of impacts.

### Impact duration

The *duration* of impacts is defined as:

| | |
|---|---|
| Short term | Project construction and establishment phase (<2 years) |
| Medium term | Early project operational phase (2 – 10 years) |
| Long term | Within projected operational phase (10 – 25 years) |
| Permanent | Beyond projected operational phase (25 years +) |
| Reversible | Physical potential for full rehabilitation to original baseline condition within feasible cost parameters and land use objectives |
| Irreversible | Permanent physical change to the baseline condition<br>Beyond feasible cost parameters and land use objectives |

### Significance

The significance of impacts will be determined by a combination of sensitivity of the receptor (whether it is landscape or a visual receptor) and the magnitude of the predicted changes.

The ratings shown in Table 1 define the levels of significance of impacts expressed as three levels.

The impact ratings are made against the baseline values identified within Section 5.

The descriptive meanings of high, moderate and low significance are explained in Table 2.

The significance ratings reflect an assessment of the overall importance of the predicted impact and also indicate mitigation priorities.

A number of 'moderate' rating factors may collectively represent a relatively 'high' degree of change to a receptor (cumulative impact) and therefore mitigation measures may need to be considered for more than 'high significance' rated impacts.

*Table 1: Impact significance matrix – the nature & magnitude of impacts*

| MAGNITUDE OF CHANGE | | | | |
|---|---|---|---|---|
| | high | moderate | high | high |
| | moderate | moderate | moderate | high |
| | low | low | moderate | moderate |
| | negligible | low | low | low |
| | | low | moderate | high |
| | | RECEPTOR SENSITIVITY (Landscape / Viewers) | | |

## 2.3 Nature and Significance of impacts

Table 2 defines the likely effects of the changes resulting from each level of predicted impact identified in Table 1.

*Table 2: Significance of impacts – definition*

| Impact Significance Levels | Definition<br>Visual Impacts on Landscape | Definition<br>Visual impacts on Receptors |
|---|---|---|
| Major adverse<br>HIGH (6) | Total or substantial alteration to key features of the baseline conditions.<br>Effects are at considerable variance with the landform, scale and pattern of the landscape and cannot be substantially mitigated.<br>Would cause a high quality or designated landscape to be substantially changed and its quality and values diminished. | The Proposal forms a significant and dominant part of a view of high scenic quality. Other scenic elements become subordinate and diminished in value.<br>The valued scenic character of the site is markedly changed.<br>Sensitive visual receptors are adversely affected by the change. |
| Moderate adverse<br>MODERATE (5) | Would be noticeably out of scale with the landscape and clearly at variance with key landscape attributes identified within the baseline conditions.<br>Will leave an adverse impact on a landscape of recognised quality. | The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.<br>The scenic character and quality of the site is diminished. |
| Minor adverse<br>LOW (4) | Will have an apparent but not obvious or dominant effect on an area of recognised landscape character or its key attributes. | The Proposal constitutes a discernible but minor component of the wider view.<br>Awareness of the element will have a negative but not a marked effect on overall scenic quality. |
| Neutral<br>NEGLIGIBLE (3) | Only a very slight change to baseline conditions and maintains existing landscape character and quality.<br>New features complement the scale, landform and pattern of the site landscape and its broader setting. | The Proposal or associated activity is hardly visually discernible.<br>The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting. |
| Minor beneficial<br>NEGLIGIBLE (2) | Likely to enable the restoration of valued landscape characteristics or features lost or diminished through existing land use activities.<br>Potential to contribute to the development of a new and higher quality landscape character. | The Proposal fits comfortably within the existing visual landscape.<br>The Proposal helps to articulate existing visual character and amenity values.<br>Potential for the Proposal to contribute to the development of a new and higher value visual character. |

| | | |
|---|---|---|
| Moderate / Major beneficial<br>NEGLIGIBLE (1) | Fits comfortably within the existing landscape character and clearly contributes to the development of higher landscape values.<br>Results in a significant improvement to the quality of the landscape through the rehabilitation of damaged areas or the removal of features or activities that have a negative impact on landscape values.<br>Results in a distinctive landscape feature that has the potential to add new values to the landscape without diminishing existing valued landscape characteristics. | Fits comfortably within the existing landscape character and clearly contributes to the development of higher landscape values.<br>Results in a significant improvement to the visual quality of the landscape through the rehabilitation of damaged areas or the removal of features or activities that have a negative impact on scenic values.<br>Results in a distinctive landscape feature that has the potential to add new visual or tourism values to the landscape without diminishing existing valued visual characteristics. |

## 2.4 Community Perceptions and Values

This process considers existing information sources, including published strategies and guidelines from both Surf Coast Shire and Colac Otway Shire. In this context, these information sources are considered to generally represent the broader community values relating to the landscape and visual resources of the setting.

Many levels of perception will also be based on generic physiological factors that are broadly consistent for people across all communities. Existing empirical research suggests that there are common physiological, visual and aesthetic factors affecting visual perception. Common perceptions, listed below in Table 3, will be used to assist in creating a basis for value judgements.

These findings, in isolation are indicative only factors to be considered as a part of the assessment. The factors do not provide a quantitative measure or definitive analysis of likely perceptions of visual effects / impacts or the values that may be attached to those changes in the viewed landscape, as they do not consider elements such as context, cultural meaning and the manner in which the receptor views the landscape.

*Table 3: Common perceptions & values*

| | |
|---|---|
| Visibility | The magnitude of visual impact is at least partly determined by the nature of that view and whether it is moving or static. |
| Field of view | Horizontal line of sight: The normal binocular field of vision (horizontal line of sight / width of view) is considered to be between 100° and 124°. Within the binocular field of vision, the viewer has depth perception.<br>Either side of the binocular field is a monocular field of 42° for each eye (peripheral vision) which provides the viewer with awareness of movement speed and locational cues.<br>Within the binocular field is a central field of view of around 10° which allows symbol recognition.<br>Within the central field of view is a fovial field (zone of visual acuity) of 2.5° where viewed objects are sharply fixed and in detailed focus.<br>Vertical line of sight: The normal vertical field of view is considered to be 120 degrees (50° above horizontal and 70° below horizontal) with the limit of colour discrimination at 55 degrees (25° and 30° below horizontal). |
| Method of Perception: | These fields of vision indicate a field of view and visual 'recognition' but in isolation, are not meaningful measures of scenic perception. The process of recognising and observing an object or scene (Dynamic Visual Acuity) is complex and involves constant scanning of the seen area, recognition and refocussing within the field of view; a process that is modified (narrowed and simplified) by viewer movement, the speed of movement of the viewer and |

| | |
|---|---|
| | secondary activities such as driving, but enhanced by colour contrasts, illumination, proximity, size, shape, symbol recognition based on expectation and other factors. |
| Occupied view area: | The nature and magnitude of the visual impact is likely to have a proportional relationship to the percentage of the available view taken up by development infrastructure, new activities or landscape interventions.<br>Objects may be visible, but not dominant, particularly when they occur within landscapes that have been modified by human activity and where the context and complexity of the natural landscape has been significantly altered.<br>A spread of built elements or landscape changes across a wide view or several viewable areas is likely to result in a perception of greater overall visual impact than a similar number of built elements within a more confined viewable area. |
| Horizontal field of view | As a general guide only, a visual element of less than 5° of a field of view may be considered insignificant, depending on the nature of background visual contrasts and the movement of the viewer.<br>A field of view of between 5° and 30° may be potentially noticeable, depending on the nature of background visual contrasts and the movement of the viewer.<br>A field of view of over 30° is likely to be highly noticeable and potentially dominant. |
| Vertical field of view | As a general guide only, less than 0.5° of a field of view may be considered insignificant, depending on the nature of background visual contrasts and the movement of the viewer.<br>A field of view of between 0.5° and 2.5° may be potentially noticeable, depending on the nature of background visual contrasts and the movement of the viewer.<br>A field of view of over 2.5° is likely to be highly noticeable and potentially dominant. |
| Speed of movement | As the speed of movement increases, viewer concentration on a fixed area increases and peripheral vision diminishes, effectively shrinking the visual field. Foreground detail begins to fade. |
| Distance | The greater the viewing distance, the less detail is observable and the more difficult it is to distinguish between the site or object and its background, diminishing the impact. |
| Relative elevation | Objects viewed against a skyline silhouette or at the edge of a break in slope are likely to have a greater visual impact than objects or changes viewed from a location where features are viewed against a land backdrop. Colour contrasts may modify this outcome. |
| Size, colour & form | The greater proportion of a view occupied by new features or activities the greater the impact. Contrasting colours and forms increase the relative impact of change. |
| Illumination | Luminance contrast increases the visual definition of the shape, size and location of objects and potentially changes the context in which objects are re viewed. Lighting colour and movement increase the potential level of contrast. |
| Activity | Movement of objects, including vehicles and light reflection changing with movement will increase impact. |
| Complexity | Changes to a visually complex field of view with elements of varying scales and form are likely to result in lower impacts than changes to a relatively uniform field of view. |
| Context | The extent to which the proposed development is in character with the land use and landscape character of the site will affect the perceived level of impact. |

| | |
|---|---|
| Weather conditions | The overall clarity of the view, the angle of the sun and the degree to which skyline silhouettes are masked by clouds etc will affect visibility. |
| Change | The degree of change in the view and the process of change will affect the degree of impact on the viewer. |
| Familiarity | Changes to a familiar visual setting or where the viewer interacts with the setting is likely to have a relatively greater impact on the viewer than changes to a setting that is rarely seen or poorly understood. |
| Cultural context | Changes to a visual setting with significant cultural value or purpose is likely to have a relatively greater impact on the viewer than what may be considered a 'generic' landscape setting with no specific value. |
| Individual context | The perception of a visual impact or visual improvement within a landscape is likely to differ between communities, cultural groups and among individuals. Personal context and values strongly influence the manner in which visual effects are valued. |

## 2.5 Visual Receptor Sensitivity

Visual receptor sensitivity is a measure of the direct or indirect effects that development changes will have on a receptor's view or a scenic resource. Sensitivity factors could include physical elements, visual character and cultural values. For the purposes of the impact assessment viewer sensitivity is defined as a combination of the following factors:

- A direct relationship to or dependence on the visual environment
- Familiarity with the place and its landscape and scenic qualities
- The distance of the receptor from the potential impact and the available angle of view (field of view)
- The number of people that use that location and are likely to experience changes to scenic quality

Table 4: Visual Receptor Sensitivity includes a summary of receptor sensitivity values referenced in this study.

*Table 4: Visual Receptor Sensitivity*

| Sensitivity | Receptors |
|---|---|
| High Sensitivity | • State level parks and scenic reserves, major recreation trails and formal scenic view locations<br>• Rural residential properties<br>• Tourism and recreation accommodation (rural context)<br>• Tourist and recreation sites and destinations (rural context)<br>• Major tourist routes and scenic drives |
| Moderate | • Highways and major regional roads<br>• Secondary tourist roads and recreational driving routes<br>• Urban residential properties (township context)<br>• Tourism and recreation accommodation (urban context)<br>• Tourist and recreation sites and destinations (urban context)<br>• Schools, hospitals and residential care facilities |

| | |
|---|---|
| Low | • Local rural roads<br>• Industrial land uses |

In this rural landscape setting it can be assumed that:

- Receptors resident in towns and townships, as well as in settlements beyond formal township boundaries will have an acute interest and investment in the scenic quality of the coastal towns and natural landscapes of Great Ocean Road Region.
- Receptors accessing tourism and recreation destinations and attractions within the study area, including lookouts and viewpoints, will have an equally acute interest in the scenic quality of the coastal towns and natural landscapes of Great Ocean Road Region.
- Receptors travelling along the Great Ocean Road will have an equal interest in the scenic quality, but different sensitivities due to the typical speed of movement.
- Receptors on domestic water craft (assumed to be primarily tourism and recreation based) will have an equal interest in the scenic quality, but different sensitivities due to the degree of motion in the water when stationary and speed of movement when travelling.

## 2.6 Landscape Sensitivity

Landscape character and scenic quality is used as a basis to assess the landscape's sensitivity to change, which is used further to assess the visual impacts resulting from proposed development within the landscape. Visual sensitivity refers to the extent to which a landscape can change without unacceptable adverse effects on its visual character and quality, independent of whether the proposed development is visible by receptors or not. Landscape sensitivity levels are described in Table 5.

*Table 5: Landscape Sensitivity*

| Sensitivity Level | Definition |
|---|---|
| High | Key characteristics of the landscape are highly vulnerable to the type of change being assessed, with such change likely to result in a significant change in valued character. |
| Moderate | Some of the key characteristics of the landscape may be vulnerable to the type of change being assessed. Although the landscape may have some ability to absorb change, some alteration in character may result. Considerable care may be needed in locating and designing change within the landscape. |
| Low | Key characteristics of the landscape are less likely to be adversely affected by the proposed change. Change can potentially be more easily accommodated without significantly altering character and there may be opportunities to positively create new character. Sensitive design is still needed to accommodate change. |

## 2.7 GIS and Computer-based Modelling

### Visibility analysis:

Visibility analysis through Zone of Visual Influence (ZVI) modelling was used to produce a model identifying potential visual receptors and areas that will be subject to views of the Proposal. ZVI modelling produces a theoretical zone indicating all places with a line of sight to the modelled data points.

ZVI modelling was based on:

- A Digital Terrain Model using 10m contour data, not considering existing vegetation. This results in a 'worst case' scenario in terms of the theoretical extent of visibility.
- A series of points spaced at 200m intervals along the Great Ocean Road at a modelling height of 1.2m above the existing surface level to simulate a typical driver eye height while travelling along the road. This shows the theoretical area visible to road users driving along the Great Ocean Road.
- A single point with a modelling height of 1.7m above the predicted surface level of proposed lookouts and hikers camps to simulate a typical person standing at the lookout. This shows the theoretical visibility of the infrastructure from receptor points as well as the duration of visibility (i.e. how long the infrastructure point will be visible when travelling along the road). For larger lookouts with cantilevered structures, two points were modelled, representing both the theoretical ground interface and the cantilevered tip of the lookout structure.
- The preliminary design height of the tower posts of the suspension bridges to show the theoretical visibility of the infrastructure from receptor points as well as the duration of visibility (i.e. how long the infrastructure point will be visible when travelling along the road).

The actual extent of visibility was verified by reference photographs and representative wireframe visualisations (photomontages), as described in Section 2.9.

Note: ZVI's to and from the sea were not generated. It is assumed that wherever ZVI's extend along a beach, the adjacent seascape would also fall within the ZVI for an indefinite distance out to sea.

**Data limitations:**

Modelling and assessment outcomes are limited by the following:

- Master Plan for the Great Ocean Road Coastal Trail (World Trail, 2022) and associated Infrastructure Report (World Trail, 2022).
- LiDAR data provided by the client (2019-20 Great Ocean Road Elevation and Photography Melbourne LiDAR Project MGA Zone 54 and 55, GDA2020 8pts/m2, Accuracy of 0.2m Horizontal, 0.1m Vertical), in combination with publicly available contour data of Metropolitan contour data 10 meter – Vicmap Imagery and Elevation Data (DELWP).

Of note is that due to the size of the study area, the ZVI analyses were undertaken using 10m contour data, and as such the accuracy of the modelling is to be considered accordingly.

It is considered that, given the scale of the Proposal, the size of the investigation area and the margins of accuracy applying to the modelling process, the modelling results are sufficiently accurate for the purposes of this assessment.

**Distance factors:**

Due to the nature and scale of the proposed trail and infrastructure, as well as the nature of the receiving environment, the following distance factors are relevant for this project in terms of proximity to expected changes.

*Table 6: Distance factors – dependant on the nature of the change*

| Distance | Definition of typical effects |
|---|---|
| Foreground (<1km) | • Obvious or dominant visual change to the landscape and landform characteristics including Colour contrast and textural details are clearly perceived.<br>• Views are more likely to be broken by foreground features.<br>• Landform characteristics and the relationship between landscape features are clearly discernible. |

| | |
|---|---|
| Middle ground (1 – 2 km) | • Potentially obvious visual change to the landscape and landform characteristics.<br>• Views are more likely to be broken by foreground features.<br>• Landform characteristics and the relationship between landscape features may be clearly discernible. |
| Background (2 – 3 km) | • Likely minimal visual recognition of strong colour and light contrasts and large -scale vegetation clearance only.<br>• Minimal recognition of form and detail and no appreciation of vehicle movement.<br>• Distance zone where different landscape elements or types are visually apparent. |
| Distant views (3 km +) | • Textures are no longer visible. Only landform features such as valleys, skyline and ridgelines are visible.<br>• Depending on the scale of change, likely minimal visual recognition of strong colour and light contrasts and large-scale vegetation clearance only.<br>• Minimal recognition of form and detail and no appreciation of vehicle movement.<br>• Depending on the scale of the development, the visual scale of the change may be barely discernible and appear as a relatively minor visual element within a larger landscape complex. |

**Best-practice modelling process:**

As the first step in the process, several photo locations and GPS points were recorded during the site visit. Photos were taken with a DSLR Camera (Canon 5D) with a 50mm fixed lens focal length.

Conditions on the day of photography were cloudy with adequate long-range visibility for the purposes of the assessment.

Survey equipment (FLX100 GNSS antenna) used in conjunction with Zeno Mobile software operated from a Samsung Galaxy Tab S7 was used to establish the GPS location and elevation of viewpoints with and accuracy of less 100mm. The same survey equipment was used to position 2 reference point for each viewpoint for use in 3D software to match the virtual camera with the photos taken on site.

A 3D virtual model was developed in 3D software (3D Studio Max) including the 3D model of the Proposal, based on the Master Plan for the Great Ocean Road Coastal Trail (World Trail, 2022) and associated Infrastructure Report (World Trail, 2022).

The viewpoint GPS locations were added into the 3D model to setup virtual cameras for camera matching. Once the views were matched, a wireframe render was produced to superimpose on the existing conditions photograph to create before and after conditions. No mitigation measures were added to the views to show their potential effects, but their possible effects were generally described within the assessment.

**Background**

The photographic and imaging techniques adopted for this study are intended to produce visual representations that:

- Are as geometrically and aesthetically accurate as possible to permit decision makers, after suitable field inspections, to make a reasonable, balanced judgement of the effects of a proposed change;
- Are based on a transparent, structured and replicable procedure, to allow others to confirm the accuracy of the information presented; and
- Are intended to present findings in a manner that is easily understood by non-technical people.

It is important to note that photographic images and simulations cannot provide the visual experience that a human observer would receive in the field. The detailed technical assessments and professional judgements presented in this study have been made on the basis of site inspections, modelling, available information and professional judgement.

## 2.8 Selection of Viewpoints

A number of viewpoints were selected to represent the range of potential visual receptors that will be impacted upon by the proposed trail and associated infrastructure. The locations selected for viewpoints were based on representative viewing distances, viewing orientation and visual receptor type.

As a set, these viewpoints cover a broad range of viewing locations, view types and view quality available from publicly accessible locations within the study area. All viewpoints were publicly accessible. Views from the sea were not tested.

## 2.9 Wireframe Model and Photomontage Simulations

The appearance of the proposed trail and infrastructure was further assessed by means of wireframe-based simulations of selected viewpoints. The viewpoints selected for wireframe modelling include **representative** (i.e. typically representing a number of similar viewpoint locations or infrastructure types), **illustrative** (i.e. best illustrating a specific type of impact or environment) and / or **worst case** representations of view lines, visual receptors and proximity to the proposed project throughout the study area.

These wireframe images are not photo realistic representations of new structures but do provide an accurate representation of the scale, shape and location of new structures within the site photographs. Different versions of the photographic model from each main viewpoint show:

- Existing conditions.
- Wireframe photomontage simulations of the infrastructure position, size and massing, inclusive of people making use of the infrastructure, as this would in many instances represent the most visible aspect.
- The extent of the infrastructure that would be seen from the viewpoint, along with those unseen parts of the structure that would be blocked by landform or other structures.

The potential mitigation measures such as vegetation are discussed within the assessment section but not modelled in the current wireframe images as they would be subject to a detailed design process.

*Photo montage images have not been produced for this assessment as Zone of Visual Influence (ZVI) modelling, wire frame imagery and on-site assessment has been adequate to establish the nature and magnitude of impacts.*

# 3 Project Description

*'...The proposed Great Ocean Road Coastal Trail is a 94km walk connecting the coastal towns from Fairhaven to Grey River. Sections of new trail will connect with existing walking and management vehicle tracks to form a continuous walking trail. Ultimately, with the completion of the walk from Grey River to Skenes Creek and onward to Apollo Bay (subject to further investigations), it will link the Surf Coast Walk with the Great Ocean Walk effectively creating a continuous walking track from Torquay to the Twelve Apostles.*

*The trail will pass through the region's celebrated landscapes, showcasing iconic coastal cliffs, lush forest environments, deep freshwater streams and rivers and popular seaside towns and villages.*

*Lookouts and suspension bridges spanning wide valleys will provide iconic views of the Great Ocean Road, and shorter loop walks will expand on the diverse range of walk experiences to encourage visitors to stop, explore further, and stay longer.*

*With a consistent trail grade between 2 and 3, the walk will provide something for everyone. Visitors will be able to choose from shorter walks within close proximity to townships, to more remote multi-day wilderness experiences. With many sections of the trail to explore, visitors will be encouraged to come back again to experience other sections of the trail, increasing the benefits to the local visitor economy...'* (World Trail, 2022)

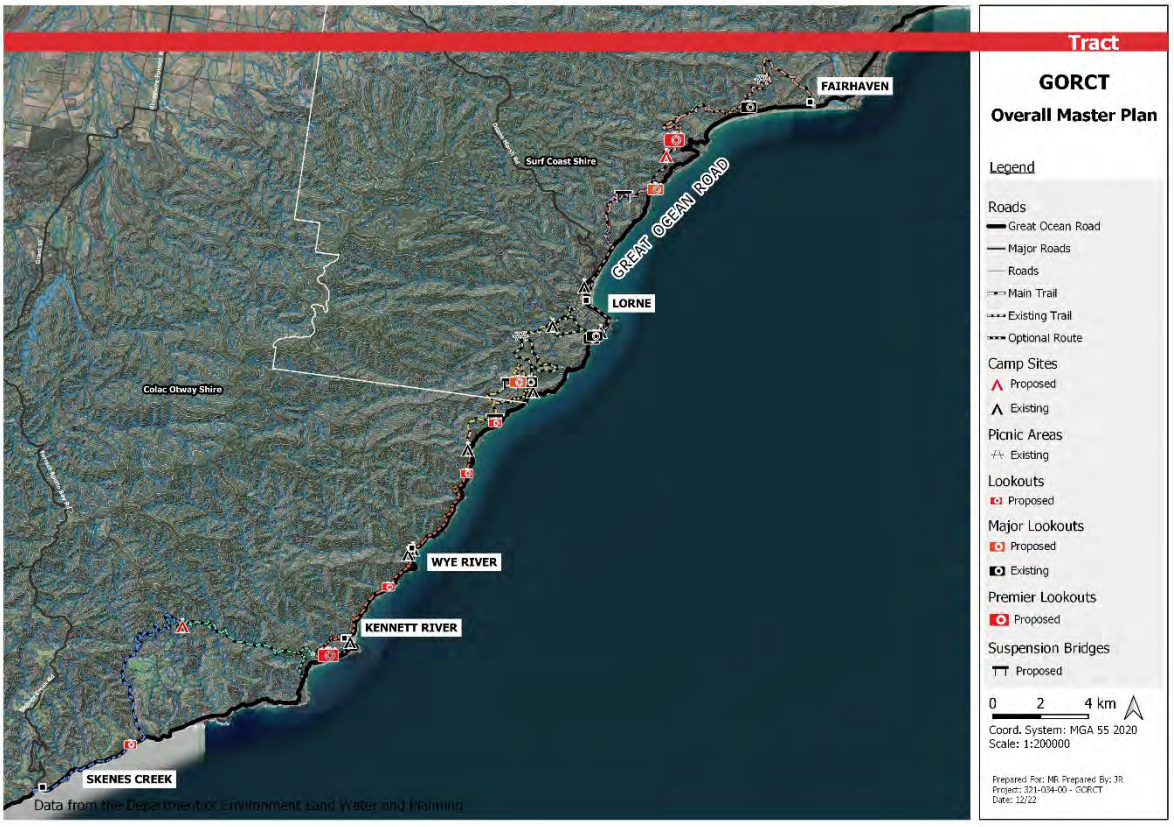


*Figure 3: Great Ocean Road Coastal Trail overall Masterplan*

According to the Master Plan (World Trail, 2022), the full Great Ocean Road Coastal Trail will comprise a 7 day / 6 night hike. Each day segment is to measure between 9 and 15km in length. More detail on each segment is included below (refer to Appendix 1 for larger format maps):

### 3.1.1 Segment 1

This segment alignment follows a combination of both new and existing trails from Fairhaven to Big Hill, covering a distance of 16.994km. This is a grade 3 walking track, expected to take approximately 6-8 hours to walk. Big Hill is also a trail access point.

The following are points that punctuate this section of the trail:

- Fairhaven Surf Life Saving Club – existing town / facility (trail head)
- *Moggs Creek Picnic Area – existing facility*
- Ocean View Lookout – existing **major** lookout to be upgraded
- Kelsall's Rock Lookout – proposed new **premier** lookout
- Big Hill Hiker Camp – proposed new hiker camp

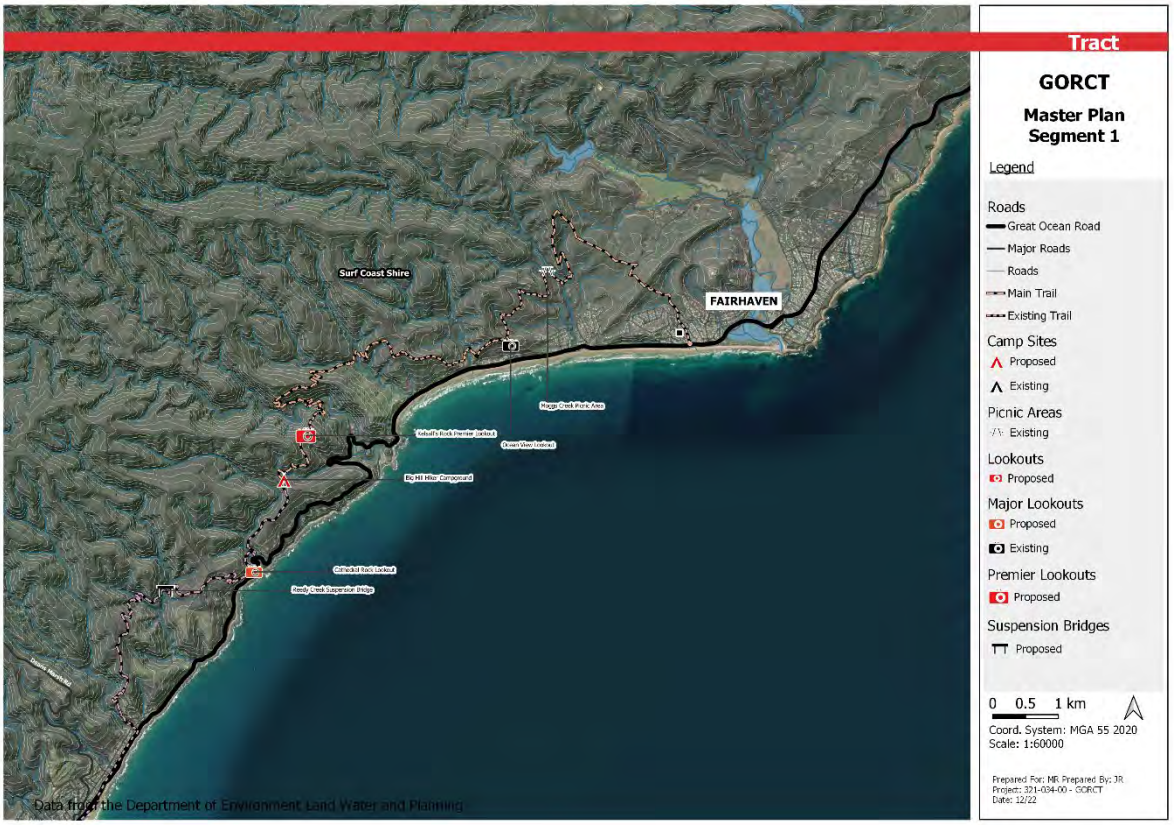


*Figure 4: Great Ocean Road Coastal Trail Master Plan: Segment 1*

### 3.1.2 Segment 2

This segment alignment follows a combination of both new and existing trails from Big Hill to Lorne, covering a distance of 12.758km. This is a grade 3 walking track, expected to take approximately 4-6 hours to walk.

The following are points that punctuate this section of the trail:

- Cathedral Rock Lookout - proposed new **major** lookout

- Reedy Creek Suspension Bridge – proposed new 71m long x 20m high suspension bridge
- *Lorne foreshore – existing town / facilities*
- *Point Grey – existing town / facilities*
- *Queens Park Campground – existing facility*


*Figure 5: Great Ocean Road Coastal Trail Master Plan: Segment 2*

### 3.1.3 Segment 3

This segment alignment follows a combination of both new and existing trails from Lorne to Cumberland River, covering a distance of 11.633km. This is a grade 3 walking track, expected to take approximately 6-7 hours to walk. Lorne is also a trail access point.

There is an alternative option to start this segment at Allenvale Road, and optional route between Sheoak Picnic Area to just north of Castle Rock.

The following are points that punctuate this section of the trail:

- Tramway lookout – upgrade existing major lookout
- *Allenvale Mill Bush Campground – existing facility*
- *Allenvale Picnic Ground – existing facility*
- *Sheoak Picnic area – existing facility*
- Castle Rock lookout – upgrade existing major lookout
- *Cumberland River Holiday Park – existing facility*

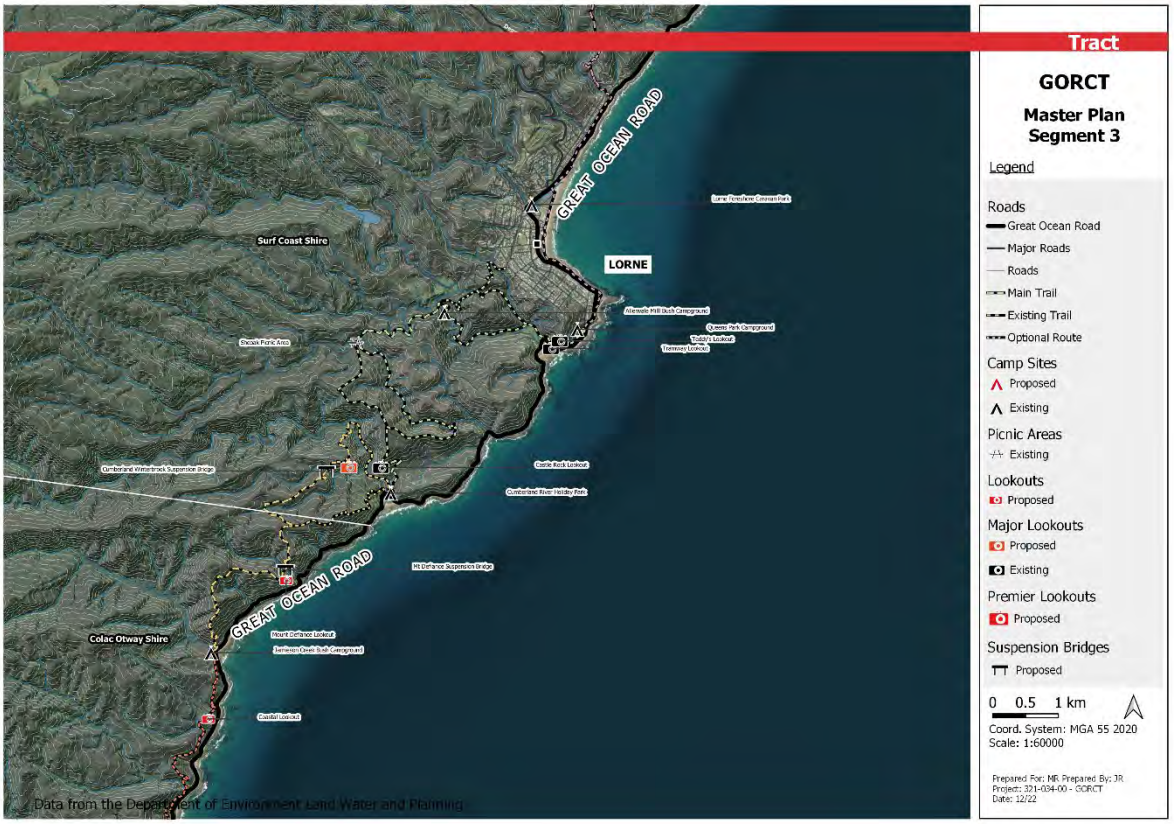


*Figure 6: Great Ocean Road Coastal Trail Master Plan: Segment 3*

### 3.1.4 Segment 4

This segment alignment follows a combination of both new and existing trails from Cumberland River to Jamieson Creek, covering a distance of 9.420km. This is a grade 3 walking track, expected to take approximately 5-7 hours to walk. This segment offers the option of continuing to Wye River for an additional 6.5km. Jamieson Creek is also a trail access point.

There is an optional route between the start of the trail at Cumberland River Sheoak Picnic Area to just north of Mt Defiance.

- The following are points that punctuate this section of the trail:
- Langdale Pike lookout – proposed new major lookout
- Cumberland Winterbrook Suspension bridge – proposed new 164m long x 75m high suspension bridge
- Mount Defiance Suspension Bridge – proposed new 165m long x 45m high suspension bridge
- Mt Defiance lookout – proposed new major lookout
- *Jamieson Creek Bush Campground – existing facility*

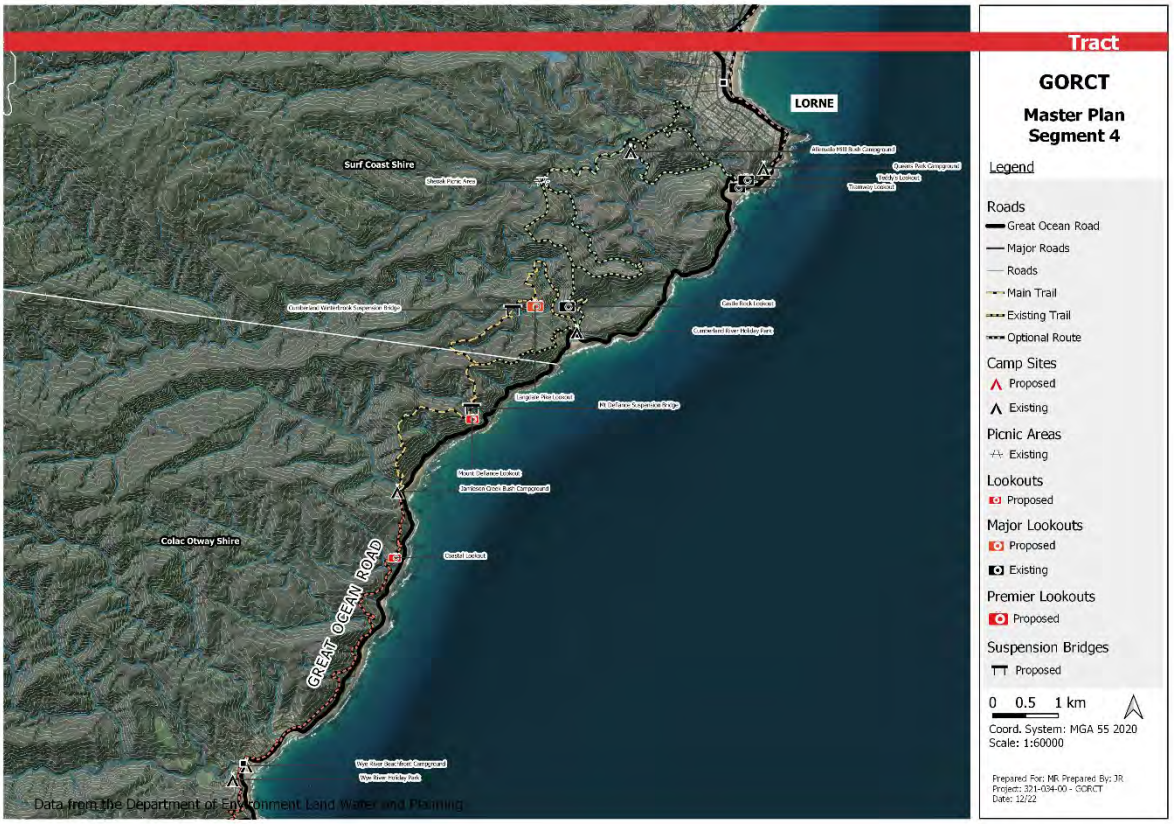


*Figure 7: Great Ocean Road Coastal Trail Master Plan: Segment 4*

### 3.1.5 Segment 5

This segment alignment follows mostly existing trails from Jamieson Creek to Kennett River, covering a distance of 12.522km. This is a grade 3 walking track, expected to take approximately 4-6 hours to walk.

There is an optional loop from Kennett River along the Kennett River Nature Walk.

The following are points that punctuate this section of the trail:

- Coastal lookout 1 – proposed new **major** coastal lookout
- *Separation Creek – existing facilities*
- *Wye River - existing facilities*
- Coastal lookout 2 – proposed new **major** coastal lookout
- *Kennett River Family Caravan Park – existing facilities*


*Figure 8: Great Ocean Road Coastal Trail Master Plan: Segment 5*

### 3.1.6 Segment 6

This segment alignment follows a combination of both new and existing trails from Kennett River to Wongarra, covering a distance of 10.685km. This is a grade 3 walking track, expected to take approximately 6-8 hours to walk.

This segment offers an optional link to Grey River, (which is a trail access point).

It should be noted that this section of the trail alignment is subject to further on-ground investigation.

The following are points that punctuate this section of the trail:

- Mt Meuron lookout – proposed new **premier** lookout (cantilevered over Great Ocean Road)
- *Optional link to Grey River - existing town / facilities*
- *Grey River Picnic area - existing*
- Wongarra Hikers Camp – proposed new hiker camp


*Figure 9: Great Ocean Road Coastal Trail Master Plan: Segment 6*

### 3.1.7 Segment 7

This segment alignment follows a combination of both new and existing trails from Wongarra to Skenes Creek, covering a distance of 16.337km. This is a grade 3 walking track, expected to take approximately 5-7 hours to walk.

It should be noted that this section of the trail alignment is subject to further on-ground investigation.

The following are points that punctuate this section of the trail:

- Von Mueller's Creek Lookout – proposed new major lookout
- Skenes Creek - existing town / facilities / attractions / accommodation (trail head)

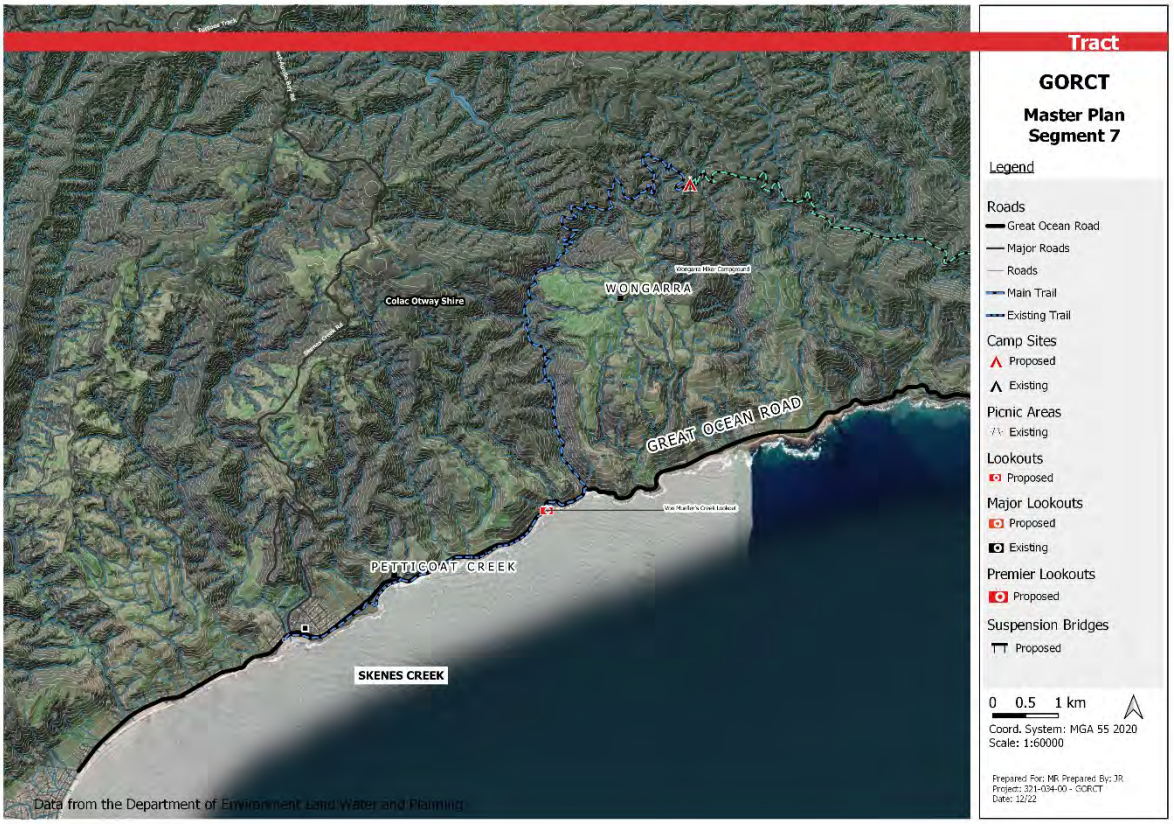


*Figure 10: Great Ocean Road Coastal Trail Master Plan: Segment 7*

## 3.2 Design Components and Infrastructure

### 3.2.1 Access

#### Regional

- According to the GORCT Master Plan (World Trail, 2022), most people access the Great Ocean Road region by car. The starting point of the Great Ocean Road Coastal Trail at Fairhaven is approximately 2 hours drive from Melbourne.
- The starting point of the Great Ocean Road Coastal Trail at Fairhaven and the end point at Skenes Creek can also be reached by V line bus service from the Geelong Railway Station.
- It is envisioned that independent car shuttles and a shuttle service will operate between trail heads and trail access points. This will help to reduce the increasing pressure on road and parking infrastructure as the trail popularity and visitor numbers increase.

#### Trailheads

- According to the GORCT Master Plan (World Trail, 2022), the nature of the GORCT walk is that there will be major trail heads at the start and the end of the walk as well has minor trail heads at the start and end of the trail as it enters into towns along the route.
- Trail heads are to be located at Fairhaven and at Skenes Creek.
- Trail access points are to be located at Big Hill, Lorne, Jamiesons Creek and Grey River.

- The trailheads and access points will need to offer carparking, trailhead signage, informal gathering space, water and toilets at a minimum, and preferably additional infrastructure such as group shelters , BBQ, picnic tables etc.

**Carparks**

- According to the GORCT Master Plan (World Trail, 2022), there is limited available carparking at all trailhead and trail access point locations:
- Additional car parking requirements for hikers and day visitors have not yet been determined as part of the Great Ocean Road Coastal Trail Masterplan (World Trail, 2022), but it is expected that the requirement for parking at trail heads, trail access points and feeder points to lookouts and other drawcards will increase as the popularity of the trail increases.

### 3.2.2 Trails

The GORCT Master Plan (World Trail, 2022) proposes that sections of the hike be designed as class 1 trails in order to promote inclusivity of different walker abilities and preferences and to facilitate universal access. In this respect, it is expected that areas within 2-5km from a town and trails leading to Premier Lookouts will be designed as class 1 (accessible)or class 2 (comfortable) trails, and specific sections will be designed to DDA standards.

The masterplan recommends that new facilities be designed in accordance with *Siting and Design Guidelines for Structures on the Victorian Coast* (DELWP 2020). In this respect, the Great Ocean Road Coastal Trail Masterplan (World Trail, 2022) outlines sustainable trail design principles and design standards to be adhered to. In this respect, it is expected that trails and infrastructure will be suitably sited, responsive to soil conditions, slope and erodibility and respond to the presence of significant / sensitive vegetation and cultural artefacts.

Trails will designed as follows:

- A track with maximum width of 1.2m with Gherang compacted gravel surfacing.
- Standard bench construction will be cut to fill with full bench construction in very steep sections (if required).
- Naturally occurring rock may be used to stabilise batter slopes.
- Rock armouring using locally sourced rocks of 400-800mm in size or artificial rock may be used to harden the trail where required (i.e. in wet and boggy areas, steep gradients and high traffic areas).
- Steps may be constructed in steep areas as required, using locally sourced rock, timber, gravel, concrete or Fibre Reinforced Plastic (FRP) structures.
- Exposed aggregate concrete in high pedestrian use areas (toilets, shelters, picnic areas, camps, lookouts)
- Timber boardwalks and decks in high pedestrian use areas (toilets, shelters, picnic areas, camps, lookouts)
- Stepping stone crossings where required, using in-situ rocks and boulders (where available) placed or fixed in place (where appropriate). Additional rock may be placed around trail entry and exist points to reduce bank erosion.
- Road crossings, where required, may include signage, but no other infrastructure.

### 3.2.3 Low Level Bridges

- According to the GORCT Master Plan (World Trail, 2022), low level bridges will be used for smaller watercourse or ephemeral gully crossings, with approximate spans of 2 – 20 m, where it is not possible to create rock-armoured at-grade crossings with natural rock due to steep embankments, sensitive environment or fast-flowing water.
- Numerous crossings are expected along the trail alignment, requiring a replicable design approach for a range of span lengths.

- Low level bridges block off sunlight to protective vegetation on the banks and stream bed below the bridge superstructure, causing it to die and leaving the stream bed and banks susceptible to erosion. For this reason, protective riprap or stone-pitched (either grouted or un-grouted) scour protection may be required around the bridge abutments.
- Recommended materiality includes timber and galvanised structural steel aiming for long design life and low maintenance.

### 3.2.4 Signage and Wayfinding

The Great Ocean Road Coastal Trail Masterplan (World Trail, 2022) recommends the development of a comprehensive signage and wayfinding package in future phases of the project to support the creation of an identity for the Great Ocean Road Coastal Walk. This signage package will include (but may not be limited to):

- Trailhead signage consisting of a range of elements with a clear design identity and hierarchy based on location and information requirements.
- Wayfinding markers along the trail to Australian walking track standards. These would be triangular orange markers fixed to timber posts or natural features, including trail direction, distance, grade etc.
- Interpretive signage embedded into wayfinding and infrastructure elements.

Recommended materiality includes stainless steel, corten steel, powdercoat, plain concrete, stone and timber, aiming for clear legibility, long design life and low maintenance.

### 3.2.5 Accommodation

According to the GORCT Master Plan (World Trail, 2022), the trail has been planned so that each day segment starts and finishes in a town, so as to prioritise the use of existing accommodation and hospitality facilities. New, dedicated hiker facilities within existing camp grounds have been proposed to accommodate trail users during peak periods. Where day segments are too long to make use of existing accommodation, on-track hiker camps are proposed.

The masterplan recommends that new facilities be designed in accordance with *Siting and Design Guidelines for Structures on the Victorian Coast* (DELWP 2020). In this respect, the Great Ocean Road Coastal Trail Masterplan (World Trail, 2022) outlines sustainable design principles and design standards to be adhered to. In this respect, it is expected that trails and infrastructure will be suitably sited, responsive to soil conditions, slope and erodibility and respond to the presence of significant / sensitive vegetation and cultural artefacts.

- Proposed new on-walk hikers camps at Big Hill and Wongarra will offer eight campsites, suitable for up to three people each (i.e. 1-2 small hiking tents per approx. Ø3m campsite)
- Campsites will have adequate separation from other campsites (spaced 3-8m apart) and site amenities, and will be set out in response to the proposed site topography, site features and site character.
- Additional facilities would include designated seating and cooking stove areas, connecting boardwalks / pathways and ablutions.
- Where site topography permits, hikers camps may also include a communal, hard roofed shelter (possibly 6m x 6m) containing benches for stoves / food preparation, tables and benches, sink with sump and low impact lighting.
- Campsites will require regular servicing and maintenance of toilets, water / wasterwater treatment and infrastructure.

Recommended materiality includes stainless steel, corten steel, powdercoat, plain concrete, stone and timber, aiming for long design life and low maintenance.

### 3.2.6 Lookouts

The GORCT Master Plan (World Trail, 2022) recommends that new facilities be designed in accordance with *Siting and Design Guidelines for Structures on the Victorian Coast* (DELWP 2020). In this respect, the Great Ocean Road Coastal Trail Masterplan (World Trail, 2022) outlines sustainable design principles and design standards to be adhered to. In this respect, it is expected that trails and infrastructure will be suitably sited, responsive to soil conditions, slope and erodibility and respond to the presence of significant / sensitive vegetation and cultural artefacts.

**Premier Lookouts**

- These include a proposed new lookout at Kelsall's Rock and Mt Meuron.
- Premier lookouts will be developed to showcase world class views and will become a destination for visitors to the region. Refer to Figure 11: Proposed premier lookout – Kelsall's Rock and Figure 12: Proposed premier lookout – Mount Meuron.
- Premier lookouts will include easy access for hikers and day visitors (i.e. a grade 1 or grade 2 walk from the nearest carpark). Refer to section 3.2.2 on trails for more information.
- A high level of service and supporting infrastructure will be required.

Recommended materiality includes stainless steel, corten steel, powdercoat, plain concrete, stone and timber, aiming for long design life and low maintenance.


*Figure 11: Proposed premier lookout – Kelsall's Rock*

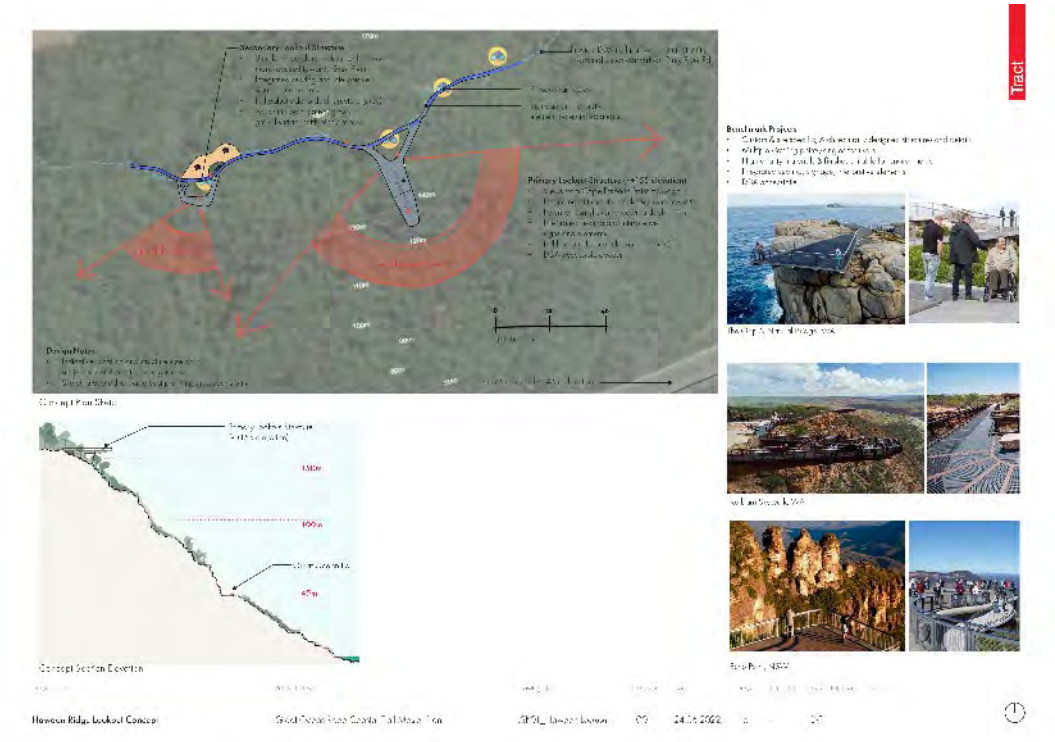

*Figure 12: Proposed premier lookout – Mount Meuron*

**Major Lookouts:**

- Major lookouts will be developed in iconic and dramatic locations and are intended to add to the walking experience.
- These include a combination of new lookouts at Cathedral Rock, Langdale Pike and Mt. Defiance, Coastal 1, Coastal 2 and Von Mueller's Creek and upgraded existing lookouts at Ocean View, Castle Rock and Tramway.
- Some Major Lookouts (Tramway, Ocean View, Coastal 1, Coastal 2 and Von Mueller's Lookouts) will be designed to accommodate up to 5 people, and will comprise a deck, balustrade and seating, and will measure about 3m x 2m in extent.
- The other Major Lookouts (Castle Rock, Cathedral Rock, Langdale Pike, Mount Defiance Lookouts) will be larger, accommodating up to 12 people. These would typically comprise a cantilevered deck with balustrade and seating, and measure about 3m x 4m.
- Major lookouts will require moderately easy access for hikers and day visitors. Refer to section 3.2.2 on trails for more information.
- A moderate level of service and supporting infrastructure will be required.

Recommended materiality includes stainless steel, corten steel, powdercoat, plain concrete, stone and timber, aiming for long design life and low maintenance.

**Minor Lookouts:**

- These include both new and upgraded existing lookouts at various locations along the trail. These locations have not been mapped.
- Minor lookouts will generally be located away from major towns or key trail attractions.
- Typically, minor lookouts will be small clearings with little infrastructure (if any).
- Minor lookout will not be accessed by day visitors and will rather function as a natural rest stop for hikers.

- A low level of service and supporting infrastructure will be required.

### 3.2.7 Suspension Bridges

- According to the GORCT Master Plan (World Trail, 2022), suspension bridges are one of the most cost effective ways to create a long-span bridge to cross a large area without intermediate supports.
- Three new suspension bridges are proposed along the trail, namely Reedy Creek, Cumberland Winterbrook and Mt. Defiance. These vary in span from 71m to 165m, and range in height from 20m high to 75m. Refer to Figure 13: Proposed suspension bridges.
- All three bridges are located within 1km of the shoreline and will be exposed to high corrosion rates and the full ravages of weather and UV.
- The choice of materials will be governed by local availability of materials and other cost factors, safety, durability and funding available.

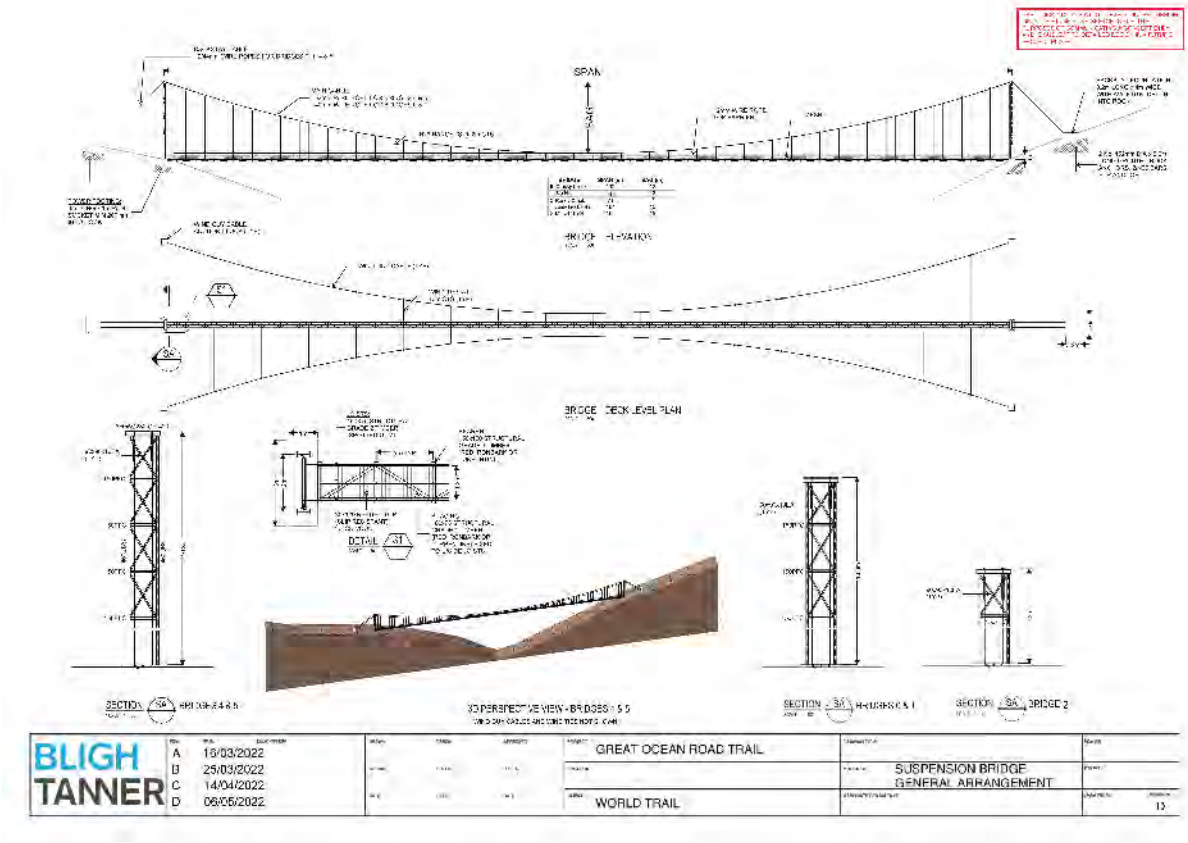


*Figure 13: Proposed suspension bridges*

Main features of the concept design for the proposed suspension bridges are as follows:

- The main wire rope cables will be supported on elevated towers which support the horizontal deck walkway.
- The towers will consist of two I-beam legs with lateral bracing for stability.
- An H-beam tower headstock will support the main cables.
- The towers are constructed on simple reinforced concrete foundations socketed into intact weathered rock.
- Cables will be General Purpose galvanised wire ropes.
- Backstay cables at each end will be anchored into the ground.

- Galvanised Reidbar (continuously threaded steel reinforcing bar) hangers will be spaced at 2m intervals and attached to the main cables with special fittings and bolted to the deck bearers. The lengths of the hangers will vary with the variation in the sag of the main cables along the span of the bridge to achieve a horizontal deck profile;
- The width of the deck between handrails will be 1.2m.
- Barriers will be 1.1m high with mesh infill
- The deck bearers and deck bracing with be timber (Red Ironbark or Turpentine) or hot dip galvanised structural steel.
- The bearers will in turn support three joists that run in the direction of the bridge. Joists will be either timber (Spotted Gum) or hot dip galvanised structural steel.
- Slip resistant (Reeded top) hardwood decking will be used for the walkway decking, fixed to the joists with stainless steel batten screws. Fibreglass Reinforced Plastic (FRP) mesh could also be considered for the walkway decking;
- Wind stabilisation will be provided by wind guy systems.

## 3.3 Development Process and Alternatives

### 3.3.1 Overall Planning

According to the GORCT Master Plan (World Trail, 2022), segments 1-5 of the trail are in the final stages of design development, and Segments 6 and 7 are still subject to on-ground investigation.

### 3.3.2 Accommodation

According to the GORCT Master Plan (World Trail, 2022), the following project alternatives may be considered:

**Design alternatives:**

- As an alternative to campsites, hikers camps could also offer on-track roofed accommodation in the form of hikers cabins.

**Site alternatives:**

- As an alternative to Fairhaven SLSC, where there is limited space available, an alternative trailhead for the Great Ocean Road Coastal Trail is proposed at Moggs Creek, where there is sufficient space.
- Two options for the siting of the proposed new Big Hill Campsite are available:
  - Option 1 is located on top of the hill some 80m from the intersection of Mair Road. This site is offers easy servicing, but is visually exposed.
  - Option 2 is located adjacent to the proposed trail. This site will be more challenging to access and service, but is more visually protected.

**Potential additional campsite:**

- Tullawalla Campsite offers a future opportunity for a trailhead and hiker camp at the start (or end) of the trail. This would reduce the pressure on the Moggs Creek Picnic Area, which is already a popular destination on weekends.
- Tullawalla also presents a future opportunity to provide roofed accommodation (refer to design alternatives).

No project alternatives have been assessed in the LVA.

## 3.4 Project lifecycle activities and duration

At the time of compilation of this report, the Great Ocean Road Coastal Trail was still in the Planning Phase of the project lifecycle, with the current stage represented as a Concept Design.

According to the GORCT Master Plan (World Trail, 2022), construction of the Great Ocean Road Coastal Trail and associated infrastructure is proposed to be as minimally intrusive as possible. It is understood that infrastructure components of the trail will be designed with this principle in mind, and will be prefabricated, transported to site using minimal plant and equipment, and assembled and installed by hand wherever feasible. Broadly speaking, the process of constructing the trail and associated infrastructure will entail the following:

**Trail:**

- Prior to commencing work, each separate trail or section of trail as defined by the land manager, is to be re-walked and assessed as part of a Pre Start Trail Review. Although noting that during construction if something needs to be avoided, the trail can be moved around within a specified corridor of the defined trail alignment;
- Clear the Construction Corridor of vegetation. The Construction Corridor is defined as the horizontal corridor from the top of the upslope batter to the toe of the downslope batter and the vertical corridor to about 2.5m high (sufficient to allow passage of the excavator). Clearing of the Construction Corridor is usually undertaken manually using motorized tools such as brush cutters, chainsaws and hedge trimmers and hand tools like loppers, hand saws and secateurs. Large trees are not to be removed, as the trail can be routed to avoid them, however, small boughs and limbs may need to be removed;
- Cut the bench using cut and fill technique. The topsoil and mineral earth removed from the inner side of the bench are used to build up the outer edge of the bench. The bench must be wide enough and stable enough for the excavator to operate safely on. Using a small rubber-tracked mini-excavator with a minimum track width of about 900mm, the bench is generally constructed at 1-1.5m width;
- Any additional trail embellishments, such as trail surfacing, steps, rock armouring etc., are generally constructed at this stage, prior to the finishing steps below;
- Clean up the trail tread, removing loose rocks and roots, compacting the tread, back sloping the batter and managing drainage. This step is undertaken manually by trail labourers working behind the excavator.

**New camps:**

Where new campsites are proposed, the following considerations should be used as a basis for site-specific set-out and design:

- Taking maximum advantage of and highlighting the natural features – boulder outcrops, shade areas, existing vegetation, views, breezes, exposure, shelter;
- Working with the site topography and incorporating design features which minimise disturbance of the land;
- Removing introduced flora and protecting native flora and habitat features;
- Enabling practical maintenance and emergency access;
- Providing opportunities to minimise life cycle costs and encouraging wherever possible, environmentally sustainable design and construction outcomes;
- Located separate from the main walking trail and vehicle tracks.

**Suspension bridges:**

According to The Great Ocean Road Coastal Trail Suspension Bridges Report (Blight Tanner Pty Ltd, 2022), the following construction method will be followed for the suspension bridges:

- Prepare bridge site with removal of identified fauna, trees, boulders, etc.
- Foundations:
  - Excavation using small excavator, where necessary delivered by helicopter (with other materials such as reinforcement, formwork etc.);
  - Excavator equipped with drilling rig for ground anchors;
  - Concrete mixed at site in mobile batching plant or delivered using helicopter.
- Towers:
  - Delivered by helicopter, installed on packers over the cast-in holding down bolts and inclined towards main span, with temporary adjustable cables tied back to backstay foundations. Tower inclination is for stability (avoids temporary propping) and to reduce main cable tension at time of installation;
  - Only grout tower base plates at the end of construction.
- Main Cables:
  - Install guide wire between tops of both towers using helicopter;
  - Deliver main cables with hangers attached, at one tower (helicopter). Secure to tower;
  - Feed main cable along guide wire by winching from opposite tower. Secure to opposite tower;
  - Winch towers to vertical position and install backstay cables.
- Deck:
  - Preferably fabricate deck in modules at tower locations;
  - Deck built progressively from towers towards midspan by rolling out along completed deck, then cantilevering from last deck unit. Individual member weights to be kept below 50kg to simplify lifting on site to two-man lifts;
  - Once the deck is completed, add handrail and mesh balustrade to complete the structure.
- Wind Guy Cables:
  - Installed hung under completed deck, with ends winched across to anchor blocks.

**Interim use:**

Sections of the trail are already existing and in use. It is expected that these existing sections will remain open to the public and continue to be used as the trail infrastructure is upgraded and developed.

**Operational lifespan:**

Once officially open, it is expected that the Great Ocean Road Coastal Trail will remain open indefinitely, with no decommissioning or closure anticipated. Ongoing maintenance of the trail system and associated structures and infrastructure will take place regularly as required.

# 4 Planning Policy and Strategic Context

The purpose of this section is to provide an overview of landscape or visual management policies that directly affect the study site and site surroundings, and that describe community values that can inform or provide an appropriate reference for the landscape and visual assessment process.

The subject site is within the municipalities of Colac Otway Shire and Surf Coast Shire therefore their respective planning scheme apply. Statutory provisions and policy documents with implications for landscape values are summarised below

## 4.1 Colac Otway Planning Scheme

### 4.1.1 Municipal Planning Strategy (MPS)

The Municipal Planning Strategy (MPS) provides an overview of the current conditions of the municipality and sets out guiding policy directions. Extracts from relevant clauses are listed below:

**Clause 02.01 (Context)**

- The Shire includes some of the most scenic and environmentally sensitive land in Victoria including the Great Otway National Park and 90 kilometres of coastline served by the Great Ocean Road.
- The Shire is well placed to capture a large proportion of Victoria's key tourism growth market as it provides a variety of different forms of accommodation as well as desirable tourist attractions.

**Clause 02.03-2 (Environmental and landscape values)**

- The Shire contains landscapes that are important for their environmental, cultural, social and economic significance as well as diversity of ecosystems.
- Council seeks to manage environmental and landscape values by:
    - Protecting significant landscapes and features that contribute to the amenity of the Otway Ranges and coast such as declared water supply catchments, the coast, forested public land, rivers and water courses, lakes and major geological features.
    - Retaining the dominance of the landscape between towns.
    - Enhancing views of the landscape from road corridors.
    - Protecting the scenic landscape of ridgelines and landforms from incompatible built form and removal of vegetation.

**Clause 02.03-6 (Economic development)**

- The Shire contains some of Victoria's most significant tourist attractions including the Great Ocean Road, the Otway Ranges as well as old volcanic plugs, craters and lakes.
- Council seeks to facilitate tourism by managing tourism growth to protect the environmental and landscape assets that attract tourists and new residents.

**Clause 02.04 (Colac Otway Shire Strategic Framework Plan)**

- The subject site is identified as within a Significant Coastal Landscape area.


*Figure 14: Colac Otway Shire - Strategic Framework Plan*

### 4.1.2 Planning Policy Framework (PPF)

The Planning Policy Framework (PPF) comprises high-level themes that are relevant state-wide. Extracts from policy that is locally specific is detailed within this section:

**Clause 11.03-5S (Distinctive areas and landscapes)**

- Objective:
  - To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.
- Strategies:
  - Recognise the unique features and special characteristics of these areas and landscapes.
  - Recognise the important role these areas play in the state as tourist destinations.
  - Protect the identified key values and activities of these areas.
  - Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.
  - Support use and development where it enhances the valued characteristics of these areas.

**Clause 11.03-5R (The Great Ocean Road Region)**

- Objective:
  - To manage the sustainable development of the Great Ocean Road region.
- Strategies:
  - Ensure development responds to the identified landscape character of the area.
  - Manage the impact of development on catchments and coastal areas.
  - Manage the impact of development on the environmental and cultural values of the area.

**Clause 11.03-6L (Kennett River, Wye River and Separation Creek)**

- To protect the distinctive landscape qualities and coastal setting of Kennett River, Wye River and Separation Creek.

**Clause 12 (Environmental and Landscape Values)**

- Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values.
- Planning should protect, restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value.

**Clause 12.02-2S (Marine and coastal Crown land)**

- Objective:
  - To ensure the use and development of marine and coastal Crown land is ecologically sustainable, minimises impacts on cultural and environmental values, and improves public benefit for current and future generations.

**Clause 12.05-2S (Landscapes)**

- Objective:
  - To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.
- Strategies:
  - Ensure significant landscape areas such as forests, the bays and coastlines are protected.

- Ensure development does not detract from the natural qualities of significant landscape areas.
- Improve the landscape qualities, open space linkages and environmental performance in significant landscapes and open spaces, including green wedges, conservation areas and non-urban areas.
- Recognise the natural landscape for its aesthetic value and as a fully functioning system.
- Ensure important natural features are protected and enhanced.

**Clause 15.01-6S (Design for rural areas)**

- Objective:
  - To ensure development respects valued areas of rural character.
- Strategies:
  - Ensure that the siting, scale and appearance of development protects and enhances rural character.
  - Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.
  - Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

**Clause 17.04-1L (Facilitating tourism)**

- Strategies:
  - Support tourism development and use that is at a scale that relates to the land size and surrounding uses.
  - Encourage eco-tourism development.
  - Encourage tourism trails focused on cultural heritage features and environmental assets of the Shire and link to regional trails.

**Clause 17.04-2S (Coastal and maritime tourism and recreation)**

- Objective:
  - To encourage a diverse range of strategically located and well-designed coastal and maritime tourism and recreational opportunities that strengthen people's connection with the marine and coastal environment.
- Strategies:
  - Ensure development is of an appropriate scale, use and intensity relative to its location and minimises impacts on the surrounding natural, visual, environmental and coastal character.

### 4.1.3 Zones

The subject site is located within several zones and is primarily affected by the Rural Conservation Zone, the Public Park and Recreation Zone and the Public Conservation and Resource Zone. These zones include the following relevant objectives:

**Clause 35.06 (Rural Conservation Zone - RCZ)**

- To protect and enhance the natural environment and natural processes for their historic, archaeological and scientific interest, landscape, faunal habitat and cultural values.
- To protect and enhance natural resources and the biodiversity of the area.
- To conserve and enhance the cultural significance and character of open rural and scenic non urban landscapes.

**Clause 36.02 (Public Park and Recreation Zone - PPRZ)**

- To protect and conserve areas of significance where appropriate.

### Clause 36.03 (Public Conservation and Resource Zone - PCRZ)

- To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.
- To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.

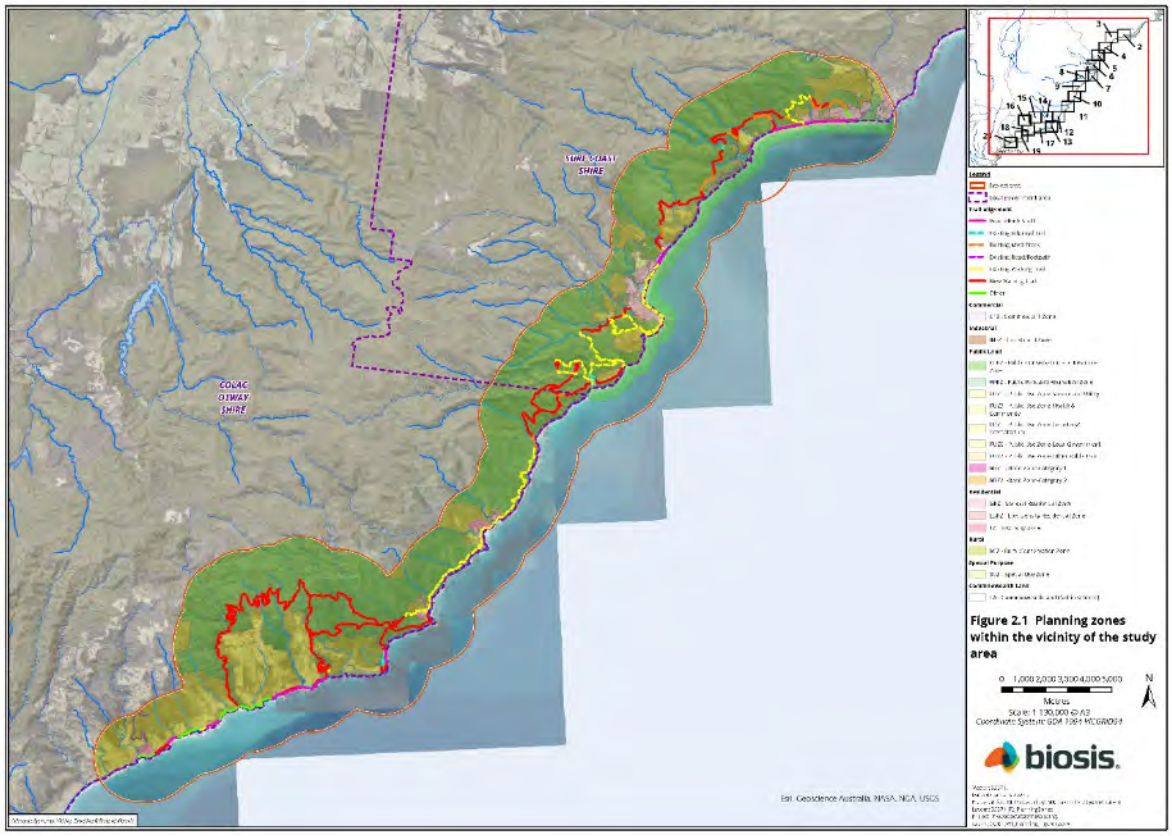


*Figure 15: Zones: Surf Coast and Colac Otway Shire*

*Source: Great Ocean Road Trail: Planning Desktop Assessment.* (Biosis, 2022)

## 4.1.4 Overlays

The subject site is affected by several overlays including the Environmental Significance Overlay, the Vegetation Protection Overlay, the Significant Landscape Overlay and the Heritage Overlay. Of these, the Significant Landscape Overlay (SLO) and Heritage Overlay (HO) are most relevant to this study. These overlays include the following relevant objectives:

### Clause 42.03 (Significant Landscape Overlay - SLO)

- To conserve and enhance the character of significant landscapes.
- Additionally, Schedule 2 of the SLO 'Coastal towns: Skenes Creek, Kennett River, Wye River and Separation Creek' specifies the following objectives:
  - To protect and enhance the valued characteristics of the nationally significant Great Ocean Road Region landscape.
  - To ensure that the dominance of vegetation over built form is retained as an element of township character by encouraging retention of existing trees and planting of new indigenous vegetation.
  - To increase the use of indigenous vegetation to highlight natural features within the precinct.

- To retain the contrasts between landscape elements within the precinct.
- To ensure that development that occurs on hill faces or in other prominent locations is not highly visible.
- To protect the clear, sweeping views to the ocean available from the precinct.
- To retain the dominance of an indigenous natural landscape in coastal areas, between townships, particularly from the Great Ocean Road.

- Schedule 3 of the SLO 'Apollo Bay Coastal Valley and Hills Precinct' specifies the following objectives:
  - *To consider the contrasts between landscape elements within the precinct.*
  - To ensure that development that occurs on hill faces or in other prominent locations is not highly visible and sensitively designed.
  - To minimise the visual impact of signage and other infrastructure, particularly in coastal areas, hill faces and ridges.
  - To protect the clear sweeping views to and from the ocean available from the precinct.

**Clause 43.01 (Heritage Overlay - HO)**

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- Schedule 312 of the HO 'Great Ocean Road' applies along the length of the road and specifies particular locations of significance.

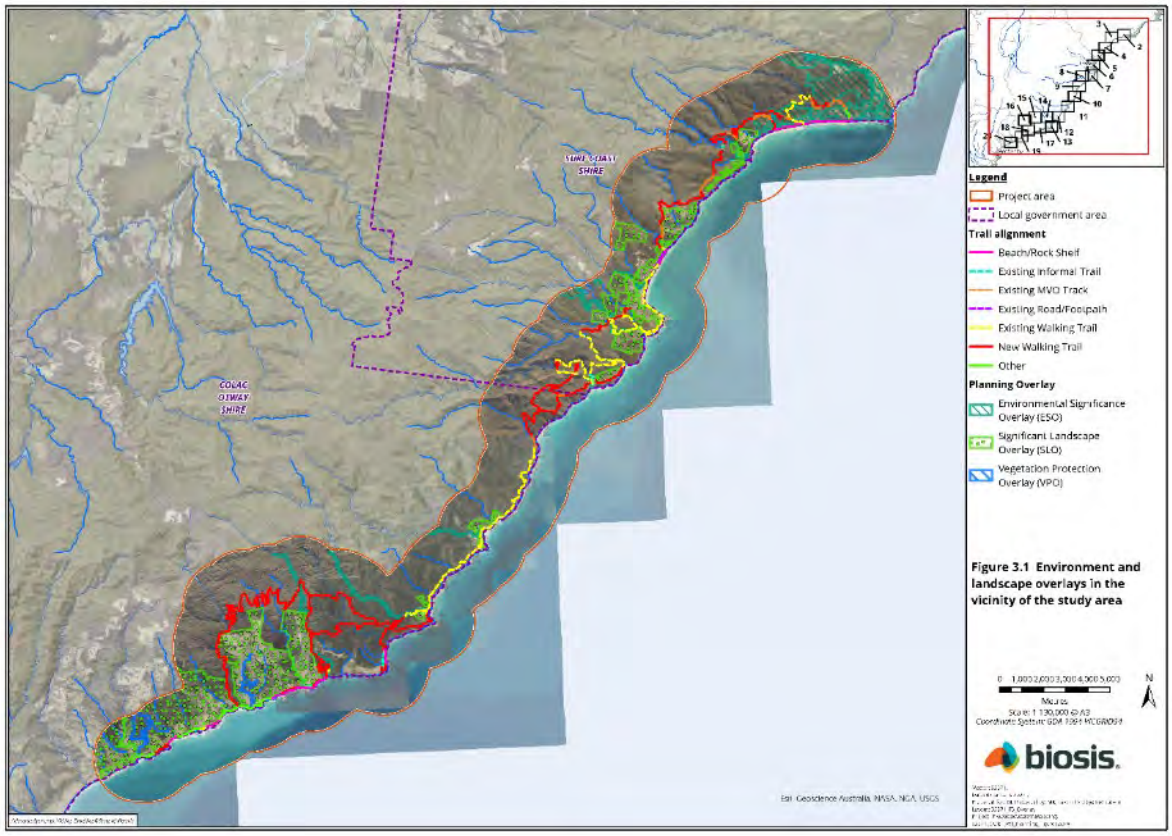


*Figure 16: Overlays: Surf Coast and Colac Otway Shire*

*Source: Great Ocean Road Trail: Planning Desktop Assessment.* (Biosis, 2022)

## 4.2 Surf Coast Planning Scheme

The Municipal Planning Strategy (MPS) provides an overview of the current conditions of the municipality and sets outs guiding policy directions. Extracts from relevant clauses are listed below:

### 4.2.1 Municipal Planning Strategy (MPS)

**Clause 02.01 (Context)**

- The Shire contains diverse environmental, cultural and scenic landscapes and its natural environment is its single most important attribute and asset.
- The Shire's landscapes contain significant heathlands, grassy woodlands and bushland areas and habitat for many threatened species that need to be protected.
- Features of environmental and cultural heritage significance include the Great Otway National Park. The southern part of the Shire contains coastal townships along the Great Ocean Road comprising Torquay-Jan Juc, Anglesea, Aireys Inlet, Fairhaven, Moggs Creek and Lorne. Other than Torquay-Jan Juc, these towns are sited on the coastal edge of the Otway Ranges and are surrounded by the Great Otway National Park.

**Clause 02.03-2 (Environmental landscapes and values)**

- The Great Ocean Road and south west coast region is characterised by scenic coastal vistas and landscapes that are of local, national and international importance. Native vegetation is intrinsic to the character of the area and is highly valued by the community and visitors alike. The Great Ocean Road with its coastal views is an important domestic and international tourist destination.
- The physical landscapes of the Shire significantly contribute to the amenity of the Surf Coast, enhancing the lifestyle of residents and adding value to the tourism economy. Urban intrusion, visually prominent development, the introduction of pest species and the removal of vegetation can erode significant landscape qualities and coastal viewsheds.
- Council seeks to:
    - Protect and enhance the landscape values of the rural precincts.
    - Encourage land use and development that is complementary to the rural landscape character.
    - Protect and enhance the environmental qualities and landscape values of the Great Ocean Road and its coastal environs, including Point Addis, Bells Beach and its hinterland.
    - Protect the visual prominence of the Great Ocean Road and public viewing points along the Otway Coast and Ranges.
    - Protect the viewsheds of the region.

**Clause 02.03-7 (Economic development)**

- The tourism industry is underpinned by the coastal location, environmental values and scenic qualities of the Shire. Tourism developments continue to capitalise on the environmental and landscape values of the rural hinterland, including for nature and farm based tourism.
- However, tourism development is often constrained by environmental risks in these areas and the need to protect the natural environment, landscape values and agricultural activities the industry seeks to capitalise on. Higher density and larger scale urban tourist development can compromise the low scale and vegetated character of the coast and its townships. Inappropriate tourism use and development can also cause amenity impacts on local communities.
- Council seeks to:
    - Enhance the tourism industry by facilitating tourism use and development that protects residential amenity and the environmental, landscape, cultural and character values of the Shire.

- Promote natural resource and adventure based tourism use and development at a scale and form that respects its setting and surrounding land uses.

**Clause 02.04 (Strategic Framework Plans)**

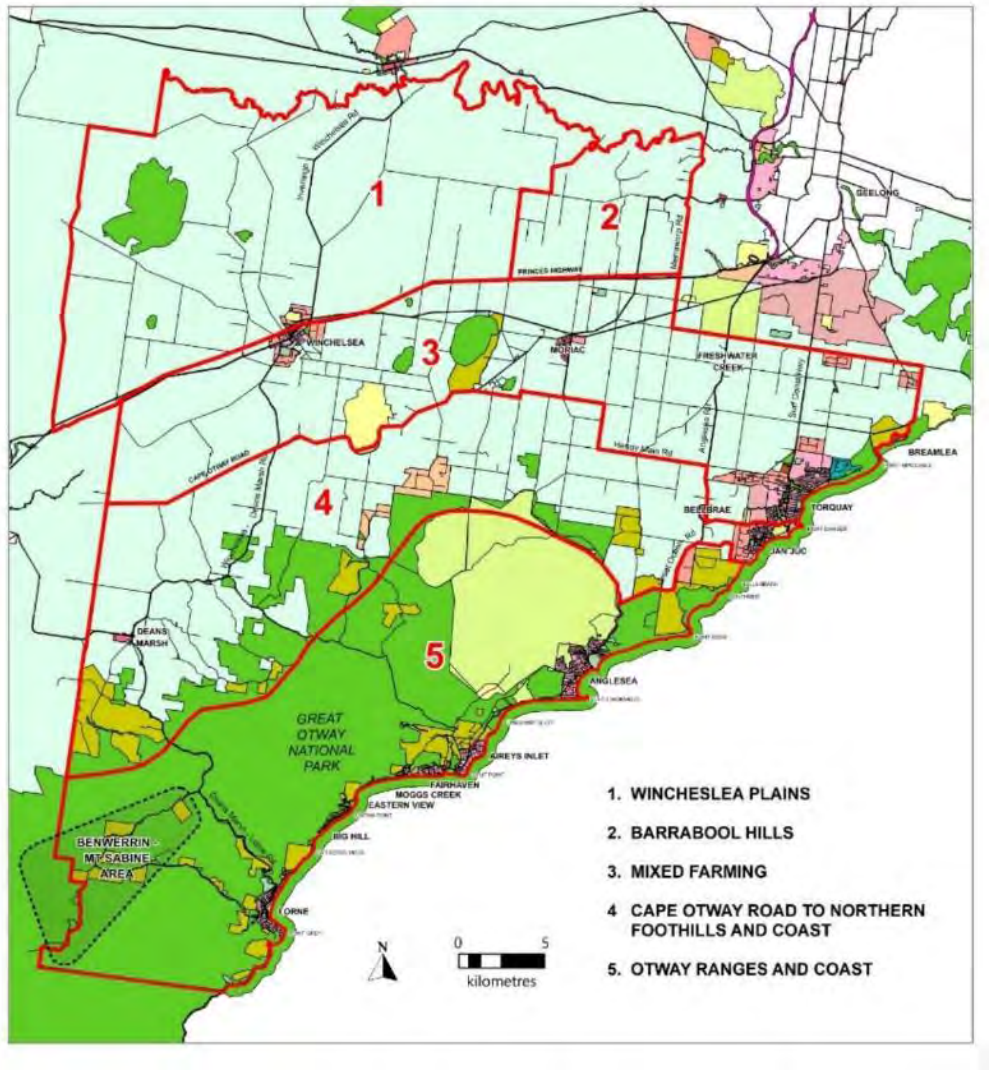


*Figure 17: Surf Coast Shire – Landscape Precincts Plan*

### 4.2.2 Planning Policy Framework (PPF)

The Planning Policy Framework (PPF) comprises high-level themes that are relevant state-wide. Extracts from policy that is locally specific is detailed within this section:

**Clause 11.03-5S (Distinctive areas and landscapes)**

- Refer to the corresponding Clause above.

**Clause 11.03-5R (The Great Ocean Road Region)**

- Refer to the corresponding Clause above..

**Clause 12 (Environmental and Landscape Values)**

- Refer to the corresponding Clause above.

**Clause 12.05-2S (Landscapes)**

- Refer to the corresponding Clause above.

**Clause 12.05-2L (Landscapes in the Great Ocean Road and south west coast region)**

- Objective:
  - To minimise the visual and environmental impact of development on the region and its landscapes through its siting and design, ensuring that it complements or enhances the distinctive coastal or bush character of the locality and protects viewsheds.

- Siting strategies:
  - Direct development away from:
    - Ridgelines where the building would form a silhouette against the sky when viewed from tourist routes, including the Great Ocean Road, Bells Beach and its hinterland, public reserves and other significant public viewing points.
- Design strategies:
  - Discourage buildings that protrude above the tree canopy or ridge lines.
  - Encourage roofs to be of a subdued colour that minimises glare and blends into the natural bush environment when viewed from beyond the site.
  - Site and design buildings to be visually recessive in the landscape to protect viewsheds, particularly when viewed from tourist routes, including the Great Ocean Road, Bells Beach and its hinterland, public reserves and other significant public viewing points.
  - Preserve the low-rise and low impact character of development within viewsheds of tourist routes, including the Great Ocean Road, Bells Beach and its hinterland, public reserves and other significant public viewing points.
- Vegetation strategies:
  - Protect and re-establish native vegetation, particularly where it serves to screen buildings when viewed from tourist routes, including the Great Ocean Road, Bells Beach and its hinterland, public reserves and other significant public viewing points.
  - Extend existing native tree canopies, heathlands and understorey vegetation cover.
  - Protect vegetation located on ridgelines and along water courses.
  - Protect vegetation in visually prominent locations that make an important contribution to the landscape character.
  - Provide sufficient open space for the preservation and ongoing health of existing trees and the establishment of replacement trees.
  - Encourage revegetation in areas of little or no existing vegetation cover.
  - Encourage new or replacement vegetation to complement the broader landscape character, particularly with respect to the size of trees at maturity.

**Clause 15.01-6S (Design for rural areas)**

- Refer to the corresponding Clause above.

**Clause 15.01-6L (Design for rural areas)**

- To protect and maintain open and uncluttered rural landscapes, including vistas from main road corridors.

**Clause 17.04-1L (Facilitating tourism)**

- Refer to the corresponding Clause above.

**Clause 17.04-1L (Facilitating tourism in Surf Coast)**

- Limit the intensity and scale of tourism facilities and activities so that they respond to their natural setting and avoid adverse visual impact on the natural environment and rural landscape, except where they are located in the Cape Otway Road Australia (CORA) Sports, Tourism and Accommodation Development.

**Clause 17.04-2S (Coastal and maritime tourism and recreation)**

- Refer to the corresponding Clause above.

### 4.2.3 Zones

- Refer to the corresponding Clauses above.

### 4.2.4 Overlays

Refer to the corresponding Clauses above (*Colac Otway Planning Scheme*). Furthermore, the following Significant Landscape Overlay (SLO) and Heritage Overlay (HO) schedules specific to Surf Coast are noted:

**Clause 42.03 (Significant Landscape Overlay - SLO)**

Schedule 1 of the SLO 'Bells Beach, Point Addis, Anglesea, Big Hill and Lorne Hinterland' specifies the following objectives:

- To preserve and enhance the scenic landscape values and environmental qualities within viewsheds of the Great Ocean Road, Bells Beach and coastal environs by:
  - Ensuring that the appearance of a forested, heathland landscape is the dominant feature between coastal townships.
  - Encouraging the discreet placement of simple, unobtrusive structures within the hinterland landscape, particularly when viewed from the Great Ocean Road and roads approaching Bells Beach (Jarosite Road, Addiscot Road, Bones Road, Bells Beach Road and Bells Boulevard).
  - Preserving and enhancing the cultural heritage values of the Bells Beach Surfing Recreation Reserve by protecting the outlook from all roads approaching Bells Beach, traversing through the open rural and bushland landscape of the Bells Beach hinterland.
  - Encouraging the siting of development to retain other native trees that may help to soften development when viewed from off-site.
  - Managing development of properties visible from the Great Ocean Road and within the Bells Beach hinterland to ensure the scenic and landscape values of the area remain the prominent feature.
  - Minimising the visual impact of development having regard to building size, height, bulk, siting and external materials and colours.

Schedule 4 of the SLO 'Lorne Residential Areas' specifies the following objectives:

- To maintain and enhance the vegetated landscape quality of significant public vistas, especially as viewed from the Great Ocean Road and the coast, by:
  - conserving, enhancing and reinstating the cover of indigenous vegetation, with particular emphasis on the tall tree canopy.
  - maintaining and enhancing the sense of the built form being visually recessive in the landscape and in a bushland setting, and the amenity this affords individual properties.
  - protecting and enhancing the biodiversity and habitat value of the township environs.
  - managing the retention and enhancement of vegetation cover in a manner that avoids increasing bushfire threat.

**Clause 43.01 (Heritage Overlay - HO)**

- Schedule 163 of the HO 'Great Ocean Road' applies along the length of the road and specifies particular locations of significance.

## 4.3 Marine and Coastal Policy 2020 & Marine and Coastal Strategy 2022 (Department of Environment, Land, Water and Planning (DELWP)

The Policy sets out the long-term approach for 'planning and managing the marine and coastal environments' while the Strategy states key implementation areas (p.6). These documents align with the requirements of the *Marine and Coastal Act 2018*. They apply to all development on Victoria's coast including 5km inland of the water line and both public and private land.

The vision, as stated in the Policy, is for marine and coastal environments to be protected and further improved in a manner that reflects identified values and key characteristics. Significantly, an objective of this policy is to retain 'public visual corridors on public land associated with significant landscapes (including seascapes)' (p.29). This includes from viewpoints with the landscape and views towards specific landscapes. Buildings and structures must demonstrate public benefit, show design excellence and be integrated with the surrounding landscape. In relation to recreation and tourism, it is noted that structure must be consistent with the *Siting and Design Guidelines for Structures on the Victorian Coast,* as detailed below.

The Strategy comprises six action areas regarding the ecological connectivity, climate change and sustainability of these environments. The accessibility of marine and coastal land to the public is a key priority as well as for facilities to be sited appropriately to maintain environmental and cultural values.

This is referenced as a policy document in Clauses 11.03-4S, 11.03-5R, 12.02-1S, 12.02-2S and 17.04-2S.

## 4.4 The Great Ocean Road Region Strategy 2004 (Department of Sustainability & Environment)

This Strategy was produced by a former state government department in 2004 concerning the future needs of the south coast region through balancing growth and environmental amenity. The key directions, implementation plan, and monitoring and review process were intended to be in place for the following 20 years. Key directions are based upon the themes of environmental protection, managing township growth, improving access and encouraging sustainable tourism. Initiatives include the following (p.6):

- Establish a single national park
- Protect significant landscapes
- Protect coastal towns

The character of coastal towns such as Aireys Inlet, Separation Creek, Wye River, Kennett River and Skenes Creek is designated to be maintained.

This is referenced as a policy document in Clause 11.03-5R.

## 4.5 The Great Ocean Road Region Landscape Assessment Study 2003 (Department of Sustainability and Environment)

Although this Study was published by a former state government department in 2003, it is noted as having influence upon current planning policy. The study area encompassed the geographic region of the Great Ocean Road from Torquay through to Warrnambool.

The study was the first of its kind in Victoria, and identified regional Landscape Types, Elements and Significance, and then provided detailed descriptions, development principles and recommendations for 20 Landscape Precincts delineated across the region.

Though the Coastal Spaces Landscape Assessment Study (see below) has built on and refined some aspects of the methodology of the Great Ocean Road Region Landscape Assessment Study 2003, its recommendations are compatible with that Study, which remains relevant and current.'

The subject site is within the Landscape Types categorised as 'Otway Forests and Coasts' and 'Otway Foothills, Valleys and Uplands.' Otway Forest and Coasts are described as rugged cliffs meets hilly and dense forests. This area includes the larger northern section of the subject site from Fairhaven to Grey River. Otway Foothills, Valleys and Uplands includes the southern section of the subject site surrounding Skenes Creek.

The Significant Landscape Overlay, Schedule 2 of the Colac Otway Planning Scheme references this document in relation to its landscape objectives.

This study also identifies a number of key views from the Great Ocean Road (p.12-13). Of these, the following fall within the study area for this :

- Cape Patton Lookout (Precinct 2.4, Colac Otway Shire)
- Mt Defiance Lookout (Precinct 4.1, Colac Otway Shire)
- Cinema Point (Precinct 4.4, Surf Coast Shire)

This is referenced as a policy document in Clause 11.03-5R.

## 4.6 Coastal Spaces Landscape Assessment Study (September 2006)

The Coastal Spaces Landscape Assessment Study provides a thorough assessment of landscape characteristics and identification of visually significant landscapes from State border to border (excluding metropolitan Melbourne). This study, along with the Great Ocean Road Region Landscape Assessment Study 2003, provides a comprehensive understanding of the coastal landscape and confirms the meaning and worth of these landscapes to the Victorian community.

The Coastal Spaces Landscape Assessment Study builds on the foundation of the Great Ocean Road Region Landscape Assessment Study 2003 (as well as other relevant studies), and expands on the landscape characteristics, identifies significant landscapes and provides an implementation framework to assist local government and other agencies in managing development impacts within coastal landscapes.

The determination of landscape character focussed on objective distinctions between Character Types, and the relationship between landscape Character Types and their constituent Character Areas. At a local level, the Character Types were divided into landscape Character Areas. The Character Areas formed the basis for describing the coastal character at a detailed level. It is from this underlying character that guidelines for appropriate development in the landscape were derived.

Paired with the above, a visual assessment of significance expanded the original assessment criteria used in the Great Ocean Road Region Landscape Assessment Study 2003/4, along with 'scarcity' and 'visitation' to determine and grade the Significant Landscapes of Coastal Victoria (i.e. in terms of Local, Regional or State Significance).

The study provides development guidelines for each of the identified Character Areas, with the intention that the guidelines should be formally adopted into local planning schemes. Other additions to the Local and State Planning Policy Frameworks are also proposed, with the aim of recognising the landscape importance of the entire coastline. The State Planning Policy Framework (SPPF) is standard for all councils across Victoria. Clause 15 relates to Environment, and Clause 15.08 deals specifically with Coastal Areas.

- The Objective relating to Coastal Areas is:
    - "... to protect and enhance the natural ecosystems and landscapes of the coastal and marine environment, ensure sustainable use of natural coastal resources and achieve development that provides an environmental, social and economic benefit enhancing the community's value of the coast."

- Clause 15.08-2, General Implementation, requires decision-making by planning authorities and responsible authorities to be consistent with the principles for coastal planning and management as set out in the Victorian Coastal Strategy 2002. The principles do not refer to aesthetic landscape character.
- Clause 15.08-3, Geographic Strategies, includes objectives and strategies for planning for the Great Ocean Road region. These include:
    - Protect the landscape and environment by:
        - Protecting public land and parks and identified significant landscapes.
        - Ensuring development responds to the identified landscape character of the area.
        - Managing the impact of development on catchments and coastal areas.
        - Managing the impact of development on the environmental and cultural values of the area ..."
- There are objectives and strategies for the Great Ocean Road Region relating to the growth of towns, the management of transport and access, and sustainable tourism and resource use. It is also recommended that the following additions be made to the State Planning Policy Framework:
    - Insert a new section under Clause 15.08-3 'Coastal Landscape Character and Significance'.
    - Include words to the effect that planning for Victoria's coastal landscapes should:
    - protect identified significant landscapes
    - ensure that development responds to the identified landscape character of the local area
    - protect identified significant views and vistas in coastal areas.
- A set of Best Practice Policy Statements were also included, that can be applied to all Victorian coastal landscapes. These have been prepared following the detailed analysis of the character of the state's coastal landscapes, and in consideration of the principles of the *Victorian Coastal Strategy* and the *Siting and Design Guidelines for Structures on the Victorian Coast* (The State of Victoria Department of Environment, Land, Water and Planning, 2020) as they relate to visual landscape character. The Best Practice Policies that have been developed to protect and manage the visual qualities of Victoria's coastal landscapes are as follows.
    - Vegetation:
        - Avoid the loss of indigenous vegetation.
        - Where vegetation loss cannot be avoided, balance the loss of vegetation with rehabilitation on the site or nearby areas and replace indigenous trees lost due to development with indigenous trees that will grow to a similar size.
        - Encourage the planting of indigenous vegetation for rehabilitation works.
        - Landscaping around developments should use appropriate indigenous species or non-invasive native/exotic plantings that are already a feature of the area.
        - Retain existing shelterbelts and exotic feature planting where it is a feature of the area.
        - Where shelterbelts or exotic feature planting is lost, old, degraded or incomplete, replace with the same species or an alternative non-invasive species.
    - Key Views and Vistas:
        - Protect locally significant views and vistas that contribute to the character of coastal and coastal hinterland areas, including scenic vistas from publicly accessible locations (e.g. 'gateway' views at topographic rises along a road, roads that terminate at the coast, and formal scenic lookouts), and views from important viewing corridors (e.g. main roads and tourist routes, walking tracks and recreation trails).

    - Development should be avoided in the foreground (e.g. up to one kilometre) of important scenic vistas and scenic lookouts, or designed and sited to retain the character and scenic qualities of the views from that location.
    - Buildings, structures and other developments should be set back from important viewing corridors (outside settlements) and designed and sited to minimise visual intrusion (e.g. low building heights, appropriate colours and materials and integration with vegetation, where appropriate).
    - Avoid incremental changing of views from coastal roads and other publicly accessible areas through the cumulative impacts of numerous inappropriately designed and sited developments.
- All Settlements
    - Ensure that settlements maintain their individual character and physical distance from each other.
    - Ensure settlements have a definite visual edge, delineating the boundary between urban development and the natural/rural landscape beyond.
    - Utilise existing landscape features (e.g. topography, vegetation coverage, vistas) to define appropriate 'edges' to settlements, protecting the surrounding landscape character.
    - Carefully site buildings and structures at the settlement edges to integrate with existing topography/vegetation.
- Coastal Settlements
    - The height and form of new development at the coastal edge of settlements should be sensitive in scale to surrounding development, the surrounding landform and the visual setting of the settlement, particularly when viewed from the foreshore.
    - Support a hierarchy of built form within coastal settlements, with lower buildings adjacent to the foreshore and higher buildings away from the foreshore.
    - Prevent the privatisation of the foreshore by ensuring development adjacent to the coastal edge of settlements maintains public access.
    - Overshadowing of the public foreshore of settlements should not be increased.
- Ridges and Hill Slopes
    - Where development cannot be avoided in steep locations or prominent hill faces:
    - - site development in the lower one-third of the visible slope, wherever possible
    - - set buildings and structures among existing vegetation, and/or establish gardens of locally appropriate species
    - - design buildings to follow the contours or step down the site to minimise earthworks; and

      - *articulate buildings into separate elements, and avoid visually dominant elevations.*
- Between Settlements – Coastal Locations
    - Retain the natural and undeveloped character of the coastal strip between settlements by avoiding or carefully siting and designing development.
    - Outside settlements, buildings and structures should not be developed on the primary dune or in prominent locations overlooking the coast.
    - Where development cannot be avoided (e.g. for public purposes), site development to minimise visibility from the foreshore and offshore and maximise the retention of coastal vegetation.
    - In flatter locations (e.g. adjoining inlets), development should be substantially set back where possible, to minimise visual intrusion and retain a dominant natural character within 500 metres of the edge of the coast.

- Building design should respond to the natural setting in relation to siting, materials and colours. Use materials durable in the coastal environment, and colours that complement the coastal environment and minimise contrast with the surrounding landscape.
- In prominent and highly visible locations, minimise distant visibility of developments by avoiding the use of contrasting colours and/or highly reflective materials.
- Site servicing and access away from landscape features and areas of high visibility, and avoid the loss of vegetation.
- Minimise and clearly define pedestrian and vehicular access to the building through the coastal landscape.
- Prevent ribbon development along main roads and key touring routes.

- Between Settlements - Hinterland Locations
  - Locate buildings to minimise visibility from main road corridors and key public use areas.
  - Avoid visual clutter (including buildings, structures and signage) along highways and key touring routes outside settlements.
  - In open rural areas, set buildings back long distances from roads and/or group buildings in the landscape among substantial landscaping of indigenous or non-invasive exotic/native feature planting (including existing shelterbelts).
  - Maximise the undeveloped area of a lot able to support vegetation. Use permeable surfacing for all unbuilt areas to minimise surface run-off and to support vegetation.
  - Retain trees that form part of a continuous canopy beyond the property, and plant new trees in a position where they will add to such a continuous canopy.
  - Use locally appropriate indigenous vegetation or native/exotic feature planting to delineate property boundaries, instead of fencing. If fencing is necessary, this should be of an open style and not visually obtrusive (e.g. post and wire style traditionally used in rural areas).
  - Building design should strongly respond to the natural setting in relation to siting, materials and colours.
  - In prominent and highly visible locations, construct buildings and structures of materials that reduce distant visibility and avoid the use of brightly coloured and/or highly reflective materials.
  - Prevent ribbon development along main roads and key touring routes.
- Signage
  - Avoid large, visually intrusive or brightly coloured signage in vegetated and coastal areas.
  - *Group signage at particular locations to minimise visual impact, avoid signage clutter, and to maintain scenic outlooks.*
- Infrastructure
  - Infrastructure should be sited to avoid highly scenic locations, key views and near-coastal locations or, in the case of powerlines and other utility services, be underground wherever possible.
  - Locate powerlines, access tracks and other infrastructure in areas of low visibility, preferably in previously cleared locations.
  - Avoid the loss of vegetation in locations that create visual scars visible from key touring routes and other public use locations.
  - Use materials that minimise contrast with the surrounding landscape and avoid distant visibility.
  - Use vegetation to screen infrastructure from key viewing corridors and public use areas.

- All new infrastructure development should be accompanied by a landscape plan utilising appropriate plant species, and demonstrating how the affected area will be screened and remediated after development.

- Cultural Heritage and Landscape
  - Identify and preserve the attributes and setting of a landscape when associated with places of Aboriginal cultural heritage value.
  - Ensure that the character of a landscape is sensitive to any relevant Aboriginal heritage values associated with significant places, by setting back, avoiding or carefully designing buildings, structures and other landscape alterations.
  - Respect, and avoid impact on the Aboriginal cultural heritage values associated with significant places by setting back, avoiding or carefully designing buildings, structures and other landscape alterations.

## 4.7 Siting and Design Guidelines for Structures on the Victorian Coast 2020 (DELWP)

The Guidelines are the principal siting and design tool for the development of structures on the Victorian coast. Operating in relation to the *Marine and Coastal Policy*, the Guidelines seek to implement its aim through practice. The Guidelines comprise the following siting and design fundamental considerations:

- Aboriginal cultural heritage
- Coastal processes
- Geology
- Morphology
- Hydrology
- Vegetation and ecology
- Climatic conditions
- Views
- Public open space
- Local character and sense of place
- Heritage
- Public access
- Increased function and adaptability
- Sustainability
- Materials and finishes

These fundamentals are implemented though a prioritisation framework which sets out a series of questions. Firstly, is there a necessity for the proposed structure, secondly does the proposal protect key values, thirdly does the proposal reflect the local character, and lastly is the proposal efficient and sustainable?

The following considerations are referenced regarding morphology (p.34):

- Maintain and enhance the line of the coastal landscape, particularly the long, horizontal banding established by vegetation layers.
- Avoid development on ridge lines and primary coastal dune systems.
- Avoid breaks in the canopy-line of vegetated areas.
- Furthermore, the following considerations are referenced regarding views (p.52):

- Enrich and frame existing views to and from the coast.
- Locate structures so that they are visually unobtrusive from public areas of beach, foreshore and the water.
- Maximise public viewing opportunities.
- Retain existing views to and from the water or along the coast.

This is referenced as a policy document in Clauses 11.03-4S, 11.03-5R. 12.02-1S, 12.02-2S and 17.04-2S.

## 4.8 Victorian Coastal Strategy

The Victorian Coastal Strategy (2014) seeks to provide a long-term vision and integrated management framework for the coast of Victoria. It applies to all Victorian coastal waters, which as defined by the Strategy 'encompass coastal, estuarine and marine environments on both public and private land'. This includes the marine environment up to three nautical miles from the coast, foreshores up to 200 metres from the high-water mark, coastal hinterland, catchments, and atmosphere around the coast.

The Strategy acknowledges that the coast provides social, cultural, economic, and environmental benefits for all Victorians. This includes through the distinctive character of coastal townships separated by natural or rural landscapes which the Strategy, alongside State and Local Planning Policy, seeks to protect. It explicitly notes that 'coastal landscapes and biodiversity provide aesthetic, therapeutic and psychological wellbeing benefits'.

This purpose of the Strategy is to provide a framework for related regional coastal plans, regional growth plans, regional catchment strategies, local planning schemes, and management plans for coastal Crown Land.

## 4.9 G21 Regional Growth Plan

G21 is the formal alliance of government, business and community organisations, working together to improve people's lives in the Geelong region. The Growth Plan provides a regional view of land use planning and growth, linking the Geelong Region Plan with State planning policy and strategies. The G21 region recognises the importance of the significant natural and landscape assets within the region, as well as the significance of the Great Ocean Road as a significant tourism route, but does not identify the study area as a planned growth area.

## 4.10 Coastal and Marine Management Plans 2020-25 (Great Ocean Road Coast & Parks Authority)

The Coastal and Marine Management Plan (CMMP) is a tool to assist Crown land managers and the community to care for special coastal and marine environments and manage demand and conflicting uses now and in the future. The CMMP implements the long-term policy guidance in the Marine and Coastal Policy 2020 by translating them to on-ground actions and precinct plans. It sets outs the management requirements for the area and includes actions and implementation arrangements describing proposed works and management.

## 4.11 Policy Context – Key Findings (relevant to this assessment)

- A key theme of both the Colac Otway Shire and the Surf Coast Shire Planning Schemes, and their related strategic documents, is the emphasis on scenic and distinctive landscapes, and the value and significance of these.

- Both Shires contain diverse environmental, cultural and scenic landscapes. The natural environment is an important (if not the single most important) attribute and asset. As such, both municipalities seek to manage environmental and landscape values by recognising, retaining, protecting and, where relevant, enhancing the features that contribute to their character and significance. Of relevance to this study is the role of both views and scenic quality in this regard.
- In general, significant landscape areas such as forests, bays and coastlines and the important natural features within them must be protected and the natural qualities and indigenous landscape dominance of the non-urban environment must be retained.
- Special mention is made of the Great Ocean Road Region as a distinctive and scenic landscape of particular value. The region is characterised by scenic coastal vistas and landscapes that are of local, national and international importance. The Great Ocean Road itself, with its coastal views, is an important domestic and international tourist destination and the main viewing corridor for tourists visiting the area. Not surprisingly, there are requirements across the board to ensure that development within this region is sensitive to scenic and landscape values and that that both visual and environmental impacts are managed.
- The tourism industry in the region is underpinned by the coastal location, environmental values and scenic quality. In this respect, both municipalities support the development of appropriate, well designed tourism and ecotourism, focussed on both environmental assets and cultural heritage features. Such development must protect residential amenity and the environmental, landscape, cultural and character values of the Shire.
- Overall, development must minimally impact on the visual and physical environment of the region through its appropriate siting and design, ensuring that it complements or enhances the distinctive coastal or bush character of the locality and protects viewsheds.
- In terms of zoning, Rural Conservation Zones (RCZ), Public Park and Recreation Zones (PPRZ) and Public Conservation and Resource Zones (PCRZ) are recognised for their potential historic, scientific, landscape, habitat or cultural value and are earmarked as areas in which to protect and conserve the natural environment and natural processes. The following is relevant in terms of the affected zones along the proposed trail:
    - Between Fairhaven and Lorne, the trail lies mostly within the PCRZ, with sections within the RCZ.
    - Within Lorne, the trail follows the foreshore reserve, which is zones at PPRZ.
    - From Lorne to Skenes Creek, the trail lies almost exclusively within the PCRZ.
- Heritage Overlays (HO's) are of relevance. Heritage Overlays demarcate areas within which heritage places of natural or cultural significance are conserved and enhanced. The following is relevant in terms of affected Heritage Overlays along the proposed trail:
    - The entire GOR is covered by an HO, which varies in width along the corridor. The trail only lies within this HO where it runs close to or along the road, specifically within Lorne, within Wye River, within Kennett River and along stretches between Smythe Creek and Skenes Creek.
- Significant Landscape Overlays (SLO's) are also of relevance. SLO's demarcate areas within which the Great Ocean Road Region landscape are to be protected and enhanced. Care must be taken within these areas to protect views to and from the ocean and to retain the dominance of an indigenous natural landscape. The following is relevant in terms of affected Significant Landscape Overlays along the proposed trail:
    - The trail runs adjacent to and along the edges of several SLO areas within the study area, but only passes through SLO areas south of Wye River, at Kennett River and along the stretch of coast between Smythe Creek and Skenes Creek.

# 5 Baseline Values

This report section provides a description and analysis of the current conditions of the landscape that currently exist within the study area (landscape baseline conditions). Changes to landscape effects resulting from the proposal are assessed against these baseline conditions. Refer to Appendix 1 for larger format maps.

## 5.1 Natural Environment

### 5.1.1 Climate

The study area is similar to Melbourne, which enjoys a temperate oceanic climate with warm to hot, dry summers, mild springs and autumns, and cool, wet winters.

Overall, Melbourne is subject to rain shadowing by the Otway Ranges, and is somewhat drier than average for southern Victoria. Despite its relative dryness, Melbourne has 139 days of rain per year precipitation commonly falls as drizzles or as light showers, which frequently occur in the winter months.

Melbourne is well known for its changeable weather, and local conditions can vary greatly depending on where you are. Ocean winds have a significant effect, often warming or cooling temperatures significantly *(source: https://weather-and-climate.com*).

### 5.1.2 Landscape Context

The subject site extends from Fairhaven to Skenes Creek, and forms part of two bioregions within Victoria (Biosis, 2022):

- The Otway Plain bioregion occurs in the north-east around Fairhaven and is characterised by sloping coastal plains from the coastline to about 200 metres in elevation. Much of the vegetation has been cleared for cropping and settlement but there are public reserves containing native vegetation and habitats, most notably, the Great Otway National Park, but also other marine and coastal reserves. Vegetation of this part of the Otway Plain consists largely of coastal heathlands.
- The Otway Range bioregion includes the southern, larger part of the project area. This landscape is characterised by steep topography on the southern coastal fall of the ranges, although terrain immediately adjacent to the coast can consist of gentler slopes. Vegetation within this part of the Otway Range Bioregion is largely comprised of forests and woodlands.

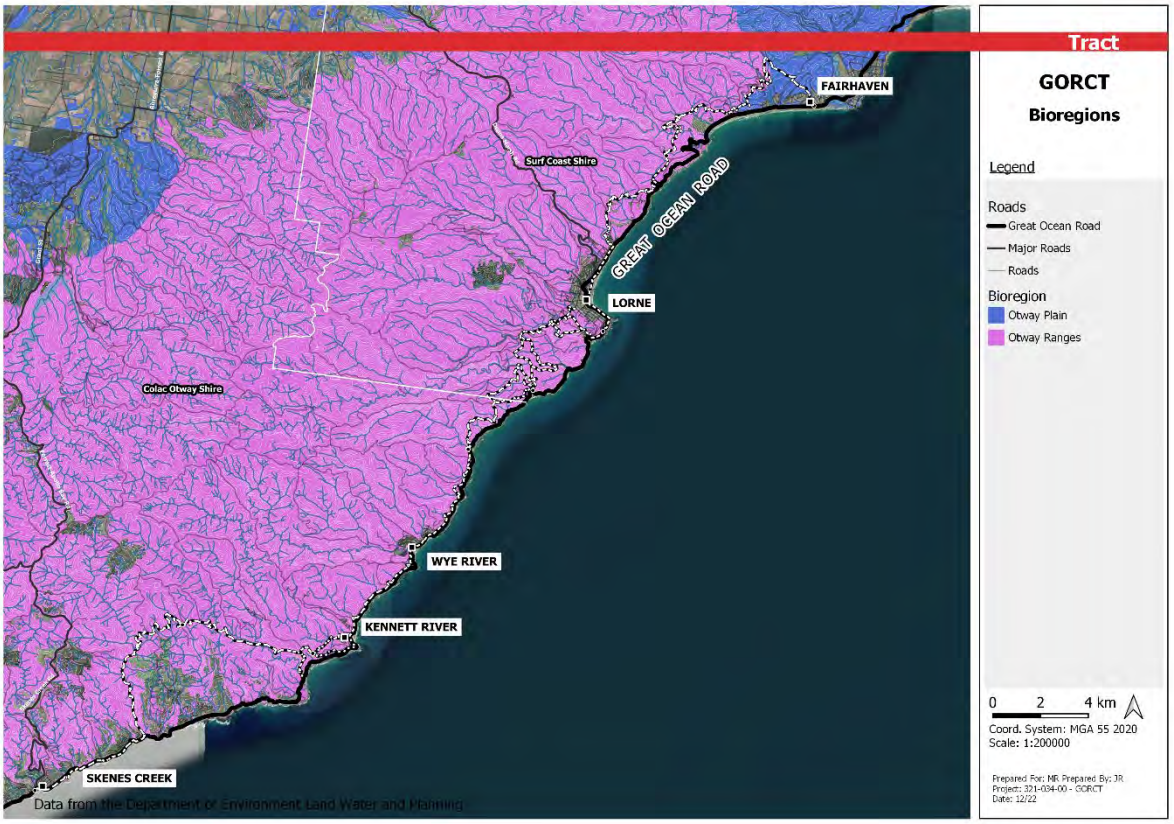


*Figure 18: Bioregions*

Geographically, the majority of the study area comprises moderate elevation ranges, with some low elevation ranges in the north at Fairhaven and Moggs Creek, but is it the dramatic drop from mountains to coastline that is the most noteworthy. In terms of geomorphology, an investigation was undertaken as part of the Great Ocean Road Tral: Cultural Heritage Values Desktop Assessment (Biosis, 2022) referencing, in turn, the Victorian Geomorphological Framework. The following is a summary key findings:

- *'... The primary landforms that are represented within the study area include ranges, undulating rounded hills and broad valleys. A tidal zone and a generally shallow lagoonal estuary are also found within the Coast (C) land division close to Fairhaven.*
- *Many of the landforms and associated soils within the study area—such as the shallow stony loams of GMU 3.1.2, and the sandy soils of each of the other GMUs—have erosive qualities.*
- *The study area is dissected primarily by watercourses that flow and drain into the sea. Many of the water courses within the Coast (C) land division have bi-directional water flow, with freshwater meeting the salt water from the sea.*
- *The native vegetation communities that dominated the GMUs were largely comprised of Lowland Forests, Grassy Forests and Grassy Woodlands. The Otway Ranges were dominated mainly by Wet Forest and Rainforest. Vegetation in the Coast (C) land unit predominantly comprised Coastal Scrubs Grasslands and Woodlands...'*

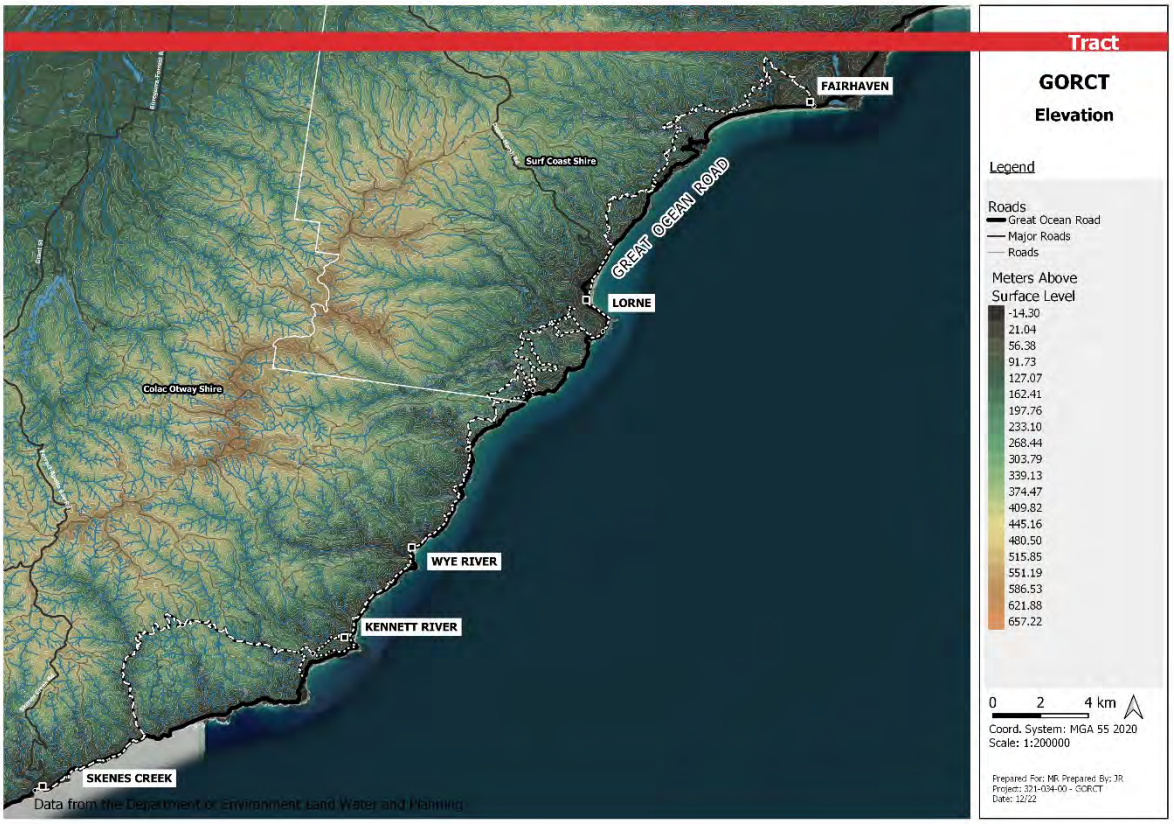


*Figure 19: Elevation*

### 5.1.3 Vegetation

The following section is a summary of Ecological Vegetation Classes (EVC's) relevant to the study area, with extracts from a Desktop ecological values and constraints assessment: Great Ocean Road Coastal Trail (Biosis, 2022).

*'A total of six Ecological Vegetation Classes (EVCs) across the Otway Plain bioregion and 16 EVCs across the Otway Range bioregion are modelled to occur within the assessment corridor ... These EVCs ... include a range of forest, scrub, woodland, wetland, heathland and rainforest communities...'*

The following is a summary of key characteristics of the most relevant EVC's, with extracts from EVC / Bioregion Benchmarks for Vegetation Quality Assessments for the respective Bioregions (source *https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks*):

- **EVC 1 – Coastal Dune Scrub / Coastal Dune Grassland Mosaic** along the coastal strip at Fairhaven and Moggs Creek, to Eastern View.
- **EVC 48 – Heathy Woodland** behind the coastal strip at Fairhaven and Moggs Creek, to Eastern View. This EVC spans a variety of geologies but is generally associated with nutrient-poor soils including deep uniform sands (aeolian or outwash) and Tertiary sand/clay which has been altered to form quartzite gravel. Eucalypt-dominated low woodland to 10 m tall lacking a secondary tree layer and generally supporting a diverse array of narrow or ericoid-leaved shrubs except where frequent fire has reduced this to a dense cover of bracken. Geophytes and annuals can be quite common but the ground cover is normally fairly sparse.
- **EVC 161 – Coastal Headland Scrub** along the coastal strip from Eastern View to Skenes Creek, except at for a short stretch between Grey River and cape Patton. This EVC comprises scrub or low shrubland to 2

m tall on steep, rocky coastal headlands often associated with cliffs exposed to the stresses of extreme salt-laden winds and salt spray from the south west. Occurs on shallow sands along rocky sections of the coast.

- **EVC 45 - Shrubby Foothill Forest** along the length of the study area, behind the coastal strip. This EVC occurs on ridges and mainly on southern and eastern slopes in association with Damp Forest or Wet Forest on moderately fertile soils and at a range of elevations. The overstorey is a medium eucalypt forest to 25 m tall over an understorey characterised by a distinctive middle strata dominated by a diversity of narrow-leaved shrubs and a paucity of ferns, graminoids and herbs in the ground stratum.
- **EVC 21 – Shrubby Dry Forest** interspersed with the Shrubby Foothill Forest along the length of the study area. This EVC occurs on a range of geologies on exposed aspects such as ridge-lines and medium to steep upper slopes, often in high rainfall areas and on shallow infertile soils. The overstorey is a low, open forest to 20 m tall characterised by the diversity and variability of the eucalypts. The understorey often lacks a secondary tree layer but contains a well-developed medium to low shrub layer. The ground layer is often very sparse with tussock-forming graminoids being the dominant life form.
- **EVC 201 – Shrubby Wet Forest** throughout the study area, descending from the Otway Ranges along drainage lines intersecting the shrubby foothill forests. This EVC comprises tall eucalypt forest to 30 m tall with scattered understorey trees over a tall broad-leaved shrubby understorey and a moist, shaded, fern-rich ground layer that is usually dominated by tree-ferns. Herbs may also be abundant where light penetrates the ground layer.
- **EVC 18 – Riparian Forest** along larger creeks, originating in the Otway Ranges and extending to the coast. This EVC occurs throughout the study area, but more so in the south. It is a tall forest to 30 m tall along river banks and associated alluvial terraces with occasional occurrences in the heads of gullies leading into creeks and rivers. Soils are fertile alluvium, regularly inundated and permanently moist. Dominated by tall eucalypts, but also has an open to sparse secondary tree layer of wattles and scattered dense patches of shrubs, ferns, grasses and herbs.
- **EVC 31 – Cool Temperate Rainforest** in interspersed with Riparian Forests in the upper reaches of larger creeks. This EVC is more prominent in the south of the study area, and consists of closed non-eucalypt forest to 25 m tall. Occurs in high rainfall areas protected from fire within Wet Forest. The understorey characterised by tree ferns and a rich epiphytic flora. The ground layer is dominated by a diversity of ground ferns.
- **EVC 3 – Damp Sands Herb-rich Woodland** in patches along the coastal strip, primarily between Lorne and Wye River, but also south of Cinema Point. This EVC is a low, grassy or bracken-dominated eucalypt forest or open woodland to 15 m tall with a large shrub layer and ground layer rich in herbs, grasses, and orchids. Occurs mainly on flat or undulating areas on moderately fertile, relatively well-drained, deep sandy or loamy topsoils over heavier subsoils (duplex soils).
- **EVC 22 – Grassy Dry Forest** in patches along the length of the study area. This EVC occurs on a variety of gradients and altitudes and on a range of geologies. The overstorey is dominated by a low to medium height forest of eucalypts to 20 m tall, sometimes resembling an open woodland. The understorey usually consists of a sparse shrub layer of medium height and a ground layer dominated by a high diversity of drought-tolerant grasses and herbs.
- **EVC 23 – Herb-rich Foothill Forest** in patches along the length of the study area. This EVC occurs on relatively fertile, moderately well-drained soils on an extremely wide range of geological types and in areas of moderate to high rainfall. Occupies easterly and southerly aspects mainly on lower slopes and in gullies. A medium to tall open forest or woodland to 25 m tall with a small tree layer over a sparse to dense shrub layer. A high cover and diversity of herbs and grasses in the ground layer characterise this EVC.
- **EVC 16 – Lowland Forest** in patches in the north of the study area near Cinema Point and at fairhaven. This EVC comprises open forest to 25 m tall characterised by the diversity of species and lifeforms in each stratum. Includes a variety of heathy understorey shrubs. It grows on a wide variety of geology and soils.

- **EVC 198 – Sedgy Riparian Woodland** along Moggs Creek. This EVC is Eucalypt forest or woodland to 15 m tall with sedge-dominated understorey. Occurs on flats along low gradient creeks and drainage lines subject to seasonal inundation and waterlogging in moderately fertile habitats.
- **EVC 10 – Estuarine Wetland** along the Erskine River at Lorne. This EVC grows on anaerobic peat-rich muds on the edges of estuarine waterbodies such as creeks, rivers and lagoons with intermediate salinity conditions. Vegetation is determined by fluctuating salinity, which varies in time from occasionally fresh to brackish or occasionally saline according to river flood and marine tide events. Dominated by graminoids and halophytic herbs and often fringed by a tall scrub layer of Woolly Tea-tree Leptospermum lanigerum at the landward edge.

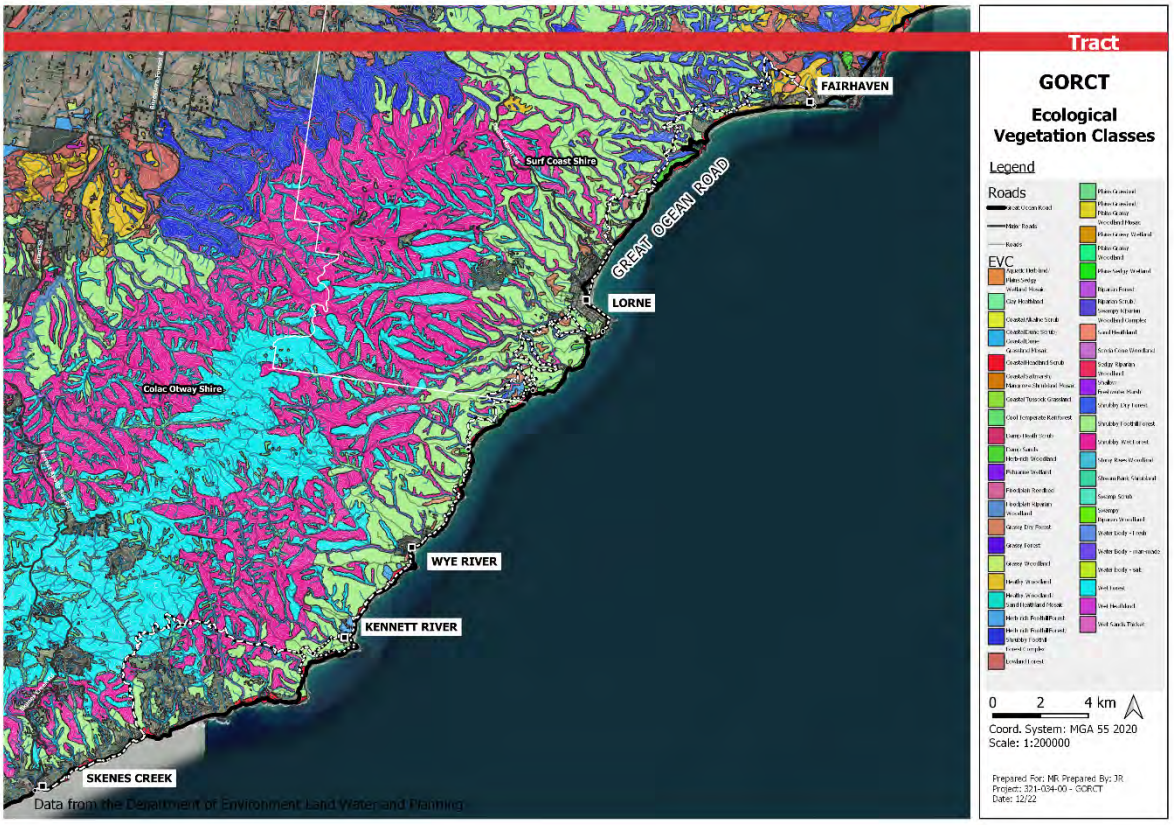


*Figure 20: Ecological Vegetation Classes*

### 5.1.4 Seascape Context

The Bass Strait is the body of water that separates Tasmania from the Coast of Victoria, and provides the most direct waterway between the Great Australian Bight in the west and the Tasman Sea in the east. Importantly, it is the only maritime access route into Port Phillip Bay. The study area represents the western most part of the Bass Strait. The waters of the Bass Strait are notoriously rough, partly because of its limited depth, with many ships having been lost during the 19th century. Within the study area, an operational lighthouse is located at Split Point in Airey's Inlet.

From an administrative perspective, the following is relevant:

- Eagle Rock Marine Sanctuary is a small marine sanctuary located just north of the Painkalac Creek Estuary at Airey's Inlet. The park projects about 300 metres offshore and is composed of both hard basalt and rubbly limestone, with cliffs full of caves and ledges. The shore is covered with boulders and offshore there are two large rocks: Eagle Rock and Table Rock. Table Rock has been levelled by incessant waves whereas Eagle Rock is a tall volcanic stack capped by limestone (source

*https://www.visitvictoria.com/regions/great-ocean-road/see-and-do/nature-and-wildlife/national-parks-and-reserves/eagle-rock-marine-sanctuary*).

- A coastal reserve runs along the coastline from Moggs Creek to Cumberland River at a width of approximately 500m along coastline.
- A second coastal reserve runs along the coastline from Wye River to Wongarra, also for a width of approximately 500m along the coastline.

In terms of coastal landform, the following is relevant:

- The coastline at Fairhaven is characterised by Saline Marshes giving way to Intertidal Rocky Shores and Intertidal Sandy Beaches.
- From Fairhaven to Cinema Point, stable, well vegetated Dunes form a backdrop to Intertidal Sandy Beaches.
- The remainder of the study area from Cinema Point to Skenes Creek is characterised by Cliffs and Slopes, giving way to Intertidal Rocky Shores. There are intermittent sandy beaches along this stretch, most notably those at Lorne, Wye River, Kennett River and Skenes Creek.

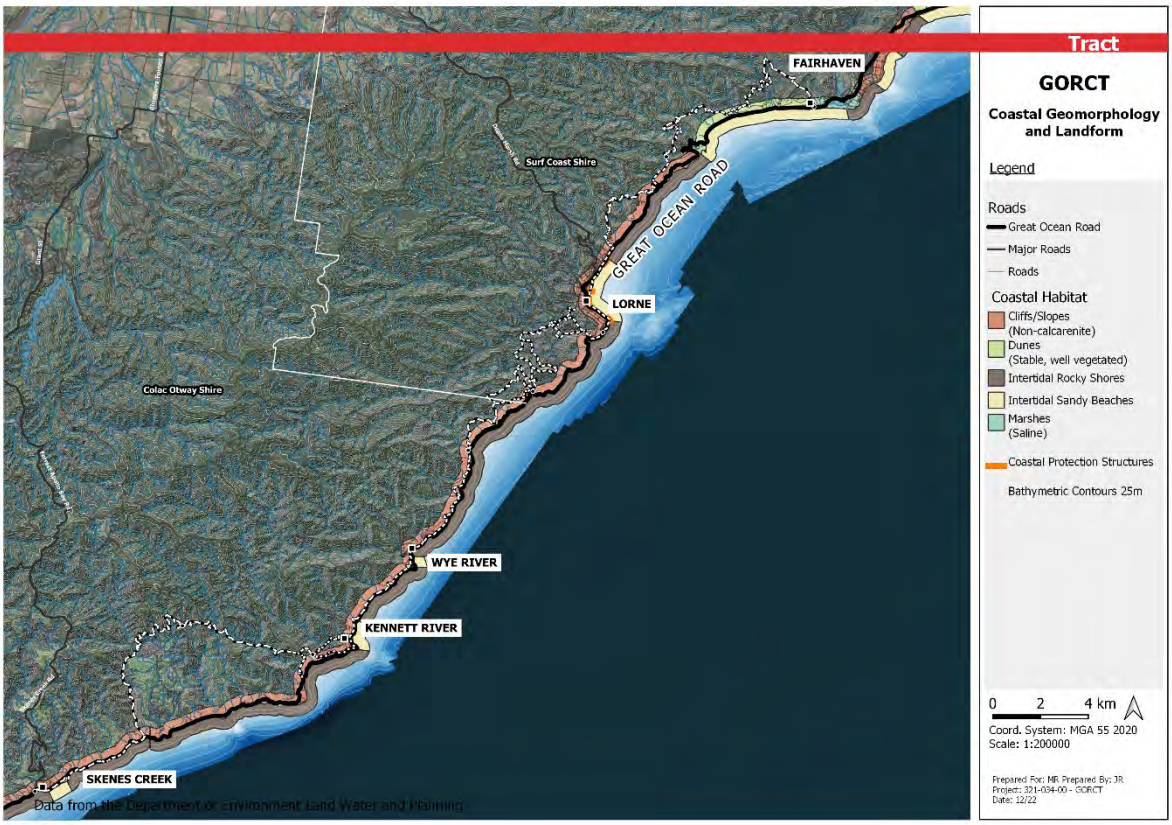


*Figure 21: Coastal Geomorphology and Landform*

## 5.2 Man Made Environment

### 5.2.1 Land Use

At a glance, the land use within the study area is predominantly Conservation and Natural Environments, with the Great Otway National Park extending from beyond the study area to the coastline. Additional conservancies in the form of Forest Parks, Coastal Reserves and Nature Conservation Reserves add to this

land use. Plantations, although not necessarily native or natural, represent a further extension of dense vegetation cover, which dominates the landscape from Fairhaven to Skenes Creek.

The largest town in the study area is Lorne, although the urban area extends no more than 5km along the coastline. In the north of the study area, Fairhaven and Moggs Creek are effectively one town, stretching along the coastline for about 3km, and continuing as Airey Inlet on the north side of the Painkalac Creek Estuary. Wye River to the south of Lorne is somewhat smaller, extending along the coast for about 2km> Kennett River and Skenes Creek are the smallest settlements, extending less than 1km along the coastline.

All of these towns are concentrated along the coastline, and more specifically, the Great Ocean Road. In some instances, the built up area follows smaller roads leading to the hinterland for a short distance. Airey's inlet shows extension up the east side of the estuary.

Land use between towns in the study area is mostly undeveloped – primarily natural, agricultural or transitional, although some intensification of land use is occurring along the Great Ocean Road between Fairhaven and Lorne. Along this stretch, houses are often visible as pock-marks against vegetated slopes.

Coastal conservation areas include Fairhaven Coastal Reserve and Boonah Coastal Reserve. Other nearby marine and coastal conservation reserves include the Eagle Rock Marine Sanctuary and the Lorne – Queenscliff Coastal Reserve (Biosis, 2022).

In terms of future change, the planning zones dictated by the Surf Coast Shire and Colac Otway Planning Schemes show tight control of sprawl and ribbon development through the containment of township and residential zones to within existing town limits.

Almost all land outside of these town limits are zoned as Rural Conservation or Public Conservation and Resource zones. These zones prioritise the conservation and protection of the natural environment and natural processes.

The coastal reserves (where these occur) are zoned as Public Parks and Recreation, which prioritises public recreation and open space rather than conservation. These reserves are mostly limited to the shoreline and along inlets in township areas. There is no industrial land use evident within the study area.

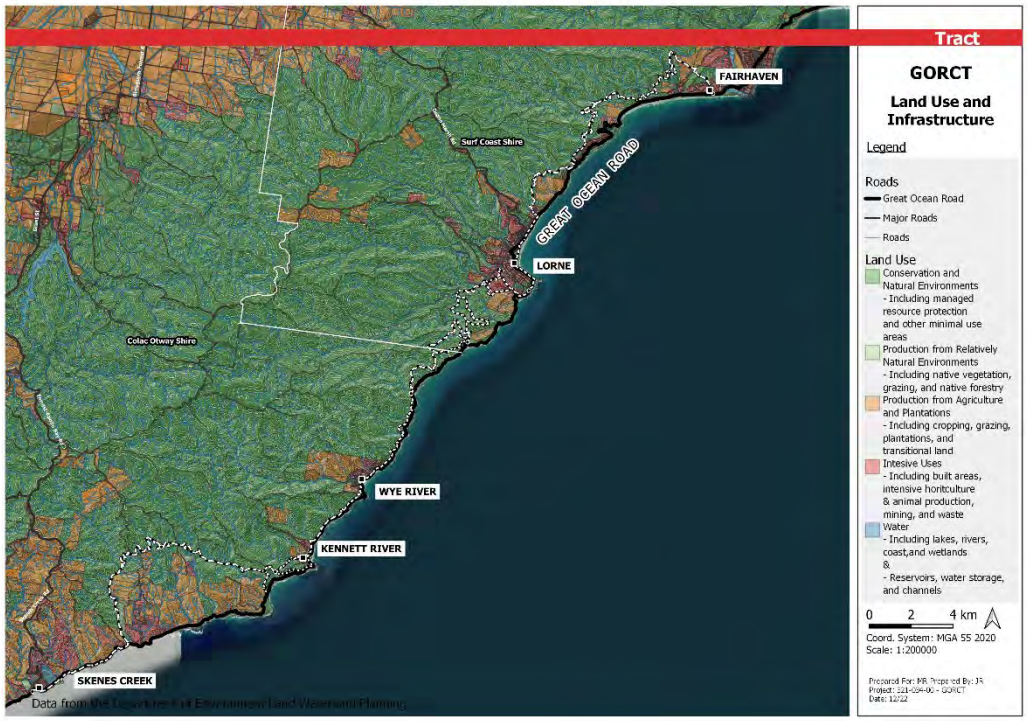


*Figure 22: Land Use and Infrastructure*

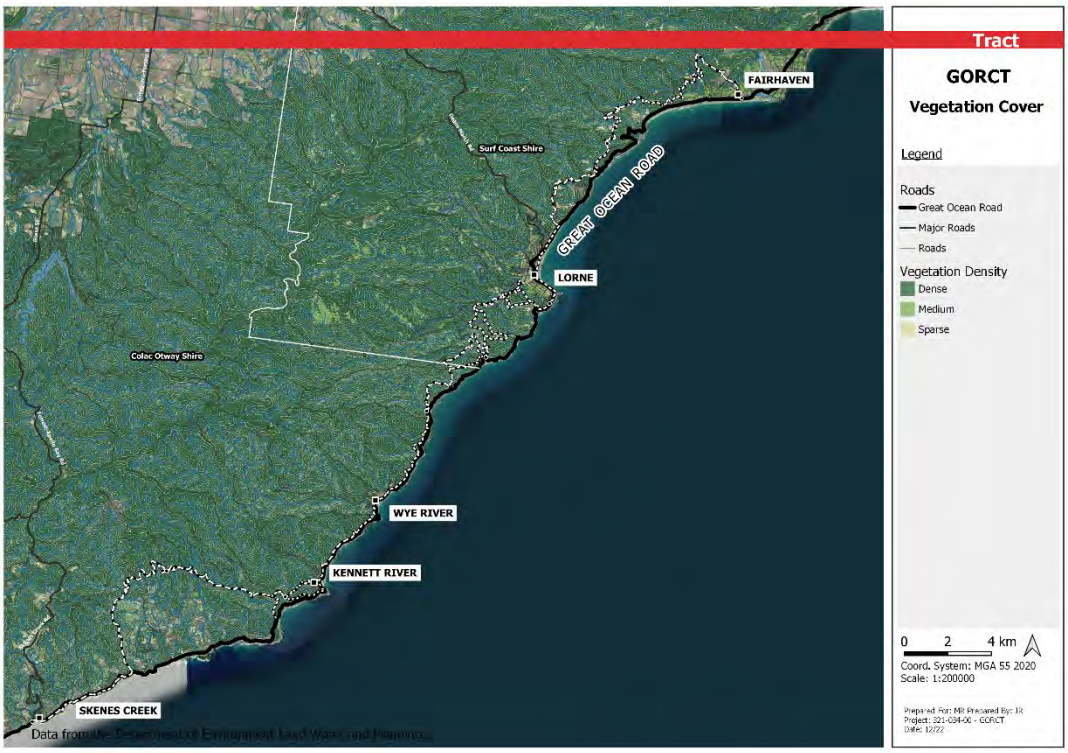


*Figure 23: Vegetation Cover*

### 5.2.2 Traffic and Transport

The Great Ocean Road represents the primary transport route through the study area, linking the towns, and providing access to the coastline visually, and physically. There is no existing rail or public transport network in the area. Other regional connector routes are limited to the C151 running north west from Lorne and the C119 running north from Skenes Creek.

A few lower order roads extend to the north west, giving access to properties further inland. These roads extend inland for varying distances from most towns and settlements. They consist of a variety of surfaced and non surfaced roads and jeep tracks and are utilised mostly for local access. Local roads allowing more regional access and connectivity include:

- Moggs Creek Track and Coalmine Track at Moggs Creek
- Big Hill Track and Reedy Track between Lorne and Big Hill
- Five Mile Track, Garvey Track and Erskine Falls Road at Lorne
- Cumberland Track, Jamieson Track, Wye Road to Separation Creek
- Kennett Road and Grey River Road at Kennett River
- Sunnyside Road at Smythe Creek.

### 5.2.3 Tourism

The Great Ocean Road Region is a popular and well-known tourist destination of state and national significance, built around, and largely dependent on, the Great Ocean Road. This road, in addition to being the primary transport corridor through the region, is also the scenic route that defines the Great Ocean Road region. As such, the road carries a significant amount of vehicular tourist traffic in its own right, but also gives access to the myriad of tourist activities, facilities and destinations on offer in the region.

The Great Ocean Road Region is known for its nature and wildlife (specifically beaches, National Parks, waterfalls and whale watching), and offers outdoor activities for every palate (including biking, camping, fishing, golf, surfing, hiking, horse riding, and non motorised water sport). Experiences on offer include family activities, culture art and music, air adventures, food and wine, galleries and museums, heritage and history, shopping and markets and spa, relaxation and wellbeing (source *https://visitgreatoceanroad.org.au*).

There are also a number of annual events, such as the Lorne Pier to Pub event which attracts some 5000 swimmers each year and is the largest ocean swim in the world.

## 5.3 Cultural Heritage

A Cultural Heritage Values Desktop Assessment was undertaken for the Great Ocean Road Coastal Trail (Biosis, 2022). This report provides formal cultural heritage information and advice on the proposed activity with the primary aim of identifying cultural heritage values (Aboriginal and post-European contact/Historic) that may exist within and near to the study area. Relevant extracts have been included below.

*'...The Great Ocean Road and Scenic Environs is listed as a historic place on the NHL, however the listing also describes the Indigenous and natural heritage values of the place...*

*....The Great Ocean Road and Scenic Environs has outstanding heritage value to the nation for the following reasons: events and processes (historical), rarity, research (scientific), principal characteristics of a class of places, aesthetic characteristics, social value and significant people (Department of Agriculture, Water and the Environment 2022)...'*

### 5.3.1 Aboriginal Heritage and Living Culture

*'...It is understood that the initial trail alignment follows travel routes of the Traditional Owners, and is therefore highly likely to provide direct tangible and intangible evidence of Eastern Maar Peoples ancestors and connection to country... Summary:*

- *A total of 72 Aboriginal places comprising 83 components are registered within the geographic region.*
- *A total of 56 registered Aboriginal places consisting of 64 individual place components have been registered within 50 metres of the study area of Concept Alignment 2.*
- *The Aboriginal places identified within the study area are primarily comprised Shell Middens, followed by Artefact Scatters, Object Collections, LDADs, Earth Features (Soil Deposits) and Aboriginal Ancestral Remains (Burial).*
- *It is likely that shell middens predominate due to the proximity of the coastline and associated coastal watercourses to the study area.*
- *Aboriginal places have been identified primarily on or in direct association to rise landforms such as hills, dunes and ridges. Additionally, Aboriginal places have been identified on landforms located in close proximity to creeks and rivers, such as floodplains, levees and inlets.*
- *Aboriginal Ancestral Remains (Burials) do occur within the geographic region and its surrounds. Given the prevalence of dunes within the study area it is possible that additional Aboriginal Ancestral Remains (Burials) may be identified.*
- *A majority of Aboriginal places identified in the study area have been subject to disturbances associated with wind and water erosion, pedestrians and vehicles.*
- *Some areas, such as the Hitchcock Gully area, demonstrate high levels of disturbance caused primarily by activities related to the timber industry during the twentieth century. This disturbance would likely have impacted the integrity of stratigraphy within the area, as indicated by the presence of modern inclusions within soil contexts.*

- *The previous archaeological investigations undertaken within the study area have indicated that landforms including lower and mid slopes, ridgelines, saddles and spurs in proximity to the river valleys and coastal areas are highly likely to contain Aboriginal cultural heritage.*
- *It is likely that Aboriginal places in close proximity to the coastline will be comprised of Shell Middens, however ploughed fields, forest tracks and cleared areas adjacent to the coastline and in proximity to fresh watercourses are likely to contain Low Density Artefact Distributions and Artefact Scatters.*
- *Areas of high sensitivity include southern periphery of the Otway Range (high densities located on coastal plains and crests of hills and ridges), northern periphery (low densities, located along crests of hills and ridges) and interior of the Otway Range (low densities, located along the tops of ridges).*
- *Raw stone material types represented within Artefact Scatters may include silcrete, quartz and flint. Quartz and silcrete occur naturally within the region.*
- *Subsurface testing carried out in CHMP 12924 found that soil profiles were generally pale grey silty sand above yellow mottled clay with clay being reached at depths from two to 50 centimetres.*
- *Subsurface testing carried out in CHMP 16168 revealed an artefact bearing layer between 100 and 200 millimetres.*
- *Previous regional studies have also noted erosion as a primary contributor to Aboriginal place damage/destruction.*
- *Based upon this information, there is potential for unidentified Aboriginal cultural heritage to be present within the study area. Aboriginal places are likely to occur on elevated landforms in proximity to freshwater and resources obtained in coastal waters and will most likely be comprised of Shell Middens with associated artefactual material such as stone artefacts.*

*Aboriginal Historical References are locations that are significant to Aboriginal people because they possess contemporary or historical associations with Aboriginal people. No Aboriginal Historical References have been recorded within the study area...'*

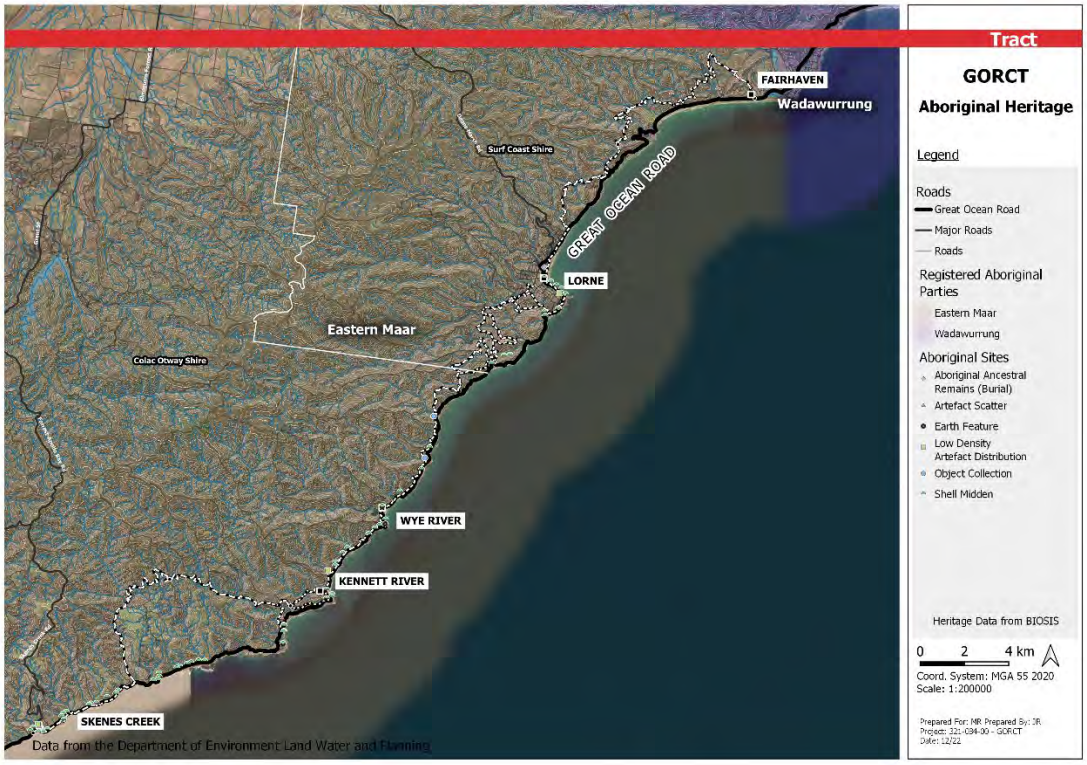


*Figure 24: Aboriginal Heritage*

### 5.3.2 Historic Places

The following are registered historic places and sites listed in the Cultural Heritage Values Desktop Assessment was undertaken for the Great Ocean Road Coastal Trail (Biosis, 2022):

- *…The Great Ocean Road stretches 242 kilometres from Torquay to the Princes Highway intersection, east of Allansford in western Victoria. It was designed by Major William McCormack and constructed by returned servicemen between 1919 and 1932, as part of a repatriation project. The Great Ocean Road is of historical, archaeological, aesthetic and social significance to the State of Victoria (Victorian Heritage Database 2021).*
- *The dugout at Grey River Road, Kennett River was built as a bushfire refuge, in compliance with the Forests Commission regulations following the 1939 bushfires. It is the only surviving example of a dugout in remote logging areas. The place is of local significance (Mary Sheehan and Associates 2003a).*
- *The Cumberland River Cypress Trees are associated with the Cumberland River Reserve and its picnic shelter and ford. The Cypress Trees are located at the front of the Cumberland River Reserve. However, recent aerial imagery suggests that these trees have been removed. A site inspection is required to determine the condition of the Cumberland River Cypress Trees.*
- *The house at 5640 Great Ocean Road at Skenes Creek was constructed in 1920 in a late Victorian Italianate style. The property is of local historical, aesthetic and architectural significance (Mary Sheehan and Associates 2003a).*
- *Armistead's Sawmill was established between Kennett River and Hitchcock Gully by Syd Armistead in 1941. The Sawmill originally included eight houses for mill workers, with additional buildings constructed to accommodate more workers. The site was one of the largest processors of timber in the region by 1950. Timber was winched to the mill site via a 700 metre horse drawn narrow gauge tramway, which was used until 1945 when gravel roads were constructed to enable access for trucks. The Sawmill is of historical and scientific significance at a local level (Victorian Heritage Database 2021).*
- *The graves of the Lindsay Children are the two children of William Lindsay, the first licensee for wood cutting in Lorne. The children died from suffocation while digging tunnels in the banks of the Erskine River Mouth in 1850. The graves are of local historical significance (Surf Coast Shire 2005).*
- *The Second World War Memorial Cairn was constructed by a member of the Wye River Community in the late 1940s.The memorial is of local social and historical significance (Mary Sheehan and Associates 2003a).*
- *The Cumberland River Ford is located at the front of the Cumberland River Reserve, and provides access across the river. It is located in proximity to the Cumberland River Cypress Trees (HO79). The Cumberland River Ford has been altered and upgraded since it was constructed in the early twentieth century (Surf Coast Shire 2005). The Ford is of local historical significance.*
- *The Lorne Kiosk was formerly a comfort station constructed in 1939 by the then Victorian Public Works Department. In 1967, the "Lilian Beaurepaire" Swimming Pool was opened on the Lorne Foreshore. The Lorne Swimming Pool and Kiosk are of local architectural and historical significance (Surf Coast Shire 2005).*
- *The Cypress Avenue is located along the Lorne Foreshore from the mouth of the Erskine River to the Lorne swimming pool. The Cypress trees date from 1919 and are associated with the history of Erskine House. The Cypress Avenue trees are of local historical, aesthetic, social and landscape significance (Surf Coast Shire 2005).*
- *The Swing Bridge is a 30 metre long suspension footbridge that extends across the Erskine River and was constructed in 1937. The bridge is of regional historical, aesthetic and social significance (Surf Coast Shire 2005).*

- *The Queens Park Caravan Park was established in 1937. The Air Spotters Quarters was established within the park as a recreation hut, and used by volunteer Air Observers during the Second World War. The Queens Park Caravan Park is of local historical, social and architectural significance (Surf Coast Shire 2005).*
- *The Wye River Hotel is located on the Great Ocean Road and was constructed in 1982, replacing an earlier hotel "Rookery Nook" that was destroyed by fire in 1982. The hotel is of local social, cultural and historical significance (Mary Sheehan and Associates 2003a).*
- *The House at 69 Ocean Road, Lorne is set on an elevated site, with views of Loutit Bay. A large Canary Island Palm is planted in the front yard. The house was built in 1930, and is an unusual interwar Bungalow style with a broad gabled roof and curved front veranda. The house is of local architectural and historical significance (Surf Coast Shire 2005).*
- *Erskine House is located on Mountjoy Parade in Lorne, near the Erskine River and the Lorne foreshore. Erskine House has been used as a guesthouse since the 1860s, with a range of buildings being constructed on the site between 1868 and 1939 (Heritage Council of Victoria 2022). Fabric from the late nineteenth and early twentieth century buildings does survive at the place, however the fabric predominantly dates from the late 1930s (Heritage Council of Victoria 2022). Later additions are also present at the place. The grounds and plantings at Erskine House are also considered to be significant. Erskine House is of architectural, historical and social significance to the State of Victoria (Heritage Council of Victoria 2022).*
- *The house at 79 Ocean Road, Lorne is set on an elevated and large site, with a substantial setback. The house was built in 1929 and is an intact example of an interwar Bungalow style. The house is of local architectural and historical significance (Surf Coast Shire 2005).*
- *The Mountjoy Parade Heritage Precinct comprises a culturally significant residential area that was mostly established between the 1880s and 1950s (Surf Coast Shire 2005). The landscape in the precinct is characterised as a highly distinctive 'bush' setting, which contains visual links to the Lorne township and Loutit Bay (Surf Coast Shire 2005). The Mountjoy Parade Heritage Precinct is of local architectural, aesthetic, historical and social significance (Surf Coast Shire 2005)...*

*...Summary:*

- *A total of 17 registered historic heritage places and sites are located within the study area, including places and sites on the National Trust Register, Heritage Overlay, Victorian Heritage Inventory, Victorian Heritage Register and National Heritage List. While a total of seven historic heritage places and sites are directly adjacent to the study area...*
- *... The historic heritage places and sites identified within and adjacent to the study area relate predominantly to the general settlement of the region, sawmills and logging, and to the construction of the Great Ocean Road and the repatriation of ex-servicemen.*
- *Based on the type of historic heritage places and sites that have been identified within and adjacent to both the assessment corridor and in relation to the existing and proposed new trails, unrecorded historic heritage places and sites may be present within the study area. These heritage places and sites may include remnants of sawmilling operations, tramways, house/hut sites and workers camps...'*

### 5.3.3 Land Use History

The following summary of land use history was extracted from the Cultural Heritage Values Desktop Assessment was undertaken for the Great Ocean Road Coastal Trail (Biosis, 2022):

- *'...Timber production was a large industry within the study area during the 19th and 20th centuries, with a particular focus on Apollo Bay and Wye River areas.*
- *There is evidence that pastoral claims existed over much of the study area during the mid-19th century...*

- *…The construction of the Great Ocean Road impacted existing industries in the study area, with tourism coming to dominate the economy once construction was complete.*
- *Much of the construction of the Great Ocean Road was undertaken by hand using explosives, pick and shovel, wheelbarrows and some small machinery. Construction was at times perilous, with several workers killed on the job… This work is likely to have impacted Aboriginal cultural heritage along the Great Ocean Road.*
- *Historical aerial imagery from 1947 supports the proposition that the largest historical impacts of timber production within the study area are apparent at the southernmost end of the study area towards Apollo Bay… While the Lorne and Jamieson Creek areas … show few signs of extensive deforestation, all areas of the study area south of Grey River … reveal extensive tracts of coastal land devoid of vegetation cover.*
- *Overall the information available at the Desktop level indicates that… ground disturbance processes relating to historical timber production are likely to have occurred in the southernmost end of the study area –particularly to the south of Grey River. It is therefore recommended that the section of the study area to the south of Grey River be investigated further for signs of significant ground disturbance (SGD)…'*

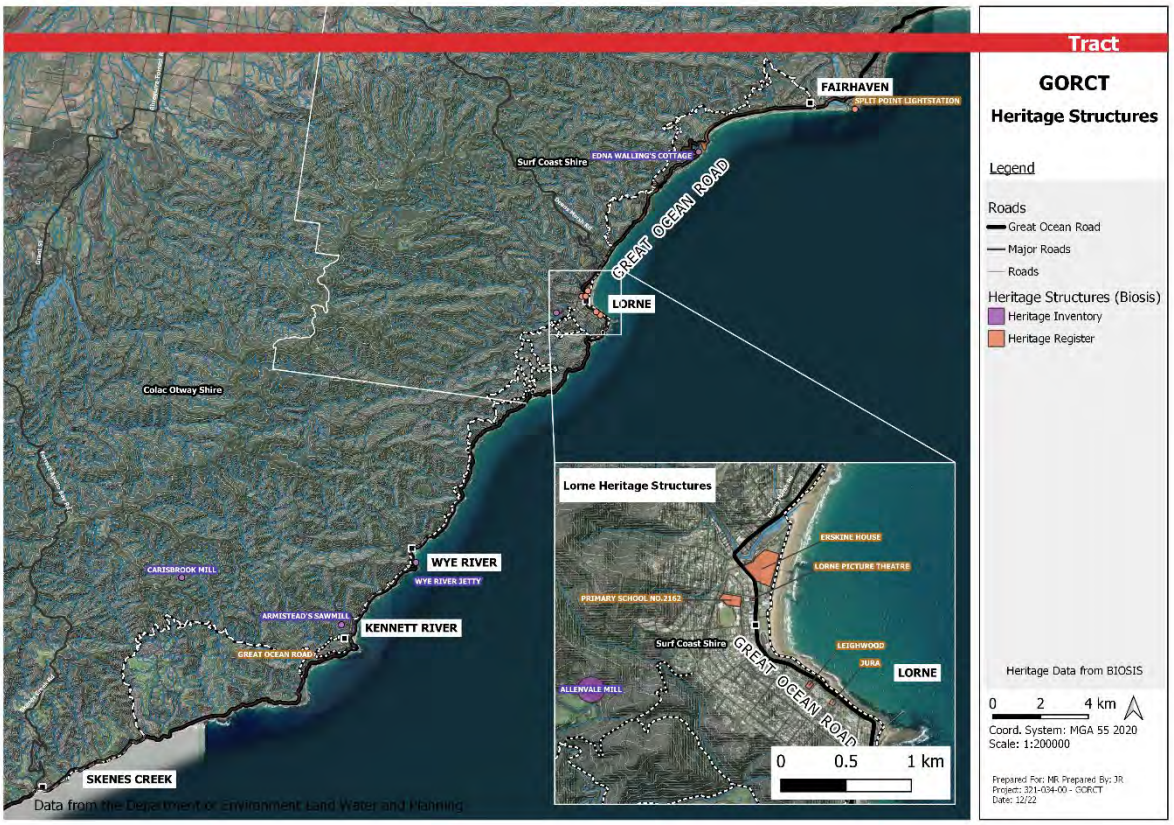


*Figure 25: Heritage Structures*

## 5.4 Landscape Character

### 5.4.1 Overview

The Great Ocean Road Regional Strategy (Planishphere, 2003) and the subsequent expansion of the study as the Coastal Spaces Landscape Assessment (Planisphere, 2006) undertook to understand and classify Victoria's coastal areas based on broad areas of common physical, environmental and cultural characteristics.

The descriptions and delineation of Landscape Character Types and Landscape Character Areas determined during these studies have been adopted by relevant authorities, and have been refenced in this LVA as the most current and relevant available source.

The Coastal Spaces Landscape Assessment (Planisphere, 2006) explains the difference between Landscape Character Types and Areas as follows:

*'...At the state level, Victoria's coastal areas can be divided into landscape Character Types based on broad areas of common physical, environmental and cultural characteristics. A professional assessment underpinned the determination of landscape character, focussing on objective distinctions between Character Types, and the relationship between landscape Character Types and their constituent Character Areas...*

*...At a local level, each Character Type has been divided into landscape Character Areas, which are separate geographical units within the same Character Type, or areas across which local conditions, such as the landscape features, or the pattern of viewing, vary.*

Under this system of classification, each landscape establishes its own benchmarks for scenic quality and landscape value.

### 5.4.2 Method of Assessment

The Coastal Spaces Landscape Assessment (Planisphere, 2006) explains the methodology used for delineating Landscape Character Types and Areas as follows:

'*...The delineation of landscape types and precincts involved the collection and analysis of a series of 'MapInfo layers' for the Region, including topography/contours, satellite photo imagery and ecological vegetation classes. The analysis and overlay of these contextual maps contributed to the delineation of landscape types and precincts. The other key contributor was a visual assessment undertaken as part of a detailed survey of the Region, where numerous photos and notes were also collected.*

*All these 'layers' of information were analysed, with an emphasis on how they interacted to create landscape character. The landscape character types and precincts were then delineated...*' (Planisphere, 2006).

### 5.4.3 Landscape Character Types

The Coastal Spaces Landscape Assessment (Planisphere, 2006) includes a comprehensive analysis of broad landscape character types, focussing on the distinctions between these types and their capacity to accommodate different types of development.

The **Otway Forests and Coasts** landscape character type enjoys the largest representation in the study area, extending from Bells Beach in the north east, south to the Cape Patton lookout. This character type contains:

'*...large areas of dense, tall forest cover in hilly terrain, extending to the sea with high, rugged cliffs in places. In some coastal locations the vegetation is sparser and smaller in scale. This landscape also includes areas of plantation timber and clearings set among the forest...'* (Planisphere, 2006)

The **Otway Foothills, Valleys and Uplands** landscape character type is represented in the south of study area, in the vicinity of Skenes Creek. This landscape character type is characterised by:

*'...hilly topography, varying from gentle to steep, and often incised with rivers, creeks and gullies. A patchwork of paddocks and shelter belts exists, with some remnant vegetation in waterways and valleys...'* (Planisphere, 2006).

### 5.4.4 Landscape Character Areas

The Coastal Spaces Landscape Assessment (Planisphere, 2006) also includes a breakdown of Landscape Character Areas at a local level. The descriptions and delineation of Landscape Character Areas below are extracted from this study.

**Otway Forests and Coast: Precinct 4.4: Low Coastal Heath (Fairhaven to Big Hill):**

Within the study Area, Precinct 4.4 is located between Fairhaven and Big Hill. *'...The landscape is characterised by coastal dunes and cliffs, interspersed with inlets. Inland from the coastal cliffs, the topography is hilly and exposed, with low, dense vegetation including stunted tea-tree and tussocks. Foliage is grey-green in colour and wind swept, and long-range views are available in all directions. There is some scattered ribbon development in the precinct, mostly dwellings and holiday homes, and these are highly visible due to the low coastal heath and exposed landscape.*

*... precinct 4.4 is distinctive for its rugged coastal scenery, much of it traversed by the Great Ocean Road. Where the road runs right next to the sea outstanding coastal and ocean panoramas are revealed...*

- *The satellite photo reveals a dense vegetation cover throughout the precinct with some cleared land in the most eastern area. The ridges and valleys of the Otway Ranges are clearly delineated and permeate the western area of the precinct, the relief in the central and eastern areas is less dramatic.*
- *The contour map highlights the steep ridges and valleys in the western area of the precinct that taper to moderately sloped hills in the central and eastern areas. The topography slopes steeply at the coastline indicating dunes in most parts, in other areas a sharp cliff face meets the water.*
- *...There are several large parcels of private land with no tree cover and a handful of river systems with Riparian Scrub Complex classes...*
- *... much... is zoned Public Conservation and Resource, there is some Environmental Rural zoning and Residential and Low Density Residential in the townships of Aireys Inlet and Fairhaven...*
- *The overlays relevant to landscape character include the Vegetation Protection Overlay for Significant Native Vegetation, the Environmental Significance Overlay for the protection of Wetland and associated Dryland Habitat. Other relevant overlays include the Significant Landscape Overlay, which aims to protect and enhance the scenic and environmental quality of the Great Ocean Road and Coastal Environs. The Significant Landscape Overlay to protect and enhance Coastal Townscape Character also applies as does the Design and Development Overlay that aims to ensure that adjacent development is sympathetic to the heritage and landscape values of the Split Point Lighthouse....'*

Noteworthy edges within this landscape include the following:

- *'...The interface between settlements and the natural landscape*
- *Edges of the settlements with the national park and hill faces beyond the current built form limit*
- *Coastal edge – cliffs and dunes*
- *The edge created by the Great Ocean Road corridor, and development adjacent to the corridor...'* (Planisphere, 2006).

**Otway Forests and Coast: Precinct 4.1: Otway Ranges Forest and Coast (Big Hill to Cape Patton):**

Within the study area, Precinct 4.1 extends from Big Hill south to Cape Patton and *'... contains large areas of dense forest cover in hilly terrain, extending to the sea in places. The vegetation changes from wet to dry in response to changes in the orientation and type of terrain, which ranges from steep and rocky to smoothly rounded hills. Dry coastal sclerophyll forests occur on south-west facing slopes, some of which meet the coastline. The vegetation is indigenous tall, closed forest with understorey – sparser in the dry forest areas, and denser in sheltered gullies. Giant tree ferns and ancient beech trees can be found in some of the wetter, more sheltered locations...*

*... much of the drive from Lorne to Apollo Bay is lined with relatively low coastal vegetation. Here, the road clings to the face of rocky promontories and snakes past steep gullies, offering a constantly changing prospect of sea, sky and coastal scenery. In contrast are forest drives such as Turtons Track and the road to Cape Otway, where there are also exposed areas of new forest plantation (e.g. blue gum, pine) and some isolated clearings. The clearings contain a mix of private freehold, farming and tourism uses, sometimes with scattered, simple structures. Clearings, townships and the coast itself provide a different experience to the isolation and enclosure found in the depths of the forest...*

*... The Great Ocean Road hugs the coastline from Lorne to Kennett River, offering some of the most dramatic cliff and ocean scenery able to be viewed from a car or bus anywhere in the world...*

- *The satellite photo reveals the transition from the wet forest surrounds to a dry forest, and often cleared landscape within the precinct.*
- *The contour map shows the precinct as a series moderately steep valleys and hills within steeper surrounds...*
- *...Zoning within the precinct is mostly Public Conservation and Resource, there is Rural zoning more inland and Environmental Rural zoning closer to the coast line. There are several townships within the precinct which include Residential, Low Density Residential and some Business zones...*
- *... Within the Colac-Otway Shire, the Significant Landscape Overlay for the protection and enhancement of the landscape character of Otway Ranges Foothills and coastal areas,.. Several Environmental Significance Overlays apply, the Proclaimed Water Catchments Schedule is the most dominant,.. There are Vegetation Protection Overlays for significant and remnant vegetation and also roadside vegetation.*
- *The dominant overlays within the Surf Coast Shire include the Environmental Significance Overlay for protection of water supply catchment areas and the Vegetation Protection Overlay for significant native vegetation. The Design and Development Overlays are more localised, and aim to improve and enhance the image and appearance of the Lorne Commercial areas, and industrial areas. The Significant Landscape Overlay aims to protect and enhance the scenic and environmental quality of the Great Ocean Road and Coastal Environs...'*

Noteworthy edges within this landscape include the following:

- *'...The contrast between the naturally vegetated creek valleys and pastoral uplands*
- *Edges of the forested Otway Ranges with cleared private land of little tree cover*
- *Plantation edges*
- *Clearings within the forest*
- *Edges of the towns with the national park and hill faces beyond the current built form limit*
- *Interface of the Great Ocean Road corridor with the natural landscape, and development adjacent to this corridor*
- *The coastal edge of cliff faces and dunes*
- *Interface of development with coastal cliff / dunal edge...*' (Planisphere, 2006).

**Otway Foothills, Valleys and Uplands: Precinct 2.4: Apollo Bay Coastal Valleys and Hills (Cape Patton to Skenes Creek):**

Within the study area, Precinct 2.4 extends from Cape Patton to Skenes Creek. This character area *'...is characterised by a backdrop of tall and steep, rugged hills, at the foot of which is gently rolling land, sloping down to the coast... The hills that encase the precinct are predominantly cleared with some remnant shrubby foothill and riparian forest vegetation. Numerous rivers and creeks incise the hills and run to the bay, which is vegetated with remnant coastal heathland scrub. This largely open, cleared precinct is surrounded by dense, wet eucalypt forest, providing a stark character contrast...*

*...precinct 2.4 is distinctive as a location where a number of different landscape elements intersect in a dramatic manner: low sea coast, bayside townships, topographic edge of the Otway Ranges sweeping down to the narrow coastal strip, edge of the forest, and the incised, vegetated creek valleys...*

- *... The satellite photo highlights the topography and vegetation cover of the precinct. The ridges of the hills which encase the precinct are clearly visible as are the cleared hills faces and drop to the gently sloping land adjacent to the coast.*

- *The contour map further highlights the dramatic landform of the precinct, with river and creek gullies incising the hills and the settlements of Skenes Creek, Apollo Bay and Marengo located on the less undulating topography at the base of the foothills...*
- *... The majority of the area is zoned Environmental Rural. The townships are largely zoned Residential 1, with the Public Conservation and Resource Zone along the foreshore and in river corridors...'*

Noteworthy edges within this landscape include the following:

- *'...Dramatic intersection of landscape elements within the precinct: low sea coast, bayside townships, topographic edge of the Otway Ranges, edge of the forest, and the incised, vegetated creek valleys*
- *Interface of the precinct (a coastal clearing in the forest) with adjacent, heavily vegetated areas*
- *Interface of development with the coast*
- *Interface of development with the Great Ocean Road corridor and other roads*
- *Limit of development at edge of foothills; edge of townships in the 'natural' landscape...'* (Planisphere, 2006).

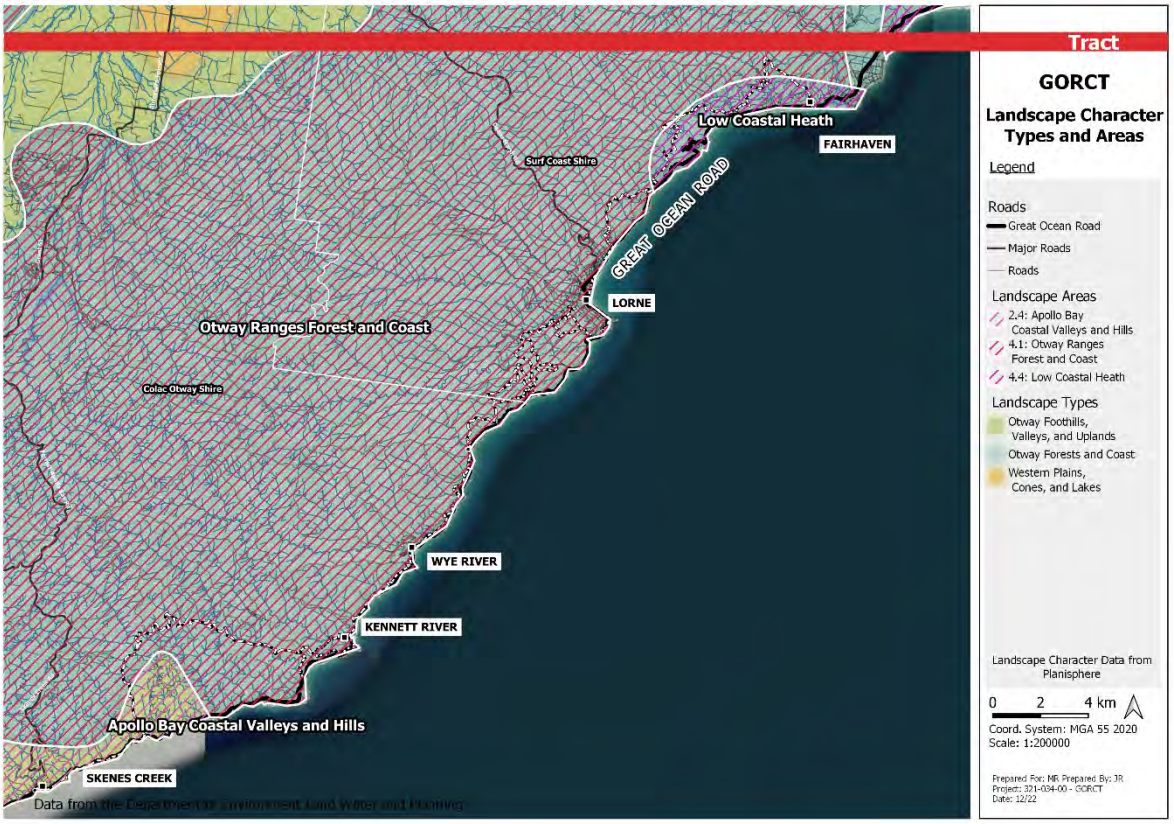


*Figure 26: Landscape Character Types and Areas*

## 5.5 Scenic Quality and Patterns of Viewing

The Great Ocean Road is the primary movement route within the region, and the main link between townships, destinations, and attractions. The Coastal Spaces Landscape Assessment (Planisphere, 2006) includes accounts of the visual experience while moving through the landscape of the study area along the GOR. Relevant descriptions sourced from that study, along with field investigations undertaken as part of this LVA

were used to understand the baseline scenic quality and patterns of viewing within the study area, with references made to the location of the proposed trail where relevant.

Beginning in the north of the study area beyond Fairhaven, and travelling south, the following is an account of this visual experience (refer to Error! Reference source not found.) for locations of reference photographs.

### 5.5.1 North of Segment 1 to Fairhaven

North east of Fairhaven, the landscape is described as the Dry Coastal Woodland and Heath Area. Along the Great Ocean Road, this Area is characterised by dry, forested landscape with indigenous woodland vegetation between the coastal townships. Views to the coast are possible over the top of the natural vegetation where the road runs lies adjacent to the coastline. Where the road is further inland, views to the coast are contained by vegetation.

According to the Coastal Spaces Landscape Assessment (Planisphere, 2006) *'...the township of Aireys Inlet is characterised by dwellings that impose themselves on the landscape setting of hills and creeks. Dwellings in Aireys Inlet extend many rows deep into the hillside, with roofs and walls highly visible protruding above the low coastal heath that becomes more open heathland and scrubby at the town edges. The town centre is low key; a point of focus is the lighthouse, which is a significant element of the township character...*

The bridge over the Painkalac Creek allows expansive views over the estuary and back towards the edge of the Airey's Inlet township set up against the western slopes. At this point the landscape transitions into the Low Coastal Heath Area and is characterised by lower coastal vegetation, and therefore, long range views in all directions. This is also a transition into the township of Fairhaven, and although there is a relatively high visibility of built form along the road, it is not as urban in character as Airey's Inlet. Houses are also large and imposing, set against the hillside, but the steeper topography limits visibility from the road, creating the impression of a very low density.

### 5.5.2 Segment 1: Fairhaven to Big Hill

At Fairhaven, the Dry Coastal Woodland and Heath Area to the north gives way to the Low Coastal Heath Area (refer Landscape Character Area 4.4). The Great Ocean Road lies entirely within the latter Area (4.4), which is characterised by low coastal vegetation, and therefore, long range views in all directions. The trail runs north from Fairhaven, away from the coast and into the hinterland, and as such lies within the forests characteristic of the Otway Ranges.

There is high visibility of built form along the road, although this is perceived more as low density ribbon development. Some powerline infrastructure is evident along sections of the road.

According to the Coastal Spaces Landscape Assessment (Planisphere, 2006) *'...The dramatic cliff face along Fairhaven is extensively developed with several unusual buildings including the highly identifiable pole building. The dwellings are all highly exposed and visible, rising above the low coastal heath...'*

Between Fairhaven and Moggs Creek, visibility of development is shielded by the steep terrain in the north, and clear, uninterrupted views of the coastline are possible to the south. Part of Moggs Creek is visible as the road descends into the settlement. Once adjacent to the settlement, small sand dunes conceal much of the development to the north.

To the west of Moggs Creek, beyond Memorial Arch, the visual landscape becomes natural again, with views in all directions. At Devils Elbow the Great Ocean Road winds inland to navigate the crossings over Grassy Creek and Anderson Creek. Topography on either side of the road becomes steeper and the vegetation becomes denser. Views of the coast are no longer possible as the tree canopy arches overhead to enclose the road on either side. This sense of enclosure continues as the road re-connects with the coastline, although glimpses of the sea are now possible to the south.

*View from Fairhaven beach looking south*

*View of Fairhaven from the foreshore reserve*


*Photo 3: View along GOR at Moggs Creek Bridge*

*View from a side road within Moggs Creek*

*Patterns of Viewing: Segment 1 – Fairhaven to Big Hill*

### 5.5.3 Segment 2: Big Hill to Lorne

Just north of Cathedral Rock, the Low Coastal Heath Area (refer Landscape Character Area 4.4) to the north gives way to the Otway Ranges Forest and Coast Area (refer Landscape Character Area 4.1) to the south. The trail continues mostly inland, within the forests of the Otway Ranges, swinging back to coast just north of Lorne to follow the coastline for the remainder of the segment.

Along the Great Ocean Road, the latter Area (4.1) is characterised by majestic forests contrasting with the coast. Inland areas are dominated by the dramatic Otway Ranges, giving a feeling of isolation and enclosure within the forest. The coast is exposed, sometimes with high sea cliffs and the coastal vegetation is predominantly indigenous.

Between Big Hill and Lorne, the steep topography of the Otway Ranges encloses views on the northwestern (hinterland) side of the road. Where the Great Ocean Road hugs the coastline, views of the coast are wide and unobstructed. Where the road runs more inland, however, only glimpses of the sea are possible through the forest.

The road meanders gently, allowing views to oscillate between the steep topography rising above, and that falling away below. In general, no development, structures or powerlines are visible along this stretch of the Great Ocean Road, although some scattered houses are visible in places, pockmarked against the backdrop of the vegetated slopes. Long range southern views of Lorne across Louttit Bay are clear from as far north as Cathedral Rock

According to the Coastal Spaces Landscape Assessment (Planisphere, 2006) '*...The Otway hills camber around the township of Lorne sheltering it like an amphitheatre. At the town's centre, the streets are often crowded and bustling with street cafes, reflecting the high tourism desirability of the town. There are older, remnant dwellings within the centre, they are sometimes subdued by newer and taller accommodation forms that protrude above the tree canopy. There is limited visual access to the beach due to scattered buildings before the foreshore, which is planted with a row of Norfolk Pines. Much of the housing is tucked into the hills settled below a tall eucalypt tree canopy, steep and windy roads provide access to the dwellings, which are often contemporary and split across the levels of the topography...*'

Where Louttit Bay curves to the south east toward the Lorne Pier, long range, though sometimes interrupted, views of the coastline and hinterland are possible to the north and north east.

At the northern and southern extremities of Lorne, development intensity and density wanes, manifesting as strip development on the very outskirts before the landscape becomes natural once again.

*View of Memorial Arch at Eastern View from carpark*

*View from Cinema Point looking south*

*View from Cinema Point looking north*

*View along GOR at Devil's Elbow*

View along GOR (Mountjoy Parade), Lorne

View of Lorne Foreshore from GOR (Mountjoy Parade)

Figure 27: Patterns of Viewing: Segment 2 – Big Hill to Lorne

### 5.5.4 Segment 3: Lorne to Cumberland River

This segment of the Great Ocean Road Coastal Trail lies entirely within the Otway Ranges Forest and Coast Area (refer Landscape Character Area 4.1). The trail swings inland just south of Lorne and remains within the forests of the Otway Ranges before heading back to the coast at Cumberland River.

Along the Great Ocean Road, this Area (4.1) is characterised by majestic forests contrasting with the coast. Inland areas are dominated by the dramatic Otway Ranges, giving a feeling of isolation and enclosure within the forest. The coast is exposed, sometimes with high sea cliffs and the coastal vegetation is predominantly indigenous.

South of Lorne, the Great Ocean Road exits the township at Queens Park Caravan Park, and the landscape is once again more natural. The road hugs the coastline, and steep topography of the Otway Ranges encloses views on the north western (hinterland) side. Views of the coast are wide and open.

At Tramway Lookout, the road swings inland to cross the St George River. The views of the rivermouth and surrounds are available until the road swings back to the coastline. A similar opening up of views occurs at the crossing of the Sheoak Creek just to the south, and at Cumberland River beyond.

The road meanders gently, allowing views to oscillate between the steep topography rising above, and that falling away below. No development, structures or powerlines are visible along this stretch of the Great Ocean Road and long range views across the small headlands are possible where the road orientation allows. At Cumberland River, a small clearing with a single building is visible from the road.

View along GOR at St Georges River

View of St Georges River valley from GOR

View of GOR looking south from Cumberland River Beach carpark

View looking inland from Cumberland River Beach carpark

Figure 28: Patterns of Viewing: Segment 3 – Lorne to Cumberland River

### 5.5.5 Segment 4: Cumberland River to Jamieson Creek

This segment of the Great Ocean Road Coastal Trail lies entirely within the Otway Ranges Forest and Coast Area (refer Landscape Character Area 4.1). The trail swings back inland from Cumberland River, remaining mostly within the forests of the Otway Ranges, heading back to the coast at Mount Defiance and then again at Jamieson Creek.

Along the Great Ocean Road, this Area (4.1) is characterised by majestic forests contrasting with the coast. Inland areas are dominated by the dramatic Otway Ranges, giving a feeling of isolation and enclosure within the forest. The coast is exposed, sometimes with high sea cliffs and the coastal vegetation is predominantly indigenous.

The road hugs the coastline, and steep topography of the Otway Ranges encloses views on the north western (hinterland) side. These slopes manifest as exposed, steep cliffs (road cuttings) for long sections. Views of the coast are wide and mostly unobstructed.

The road meanders gently, allowing views to oscillate between the steep topography rising above, and that falling away below. No development, structures or powerlines are visible along this stretch of the Great Ocean Road and long-range views across the small headlands are possible where the road orientation allows.

View from Mount Defiance layby looking north

View along GOR at Mount Defiance

Figure 29: Patterns of Viewing: Segment 4 – Cumberland River to Jamieson Creek

### 5.5.6 Segment 5: Jamieson Creek to Kennett River

This segment of the Great Ocean Road Coastal Trail lies entirely within the Otway Ranges Forest and Coast Area (refer Landscape Character Area 4.1). The trail mostly follows the Great Ocean Road alignment on the hinterland side, never deviating more than a few hundred meters inland.

Along the Great Ocean Road, this Area (4.1) is characterised by majestic forests contrasting with the coast. Inland areas are dominated by the dramatic Otway Ranges, giving a feeling of isolation and enclosure within the forest. The coast is exposed, sometimes with high sea cliffs and the coastal vegetation is predominantly indigenous.

The road hugs the coastline, and steep topography of the Otway Ranges encloses views on the north western (hinterland) side. These slopes manifest as steep road cuttings for significant sections. Views of the coast are wide and mostly unobstructed.

The road meanders gently along this stretch, allowing views to oscillate between the steep topography rising above, and that falling away below. Long range views across the small headlands are possible where the road orientation allows. Visibility of development, structures and powerlines is limited to townships.

The township of Wye River is nestled in a valley surrounded by less dramatic cliffs. According to the Coastal Spaces Landscape Assessment (Planisphere, 2006) '*...Wye River is a small settlement at the base of the Otway hills and adjacent to the coastline. The commercial zone is low key and blends in with the residential character, the narrow river that cuts through, and its bay, provide a stronger definition of the town centre. Housing is mostly simple shacks from the 50s to more recent times; they are nestled into the hills sometimes exposed but often concealed by the tree canopy which is eucalypt woodland with some heathy scrub. The beach is only small, with rocky points at either end defining the edge of the settlement...'*

*...Kennett River is located in a valley that falls to a small rocky beach and is largely cleared of trees and understorey. Housing is sprawled across the settlement; the simple weatherboard shack forms ranging in style from the 50s to present day. The township is surrounded by well treed hills, with houses at the edges seeming to feather into their environment...*' The large cleared area adjacent to the Kennett River is starkly apparent within the forest context.

View along GOR from WB Godfrey layby

View of Wye River from GOR

View along GOR south of Wye River

View from GOR north f Kennett River

Figure 30: Patterns of Viewing: Segment 5 – Jamieson Creek to Kennett River

### 5.5.7 Segment 6: Kennett River to Wongarra

This segment of the Great Ocean Road Coastal Trail lies entirely within the Otway Ranges Forest and Coast Area (refer Landscape Character Area 4.1). The trail follows the coastline south of Kennett River, swinging inland at Hawdon Ridge and proceeding into the forests of the Otway Ranges.

Along the Great Ocean Road, this Area (4.1) is characterised by majestic forests contrasting with the coast. Inland areas are dominated by the dramatic Otway Ranges, giving a feeling of isolation and enclosure within the forest. The coast is exposed, sometimes with high sea cliffs and the coastal vegetation is predominantly indigenous.

Where the road hugs the coastline, the steep topography of the Otway Ranges encloses views on the north western (hinterland) side. Views of the coast to the south east are wide and mostly unobstructed. Where the road meanders inland, the forest vegetation encloses the view and only glimpses of the sea are possible through the forest.

The road meanders gently along this stretch, allowing views to oscillate between the steep topography rising above, and that falling away below. Long range views across the small headlands are possible where the road orientation allows. With the exception of a few structures at Grey River, no development, structures and powerlines are visible along this stretch of road.

A large cleared area above the Cape Patton Lookout on the hinterland side is visible as a bald, grassed hill from sections of the road, which contrasts with the forest context and hails the transition into a new Landscape Character Area.


*View of town centre at Kennett River*

*View along GOR at Grey River Bridge*

*View from layby on GOR looking north*

*View along GOR*

*Figure 31: Patterns of Viewing: Segment 6 – Kennett River to Wongarra*

### 5.5.8 Segment 7: Wongarra to Skenes Creek

Beyond Cape Patton on the coast, the Otway Ranges Forest and Coast Area (refer Landscape Character Area 4.1) gives way to the Apollo Bay Coastal Valleys and Hills (refer Landscape Character Area 2.4). This section of the trail starts within the forests of the Otway Range and descends down the Otway Ranges until it meets the coast at the Smythe Creek river mouth. From here the trail closely follows the Great Ocean Road all the way to Skenes Creek, including crossings to the seaward side of the road and back.

Along the Great Ocean Road, the landscape character changes, and is characterised by stark landscape contrasts. The topographic edge of the Otway Ranges sweeps down to the narrow coastal strip, with incised vegetated creek valleys and other edges emphasised by indigenous vegetation. There open views of cleared grazing land over rolling hills rather than the steep topography and coastal forest.

The road meanders gently, hugging the coast, allowing oscillating views of the rolling hills of the hinterland, and open, mostly unobstructed views of the coastline over the low coastal scrub. Development is rural in nature. Except for a short strip of houses at Sugarloaf, buildings and structures are well set back from the road and visible within the context of grassy fields. No powerlines are visible outside of the townships, and long range views across the small headlands are possible where the road orientation allows.

According to the Coastal Spaces Landscape Assessment (Planisphere, 2006) '*...Skenes Creek is a small residential settlement, comprising scattered buildings in a ribbon formation along the Great Ocean Road, and on the cleared hills above the road. Buildings are all residential, with some motels and B&B style accommodation on former pastoral land. Development is exposed due to a lack of vegetation along the roadside and on the hills faces. Where development in vegetated areas, it is less obtrusive and gives the impression of being tucked into the landscape...*' There are also '*...intermittent avenues of old Cypresses lining the road...*'

*View along GOR*

*View of rural / natural landscapes from GOR*

*View of rural / natural landscapes north of Skenes Creek from GOR*


*View of houses at Skenes Creek from beach carpark*

*Figure 32: Patterns of Viewing: Segment 7 – Wongarra to Skenes Creek*

## 5.6 Landscape Value

Landscape value addresses the relative value that is attached to the landscape by society, bearing in mind that a landscape will be valued by different stakeholders for a variety of different reasons (Landscape Institute and Institute of Environmental Management and Assessment, 2013). It draws from both Landscape Character and Scenic Quality, but also considers the condition of the landscape (intactness) and the community and cultural associations and values placed on the landscape. The value of the landscape within the study area is understood on two levels as discussed below.

### 5.6.1 Status

The status of an area is its recognised listing as a landscape of National, State, Regional or Local importance based on its formal natural, cultural heritage or scenic value. The status listing of the study area has been

sourced from the Coastal Spaces Landscape Assessment (Planisphere, 2006), which assessed the value of each non-urban part of the coast and considered it in relation to every other stretch of coast. According to this study, a landscape was deemed significant based on the following:

- *'...***Landform Features***: A topographical feature or landmark such as a headland or a volcanic cone that provides contrast with the surrounding landscape.*
- **Views:** *The viewpoint is open and publicly accessible; the view is a panorama, a broad prospect, or a linear view to a defined object or group of objects; and it offers a cohesive viewing experience.*
- **Edges or Contrasts***: The boundary between two landscape elements, for example, the coastline (the boundary between sea and land); the edge of a forest or a forest clearing; the boundary between vegetation types or different landform types; the intersection between a range of hills and a plain; a cliff or beach; an incised valley.*
- **Natural or Undeveloped Character***: A landscape that is devoid of any development, or a landscape in which its natural characteristics visually predominate over any development that may be present...'*

In addition to the above, the following supporting evidence was also considered in the Coastal Spaces Landscape Assessment (Planisphere, 2006):

- '...**Exemplar landscape***: How representative is the landscape of a landscape character type?*
- **Scarce landscape***: How uncommon, rare or endangered is the landscape character type or area?*
- **Iconic landscape***: Is the landscape instantly recognisable as a place that represents the valued qualities of the Victorian coast? Example sources: artworks, tourism brochures, other publications, etc.*
- **Documented cultural/heritage value***: Does the landscape have documented cultural/heritage value? Example sources: local planning scheme Heritage Overlay, AAV register, Victorian Heritage Register, Register of the National Estate, National Trust Register, etc.*
- **Documented environmental value***: Does the landscape have documented environmental value? Example sources: local planning scheme Environmental Significance Overlay, Ramsar Convention, etc.*
- **Established social/community value***: Does the landscape have established social/community value?*
- **Visitor attraction***: How important is the landscape as a visitor destination?...'*

Recognised Significant Landscapes relevant to this study, as detailed in the Coastal Spaces Landscape Assessment (Planisphere, 2006) include the following:

**Coastline and Otway Ranges from Breamlea to Lorne**

- State Significance
- Coastal landscape comprises cliffs, bay, beach and sandhills.
- Otway Ranges landscape comprises a coastal and hinterland landscape, with parts of the forest visible from the Great Ocean Road, other main roads or forest drives. Also includes accessible features such as waterfalls and picnic reserves.
- Coastal landscape is entirely visible and accessible from the Great Ocean Road.
- Adjoins some urbanised environments, particularly around Lorne and Torquay.
- Iconic Great Ocean Road coastline views.
- Includes the Great Ocean Road landmark destination of Bells Beach.
- Visitation levels range from moderate in the Otway Ranges landscape to high in the coastal landscape.

**Coastline from Lorne to west of Kennett River**

- National Significance
- Comprises cliff, bay, hill and forest landscape.

- Iconic Great Ocean Road coastline views, mostly unspoiled.
- Visible and accessible only from the Great Ocean Road.
- The Great Ocean Road itself is part of the landscape experience.
- High visitation levels.

**Precinct 2.4: Coastline from east of Skenes Creek to west of Marengo**

- National Significance
- Comprises bay, headland, edge of hills and forest, river flats and valley.
- Intersection of landscape elements.
- Visible and accessible from the Great Ocean Road.
- High visitation levels.

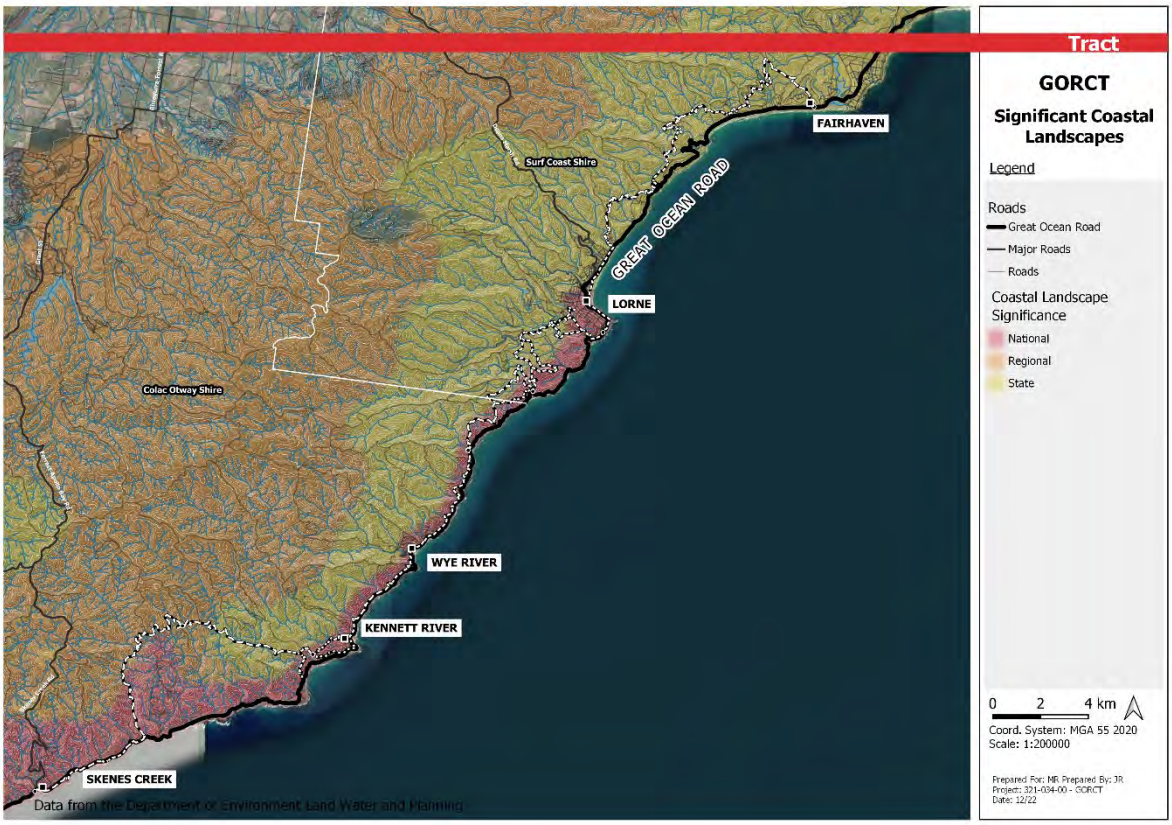


*Figure 33: Significant Coastal Landscapes*

The Coastal Spaces Landscape Assessment (Planisphere, 2006) also concluded that '... *every coastal landscape designated as having regional or state significance, other than national or state parks, should be recognised by a Significant Landscape Overlay (SLO)...*'.

It should be noted that although the Coastal Spaces Landscape Assessment (Planisphere, 2006) is an authoritative and recognised document, it is not mentioned in the relevant planning schemes as an incorporated document. Therefore, the Significant Coastal Landscapes mentioned above do not have statutory weight and have not been translated into Significant Landscape Overlays within the Coal Otway and Surf Coast Planning Schemes.

### 5.6.2 Value

The **value** of the landscape is an understanding of the perceived worth of the landscape to society. '*...People value landscape for many different reasons, not all of them related to traditional concepts of aesthetics and beauty. It can provide habitats for wildlife and a cultural record of how people have lived on the land and harnessed its resources. Landscape can have social and community value, as an important part of people's day-to-day lives. It can contribute to a sense of identity, well-being, enjoyment and inspiration. It has economic value, providing the context for economic activity and often being a central factor in attracting business and tourism...*' (The Highland Council Scotland, 2013).

The Great Ocean Road region is renown for its landscape. In addition to its scenic quality, the landscape also supports the region's biodiversity, provides a link to living cultural heritage and holds social meaning for the residents and visitors who experience them.

The value of the landscape for **lifestyle** is considered **high**, with both scenic quality and the sense of place contributing to the identity and quality of life for the local community and visitors to the area.

The value of the landscape for **conservation** is considered **high**, due to the presence of the Great Otway National Park and numerous other conservancies in the form of Forest Parks, Coastal Reserves and Nature Conservation Reserves. The dominance of the natural environments and the presence of intact ecological systems and unique landscape features is also of relevance in this regard.

The value of the landscape for **tourism and recreation**, which represents a significant economic base in the region, is considered **high**, as scenic quality represents a primary drawcard for tourism. In this respect, the scenic quality of the natural landscape and the picturesque value of the coastal towns are noted.

The value of the landscape for **business and commerce** is not direct, but springboards off the tourism industry and extends to the many support business and service providers within the region.

The **cultural** value of the landscape to the Eastern Maar Peoples will be **high**, owing to the presence of existing registered Aboriginal places (including Shell Middens, Artefact Scatters, Object Collections, LDADs, Earth Features and Aboriginal Ancestral Remains) and the potential for additional archaeological finds within identified areas (refer to section 5.3). The coastal cliffs, dunes and incised valleys are specifically noted for their cultural heritage associations.

The value of the landscape for the preservation of **heritage** is considered **high**, owing primarily to the national heritage listed Great Ocean Road. '*...It is of historical, archaeological, aesthetic and social significance to the State of Victoria...'* (Biosis, 2022). Other relevant registered historic heritage places and sites include those that relate to early European Settlement (mostly in Lorne), as well as sawmills, logging, the construction of the Great Ocean Road and the repatriation of servicemen. (refer to section 5.3).

The Great Ocean Road is the main transport and travel corridor though the area, facilitating both tourism and commerce. It is from this route that homes and businesses are accessed, scenic beauty is experienced and tourism is built. This route holds **high** value locally, for the state, and nationally.

### 5.6.3 Important Regional Views

There are a number of key viewing locations that are well known and well frequented by tourists and visitors to the region, showcasing views from the coastal side of the Great Ocean Road. Those of relevance to this study include the following (extracts taken from Coastal Spaces Landscape Assessment (Planisphere, 2006):

- *...The Cinema Point lookout is located at Big Hill on the coastal side of the Great Ocean Road. The lookout is located at a bend in the road and has limited car parking, but provides extensive long distance views to Aireys Inlet, Eastern View Beach, and Lorne. There is no access to the beach from the lookout, and some housing can be seen on the track below...'*
- *...The Mt Defiance Lookout is located south of Cumberland River, on the coastal side of the Great Ocean Road. There is a sudden turn off the road to access the lookout that is denoted by a stone wall memorial for returned WWI soldiers who built sections of the Great Ocean Road. There are views available to the*

*east and west of vegetated hills, with steep slopes falling to the rocky coastline. There are no views available from the lookout to private land..*

- *'...Cape Patton Lookout is located at Cape Patton, on the coastal side of the Great Ocean Road. The lookout is signed and consists of a car parking bay adjacent to the road, defined by a grey stone wall. The car parking bay can accommodate approximately four to six cars, with the stone wall providing a formality to the viewing area and restricting the view from the car. As a result of needing to leave the car to see the view, the viewing experience is very dramatic. The open ocean view includes steep rocky cliffs immediately to the east. The longer view to the west is of partially cleared hills and Apollo Bay. Low coastal vegetation is present in the immediate surrounds, and houses in rural settings are visible in the close to medium range views...*

*...The protection and management of views from popular and established viewing locations is a key issue within the Region. It is very important, in most instances, to retain the dominance of the natural landscape from these key viewing points, and to ensure that any new development is assessed for its impact on the character of the landscape...'*

### 5.6.4 Controls and Guidelines

The Coastal Spaces Landscape Assessment (Planisphere, 2006) recommends both future directions and guidelines for the preservation of visual quality and landscape character within the various Landscape Character Areas. These are included below:

**Precinct 4.4: Low Coastal Heath Character Area (Fairhaven to Big Hill)**

Between Fairhaven and Big Hill, the landscape is characterised by low coastal vegetation, and therefore, long range views in all directions. The scenic quality of this area is considered to be **moderate**, owing mainly to the visibility of low density ribbon development along the road.

The preservation of visual quality and landscape character within this Area should be guided by the following objectives (Planisphere, 2006):

- *'...To protect the indigenous coastal heathland vegetation and ensure that it is the dominant feature of the landscape, particularly when viewed from the Great Ocean Road.*
- *To retain long range views, available in all directions, particularly from the Great Ocean Road.*
- *To ensure that buildings and structures are designed to a high standard and are integrated with the landscape.*
- *To ensure that infrastructure such as access tracks, powerlines and signage does not dominate the landscape setting....'*

**Precinct 4.1: Otway Ranges Forest and Coast Character Area (Big Hill to Cape Patton)**

Between Big Hill and Cape Patton, the landscape is characterised by majestic forests contrasting with the coast. Inland areas are dominated by the dramatic Otway Ranges, giving a feeling of isolation and enclosure within the forest. The coast is exposed, sometimes with high sea cliffs and the coastal vegetation is predominantly indigenous. The scenic quality of this area is considered to be **high.**

The preservation of visual quality and landscape character within this Area should be guided by the following objectives (Planisphere, 2006):

- *'...To protect the indigenous vegetation and sense of openness and exposure that characterises the coastal areas of the precinct.*
- *To protect the dense tree cover and sense of shelter and enclosure that dominates the inland areas of the precinct.*
- *To retain a vegetation dominated outlook from the Great Ocean Road and other main road corridors throughout the precinct.*

- *To retain the dominance of an indigenous natural landscape in coastal areas, between townships, particularly from the Great Ocean Road.*
- *To protect existing views to the coast, particularly from the Great Ocean Road.*
- *To minimise the visual impact of infrastructure and signage, particularly in coastal areas, hill faces and ridges.*
- *To improve the outlook from road corridors by minimising the visibility of commercial timber plantations.*
- *To ensure that development located outside townships is integrated with the landscape…'*

**Precinct 2.4: Apollo Bay Coastal Valleys and Hills Character Area (Cape Patton to Skenes Creek)**

Between Cape Patton and Skenes Creek, the landscape is characterised by stark landscape contrasts. The topographic edge of the Otway Ranges sweeps down to the narrow coastal strip, with incised vegetated creek valleys and other edges emphasised by indigenous vegetation. There open views of cleared grazing land over rolling hills rather than the steep topography and coastal forest. The scenic quality of this area is considered to be **high.**

The preservation of visual quality and landscape character within this Area should be guided by the following objectives (Planisphere, 2006):

- *'…To increase the use of indigenous vegetation to highlight natural features within the precinct.*
- *To retain the contrasts between landscape elements within the precinct.*
- *To ensure that development that occurs on hill faces or in other prominent locations is not highly visible.*
- *To minimise the visual impact of signage and other infrastructure, particularly in coastal areas, hill faces and ridges.*
- *To protect the clear, sweeping views to the ocean available from the precinct.*
- *To retain the dominance of an indigenous natural landscape in coastal areas, between townships, particularly from the Great Ocean Road…'*

## 5.7 Baseline Values – Key Findings

**Baseline Conditions:**

- The Otway Plain Bioregion gives way to the Otway Range Bioregion at Fairhaven. The latter represents most of the study area, with steep topography of the on the southern coastal fall of the Otway Ranges and many watercourses flowing to the sea.
- As the study area extends along the coastline, it comprises of predominantly moderate elevation ranges, with some low elevation ranges in the north at Fairhaven and Moggs Creek.
- The seascape includes Saline Marshes giving way to Intertidal Rocky Shores and Intertidal Sandy Beaches at Fairhaven. From Fairhaven to Cinema Point, stable, well vegetated Dunes form a backdrop to Intertidal Sandy Beaches. The remainder of the study area is characterised by Cliffs and Slopes, giving way to Intertidal Rocky Shores with intermittent sandy beaches.
- For the majority of the study area, vegetation is characterised by Coastal Headland Scrub along the coastal strip with Shrubby Foothill Forests and Shrubby Dry Forests inland. Shrubby Wet Forests / Riparian Forests occur in the valleys with patches of Cool Temperate Rain Forests (more prominent in the south – from Lorne). Vegetation at Fairhaven and Moggs Creek is slightly different, with Coastal Dune Scrub occurring along the coastal strip, and Heathy Woodland beyond.
- There is significant intact vegetation cover throughout the study area, resulting a mostly natural environment with many conservation areas, most notably, the Great Otway National Park. Coastal towns are

contained, except between Fairhaven and Moggs Creek, where strip development is more evident. There is no industrial land use evident within the study area

- The Great Ocean Road is the main tourism and transport route, linking all towns within the study area.
- The Great Ocean Road and Scenic Environs is listed as a historic place on the National Heritage List and has outstanding heritage value to the nation for the following reasons: events and processes (historical), rarity, research (scientific), principal characteristics of a class of places, aesthetic characteristics, social value and significant people. In addition, the trail alignment follows travel routes of the Traditional Owners, and is therefore highly likely to provide direct tangible and intangible evidence of Eastern Maar Peoples ancestors and connection to country.

**Landscape Character Types and Areas:**

The study area consist of three Landscape Character Areas within two Landscape Character Types:

- Otway Forests and Coast Character Type from Bells Beach to Cape Patton:
  - Precinct 4.4: Low Coastal Heath Character Area (Fairhaven to Big Hill) characterised by coastal dunes and cliffs, interspersed with inlets. Inland topography is hilly and exposed, with low, dense vegetation. Precinct 4.4 is distinctive for its rugged coastal scenery. Where the road runs right next to the sea outstanding coastal and ocean panoramas are revealed. Long-range views are available in all directions. There is some scattered ribbon development in the precinct, mostly dwellings and holiday homes, and these are highly visible due to the low coastal heath and exposed landscape. The scenic quality of this area is **moderate**, owing mainly to the visibility of low density ribbon development along the road.
  - Precinct 4.1: Otway Ranges Forest and Coast Character Area (Big Hill to Cape Patton) characterised by large areas of dense forest cover in hilly terrain, extending to the sea in places. The vegetation is indigenous tall, closed forest with understorey – sparser in the dry forest areas, and denser in sheltered gullies. Clearings, townships and the coast itself provide a different experience to the isolation and enclosure found in the depths of the forest. The Great Ocean Road hugs the coastline from Lorne to Kennett River, offering some of the most dramatic cliff and ocean scenery able to be viewed from a car or bus anywhere in the world. The scenic quality of this area is **high.**
- Otway Foothills, Valleys and Uplands Character Type from Cape Patton to Marengo
  - Precinct 2.4: Apollo Bay Coastal Valleys and Hills Character Area characterised by a backdrop of tall and steep, rugged hills, at the foot of which is gently rolling land, sloping down to the coast. Precinct 2.4 is distinctive as a location where a number of different landscape elements intersect in a dramatic manner: low sea coast, bayside townships, topographic edge of the Otway Ranges sweeping down to the narrow coastal strip, edge of the forest, and the incised, vegetated creek valleys. The scenic quality of this area is **high.**

**Landscape Value:**

Landscape value addresses the relative value that is attached to the landscape by society, bearing in mind that a landscape will be valued by different stakeholders for a variety of different reasons. The value of the landscape within the study area is understood on two levels in this study.

- The **status** of an area is its recognised listing as a landscape of National, State, Regional or Local importance based on its formal natural, cultural heritage or scenic value, and has been sourced from the Coastal Spaces Landscape Assessment (Planisphere, 2006). The entire study area is listed as a significant landscape on the basis of its formal natural, cultural heritage or scenic value. The following is recognised:
  - Coastline and Otway Ranges from Breamlea (in the north beyond the study area) to Lorne - State Significance.
  - Coastline from Lorne to west of Kennett River – National Significance.
  - Coastline from east of Skenes Creek to Marengo beyond the study area - National Significance.

It should be noted that although the Coastal Spaces Landscape Assessment (Planisphere, 2006) is an authoritative and recognised document, it is not mentioned in the relevant planning schemes as an incorporated document. Therefore, the Significant Coastal Landscapes mentioned above do not have statutory weight and have not been translated into Significant Landscape Overlays within the Coal Otway and Surf Coast Planning Schemes.

- The **value** of the landscape is an understanding of the perceived worth of the landscape to society. The value of landscape is HIGH across a wide range of uses, including lifestyle, conservation, tourism, recreation, business, heritage and living culture.

**Controls and Guidelines:**

Specific recommendation have been listed for the preservation of visual quality and landscape character within each Character Area. The following are the most relevant points, applicable to all Landscape Character Areas within the study area:

- Ensure that the indigenous coastal heathland vegetation is the dominant feature of the landscape between townships.
- Retain existing views, particularly from the Great Ocean Road.
- Minimise the visual impact of infrastructure and signage, particularly in coastal areas, hill faces and ridges.
- Ensure that infrastructure does not dominate the landscape setting.
- Ensure that development that occurs on hill faces or in other prominent locations is not highly visible.

# 6 New Conditions - Assessment

This report section deals with potential effects on visual resources from changes in the composition and quality of views, and the overall effect on landscape character and visual amenity. The assessment of landscape character and visual impacts addresses the significance of expected changes in existing baseline conditions resulting from the proposed infrastructure based on the Proposal within the site area.

**Visual impacts** relate to changes in the available views of the landscape and the effects of those changes on people (visual receptors). Visual impact is therefore concerned with:

- The direct impacts of the proposed development on views of the landscape through intrusion or obstruction.
- The reaction of visual receptors who will be affected.
- The overall impact on visual amenity, which can range from degradation through to enhancement.

**Landscape impacts** are changes in the fabric, character, and quality of the landscape as a result of development and can include:

- Direct impacts on specific landscape elements or values such as scenic quality.
- More subtle effects on the overall pattern of elements that give rise to landscape character and regional and local distinctiveness.
- Impacts upon acknowledged special interests or values such as designated landscapes, conservation sites or community valued assets.
- Cumulative or indirect effects that extend impacts beyond the site boundary.

## 6.1 Visual Receptors

The following is relevant in terms of types of the visual receptors identified for this project, and their assumed values and perceptions of the proposed project:

### 6.1.1 Residential

**Township context:**

Within townships, receptors would include residents of Airey's Inlet, Fairhaven, Moggs Creek, Lorne, Wye River, Kennett River and Skenes Creek. Townships are by nature more built up and populated places. As such, it is presumed that the visibility of hikers and trail infrastructure from within the townships would be perceived neutrally. It is argued that the presence of visual clutter would distract from any perception of visual intrusion. The sensitivity of these receptors to changes in the visual environment is expected to be moderate.

**Rural context:**

On the outskirts of townships, on farmsteads and in small settlements that do not necessarily form part of a recognised township (such as those southwest of Moggs Creek and at Sugarloaf in the south of the study area), receptors would be significantly more immersed in, and aware of, the natural landscape, and of visual intrusions into that landscape. As such,

these receptors will perceive changes to the natural landscape and visual environment as **negative**. The sensitivity of these receptors to changes in the visual environment is expected to be high.

### 6.1.2 Tourism and Recreation

The nature of tourism and recreation within the region is closely linked to scenic quality and landscape character and is highly valued both by tourists visiting the region, and, by association, tourist operators.

**Township context:**

Within the context of townships, it is argued that tourist facilities are subject to interference by the visual clutter of the built environment, and as such, visual intrusion in the form of hikers and hiking infrastructure would be perceived **neutrally**. The sensitivity of these receptors to changes in the visual environment is expected to be high.

**Rural context:**

Beyond the townships, however, at tourist destinations in natural contexts, the perception of changes to the natural landscape and visual environment will be perceived as **negative** and seen to detract from the experience. Such destinations would include the following:

- Tourist accommodation facilities (such as guest houses, hotels, lodges, spa's, camps, caravan parks etc);
- Active recreation destinations (such as hikes, Life Saving Clubs, trails and other ecotourism pursuits);
- Passive recreation destinations (such as beaches and picnic areas);
- Conservation areas;
- Historic sites;
- Cultural destinations.

The sensitivity of these receptors to changes in the visual environment is expected to be high.

### 6.1.3 Road Users

Commuters travelling for everyday homelife activities, as well as for business and commerce are potential visual receptors when travelling along roads in the region.

From a tourism perspective, the Great Ocean Road is a destination in its own right. It passes through picturesque seaside villages and spectacular natural coastal scenery. As such, the entire stretch of the Great Ocean Road passing through the study area is a visual receptor. Other junction roads and links within the region may also present scenic drives, but none carry the length, continuity, status and significance of the Great Ocean Road.

Of note is the linear nature of both the receptor and the infrastructure: the receptor is mobile, moving through the landscape at an average speed of 60km/hr, and is potentially exposed, not only to intermittent stretches along which infrastructure would be visible, but also to consecutive, and possible multiple, infrastructure points while moving along the route.

On the other hand, both driver and passengers are subject to a constantly changing visual environment. As speed and movement increases, so viewer concentration on a fixed area increases and peripheral vision diminishes, effectively shrinking the visual field.

**Township context:**

Within townships, commuters would be distracted by the visual clutter of the built up area, so their perception of visual intrusion in the form of hikers and hiking infrastructure would be **neutral**. The sensitivity of these receptors to changes in the visual environment is expected to be low.

The visual experience for tourists on the Great Ocean Road will be influenced by the township, and the dominance of built form. In this respect, it is argued that within this context, visual intrusion in the form of hikers and hiking infrastructure would be perceived neutrally. The sensitivity of these receptors to changes in the visual environment is expected to be moderate.

**Rural context:**

Along the Great Ocean Road in natural contexts, a heightened awareness exists of the natural environment and the scenic quality of the landscape. As such, commuters along the road would be aware of visual intrusion, and despite their commuter nature, would perceive visual intrusion in a negative light. The sensitivity of these receptors to changes in the visual environment is expected to be moderate.

For tourists on the GOR beyond the extent of townships, where the natural environment is dominant, changes to the landscape and visual environment would be perceived as negative and could be seen to detract from the scenic experience of the drive. The sensitivity of these receptors to changes in the visual environment is expected to be high.

Further to mobile receptors along the road, there would also be points on the route where the visual focus would be static and longer in duration. These vantage points include:

- Lookouts and viewpoints (official / recognised)
- Lay-by's

The sensitivity of these receptors to changes in the visual environment is expected to be high.

### 6.1.4 Sea-Goers

The Bass Strait is the only maritime access route into Port Phillip Bay, and is a busy seafaring route. However, shipping will not occur close to the study area, so potential receptors of this nature are not applicable to this study.

Domestic boating does occur, however, with the main boat ramps in the region located at Apollo Bay, Lorne and Anglesea. Sea-going visual receptors would include tourists or locals engaging in recreation and would theoretically have both an awareness and an investment in the natural environment and scenic quality of the landscape. Therefore, changes in the form of disturbance and development would be perceived as negative and could be seen to detract from the scenic experience. The sensitivity of these receptors to changes in the visual environment is expected to be high.

### 6.1.5 Changing perceptions

In terms of perception, invested receptors like residents and tourists will view the development of the trail and associated infrastructure as negative in terms of vegetation clearing and visibility of built structures as well as hikers visible on the trail in natural contexts where they were not previously so. This will be an impact of short to medium duration, however, which will be mitigated over time as construction areas rehabilitate and vegetation re-establishes.

The photograph below shows existing lookouts located south of Lorne along the Great Ocean Road, in a highly prominent visual location. Each site would have been cleared to construct the lookouts, but since then the vegetation has rehabilitated over time, lessening the visual prominence within the landscape. These lookouts are of a scale similar to the major lookouts proposed as part of the GORCT.

*Figure 34: Existing Lookouts along the GOR*

The photograph below shows an existing trail head and trail visible from the Great Ocean Road, in a highly prominent visual location. The trail would have been cleared during construction, causing a break in the visual pattern of the vegetation. Although this would have been allowed to rehabilitate over time, the visual prominence of the disturbance remains when viewed along the alignment. This trail is of a scale similar to that proposed as part of the GORCT.

*Figure 35: Existing trails along the GOR*

In an area where tourism is a major economic factor, the visibility of tourism related infrastructure, such as lookouts and trail heads, represent an upliftment of tourism amenity, an increase of recreation infrastructure, and a potential improvement of lifestyle. Therefore the trail infrastructure may be viewed in a positive light by those same invested receptors in the medium to long term. The trail itself, on the other hand, will be viewed as a disturbance in the long term.

## 6.2 Visibility Analysis

A Zone of Visual Influence (ZVI) is a theoretical area within which an object located at a specific point is visible within the surrounding area. It is a quantitative function of the object height, the viewer height (depending on the activity the viewer might be engaged in) and the topography. The limitations of this modelling process are discussed within Section 2.7.

The ZVI modelling assesses the maximum extent of visibility (without vegetation) and shows the areas that can be seen in 'line of sight' from the proposed infrastructure and / or receptor heights. The purpose of the modelling is to:

- Identify all possible theoretical viewing areas
- Highlight the possible differences in visibility that could exist within the study area onto the proposed structures
- Indicate possible representative or 'worst case scenario' viewing areas that could be further tested through the wireframe modelling process.

Actual levels of visibility will almost certainly be less than the modelled results due to:

- Existing vegetation
- Localised topographic elements that may not be included in the terrain model
- View alignment and viewing distance.

Note: ZVI's from the sea were not generated. In terms of the ZVI's for infrastructure points, it is assumed that wherever ZVI's extend along a beach, the adjacent seascape would also fall within the ZVI for an indefinite distance out to sea.

### 6.2.1 ZVI Modelling

For this project, a two-tier approach was followed to understand the ZVI of the proposed trail and related infrastructure:

- The Great Ocean Road (GOR) was used as a starting point. A series of points spaced at 200m intervals were modelled along the relevant section of the GOR at a height of 1.2m above the existing surface level. This is to simulate a typical driver's eye level while travelling along the GOR. The ZVI shows the theoretical area visible to road users driving along the GOR. This ZVI highlights those sections of the trail and those infrastructure points that will be visible to users of the road. This gives an indication of the overall visibility of the project from the road as a primary receptor).

  *Note - a comparative analysis was done at a height of1.6m (the approximate eye level of an average adult standing next to the Great Ocean Road) and at a height of 3m (the approximate eye level of an adult travelling in a Tour Bus driving along the Great Ocean Road). These results yielded a negligible deviation from ZVI's generated from a height of 1.2m, and were therefore disregarded – refer to image below.*

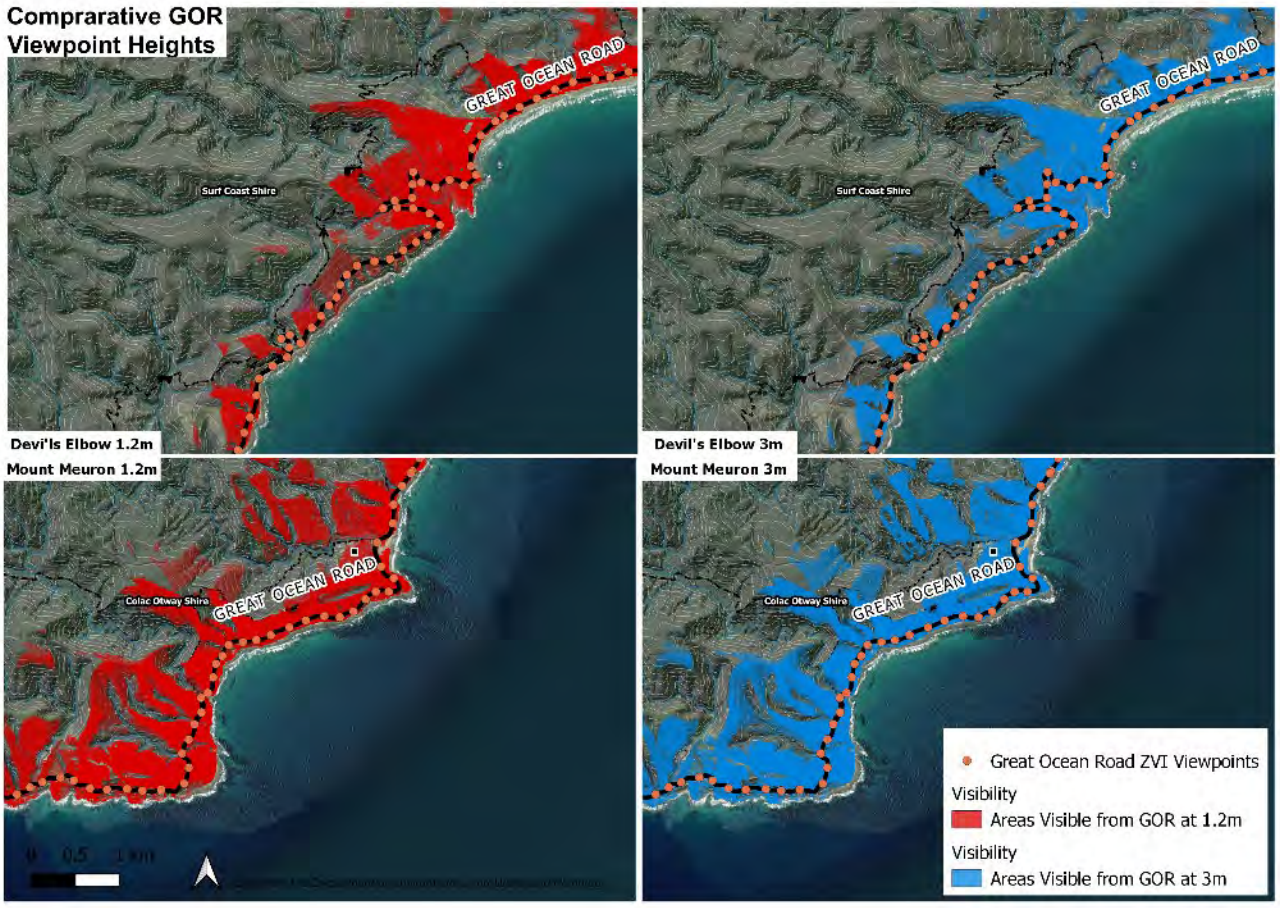


*Figure 36: Comparative analysis of ZVI's generated from 1.2m and 3m heights*

- Next was a process of understanding the degree of visibility of proposed infrastructure points, including the Lookouts, Camps and Suspension Bridges. For the Trailheads, Lookouts and Camps, points were positioned at each proposed location, and viewsheds were generated at the approximate height of an average adult (i.e. 1.7m). For the Suspension Bridges, points were positioned at the locations of the tower bases, and viewsheds were generated at the preliminary design height of the towers. These ZVI's revealed the Visual Receptors who would potentially be able to see each infrastructure type, including as residents, tourist and recreation destinations, lookouts, historic sites etc. It also indicates the theoretical duration of sustained visibility (i.e. duration of visibility) of each infrastructure point for viewers travelling along the GOR.

### 6.2.2 ZVI Results: Great Ocean Road

Overall, the ZVI of the Great Ocean Road is limited in north west by the topography, and is generally less than 1 km from the road. Where the topography is very steep (e.g. between Lorne and Wye River), the ZVI narrows to 500m or less. Where the topography flattens out (e.g. at Fairhaven and Lorne), the ZVI zone widens to more than 1km. The following is noteworthy with regard to the visibility of each segment of the trail from the GOR (refer to Appendix 1 for larger format maps):

### Segment 1: Fairhaven to Big Hill

The first section of the trail heads directly inland from the trailhead at Fairhaven SLSC. With the exception of a 2km stretch north of Moggs Creek, the trail remains mostly beyond the GOR ZVI up to Ocean View Lookout. From Ocean View, which is within the ZVI, the trail runs closer to the road for about 2km before it swings back into the hills, moving out of the ZVI once again. Along this stretch, intermittent sections of the trail, as well as Kelsall's Rock Premier Lookout, would theoretically be visible from the GOR. Big Hill Campground falls outside of the ZVI.

In addition to numerous layby's, noteworthy vantage points / receptors along this section of the Great Ocean Road include the following:

- Fairhaven Surf Lifesaving club
- Fairhaven Beach
- Moggs Creek Bridge
- Moggs Creek Beach
- Memorial Arch at Eastern View
- Memorial Arch Beach (Eastern View Beach)
- Cinema Point Lookout

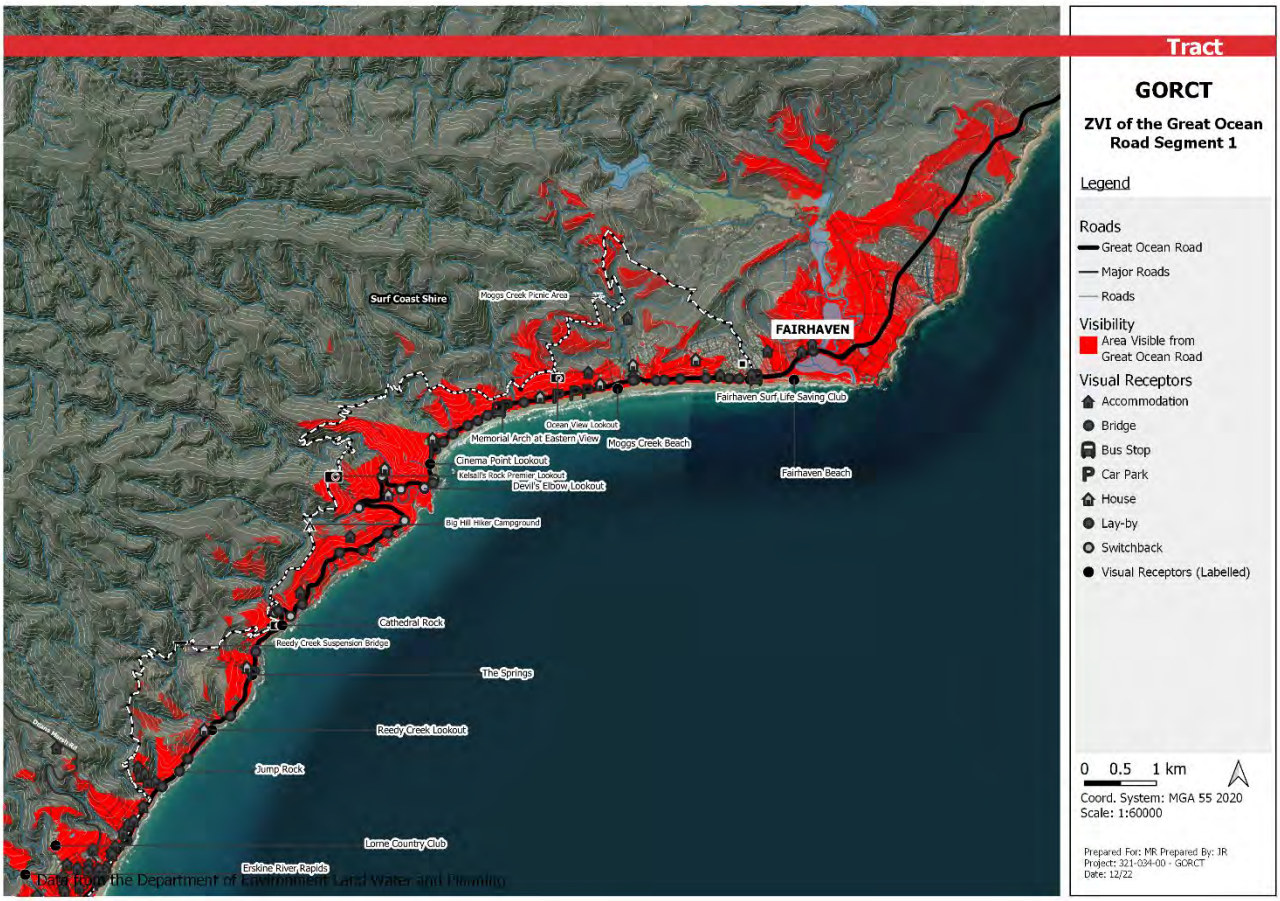

*Figure 37:ZVI of the GOR Segment 1*

### Segment 2: Big Hill to Lorne

From Big Hill, the trail meanders along the edge of the ZVI, out of sight, before looping in towards Cathedral Rock Lookout, which lies firmly within the ZVI. From there the trail winds its way westward into the mountains, once again beyond the ZVI until it descends the Stony Creek Valley to run adjacent to the GOR, along the Lorne foreshore. The site of the Reedy Creek Suspension Bridge fall well beyond the GOR ZVI, but the entire section of trail within Lorne, as it rounds Loutit Bay, lies within the GOR ZVI, all the way to the Queens Park Campground.

In addition to numerous layby's, noteworthy vantage points / receptors along this section of the Great Ocean Road include the following:

- 'The Springs' Historic site, lookout and picnic area
- Reedy Creek lookout / Broadbent Road
- Jump Rock lookout
- The Bert Alsop Trail along the foreshore from the Lorne Dog Beach to the Swing Bridge (Lorne)
- The Swing Bridge over the Erskine River (Lorne)
- The Shipwreck Trail along the foreshore from the Swing Bridge to Shelley Beach (Lorne)
- Mountjoy parade (Lorne town centre)
- The Lorne Pier
- Point Grey picnic area

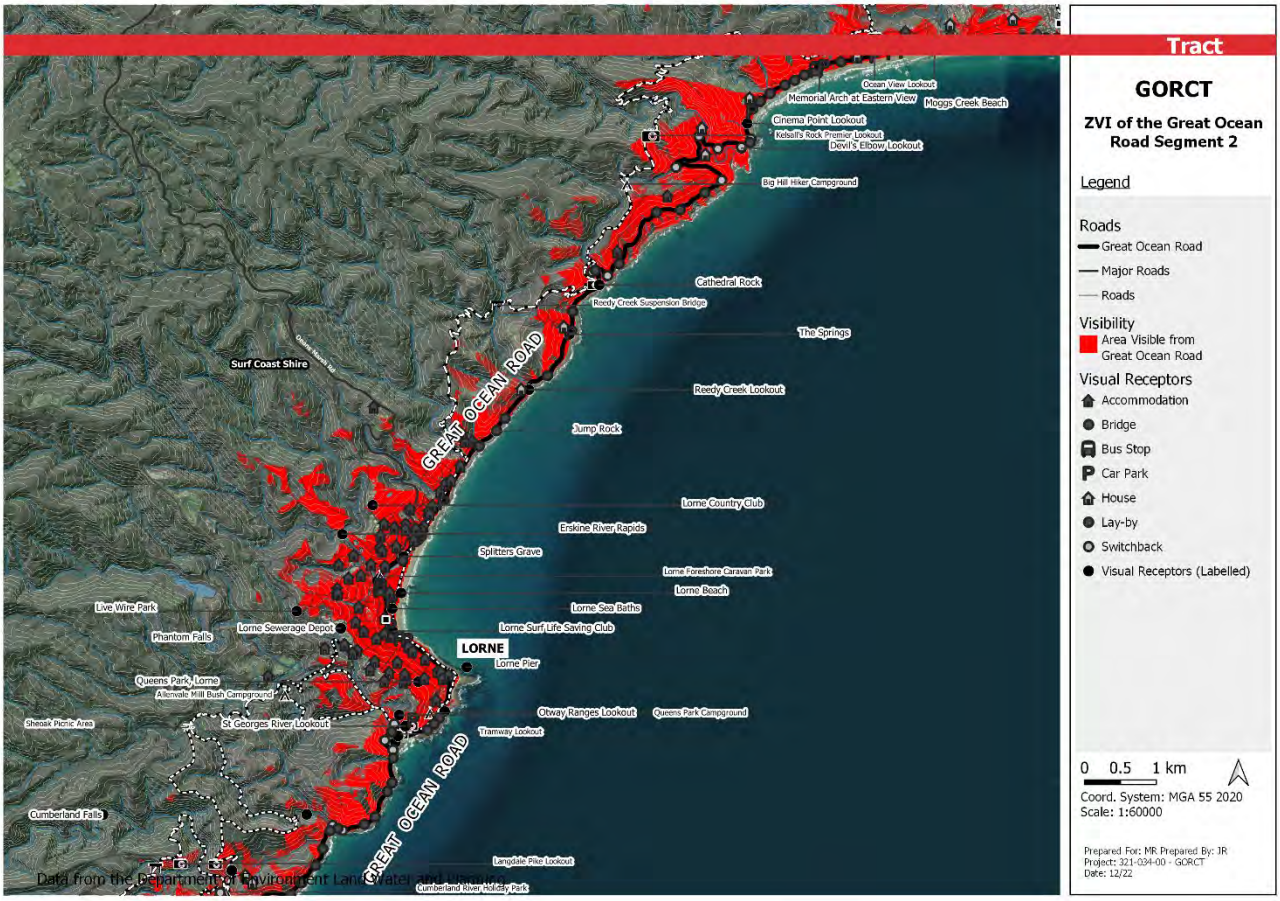


*Figure 38:ZVI of the GOR Segment 2*

## Segment 3: Lorne to Cumberland River

From Queens Park Campground, the trail follows the northern headland of the St George River mouth, and proceeds northwest along the high ground behind Lorne. Tramway Lookout falls within the GOR ZVI, but most of the trail, including the loops, remains outside of the ZVI until its heads south towards Cumberland River. Both Castle Rock and Langdale Pike lookouts lie within the GOR ZVI, but the site of the Cumberland Winterbrook Suspension Bridge does not.

In addition to numerous layby's, noteworthy vantage points / receptors along this section of the Great Ocean Road include the following:

- St George River mouth
- Cumberland River Beach
- Cumberland River Holiday Park

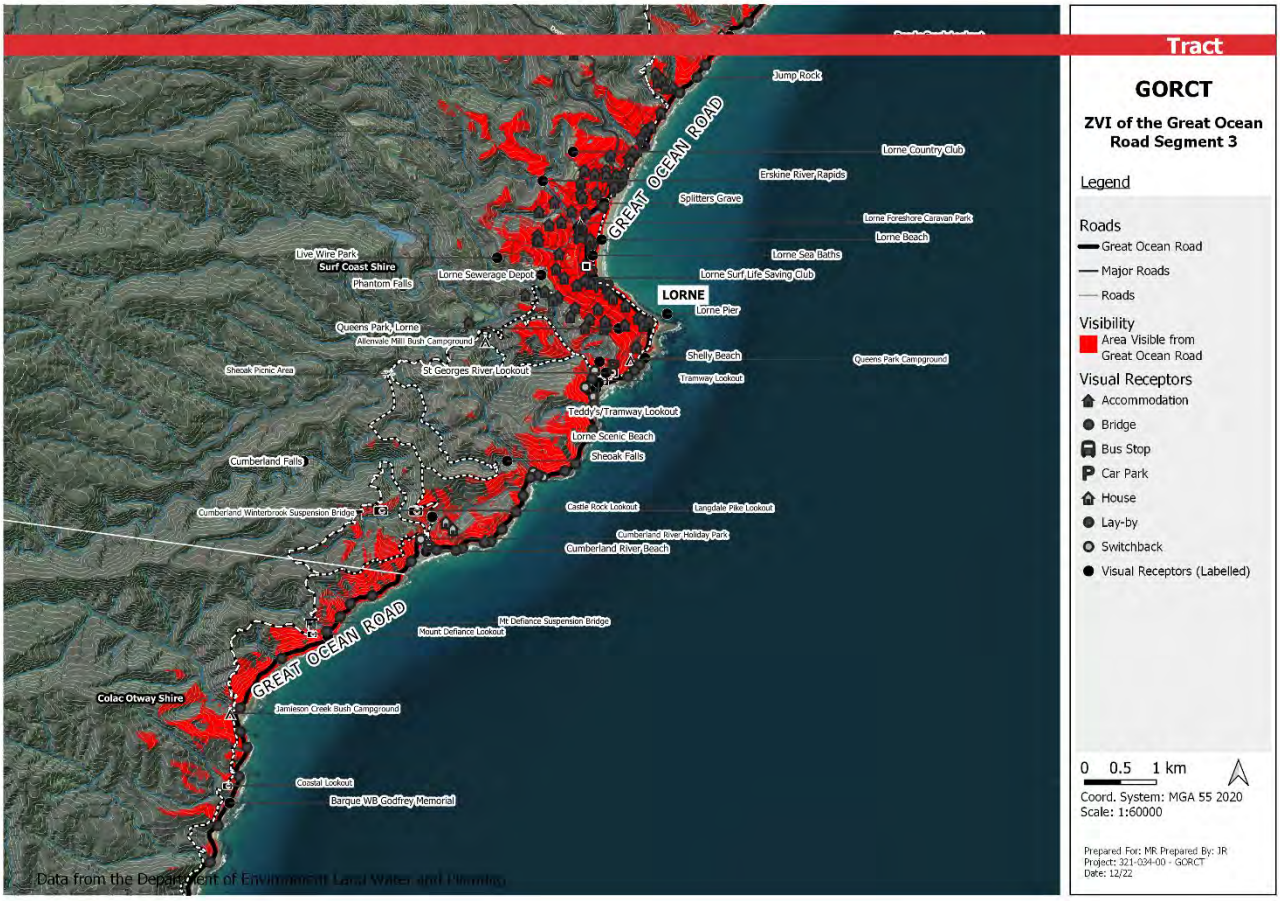


*Figure 39:ZVI of the GOR Segment 3*

## Segment 4: Cumberland River to Jamieson Creek

From Cumberland River, the trail runs northwest and / or south west remaining on the edge of the GOR ZVI or beyond, out of sight until it descends to the Jamieson Creek Campground. The Mount Defiance Lookout and the site of the Mount Defiance Suspension Bridge lie on the very edge of the GOR ZVI, potentially visible.

In addition to numerous layby's, noteworthy vantage points / receptors along this section of the Great Ocean Road include the following:

- Mount Defiance layby Lookout

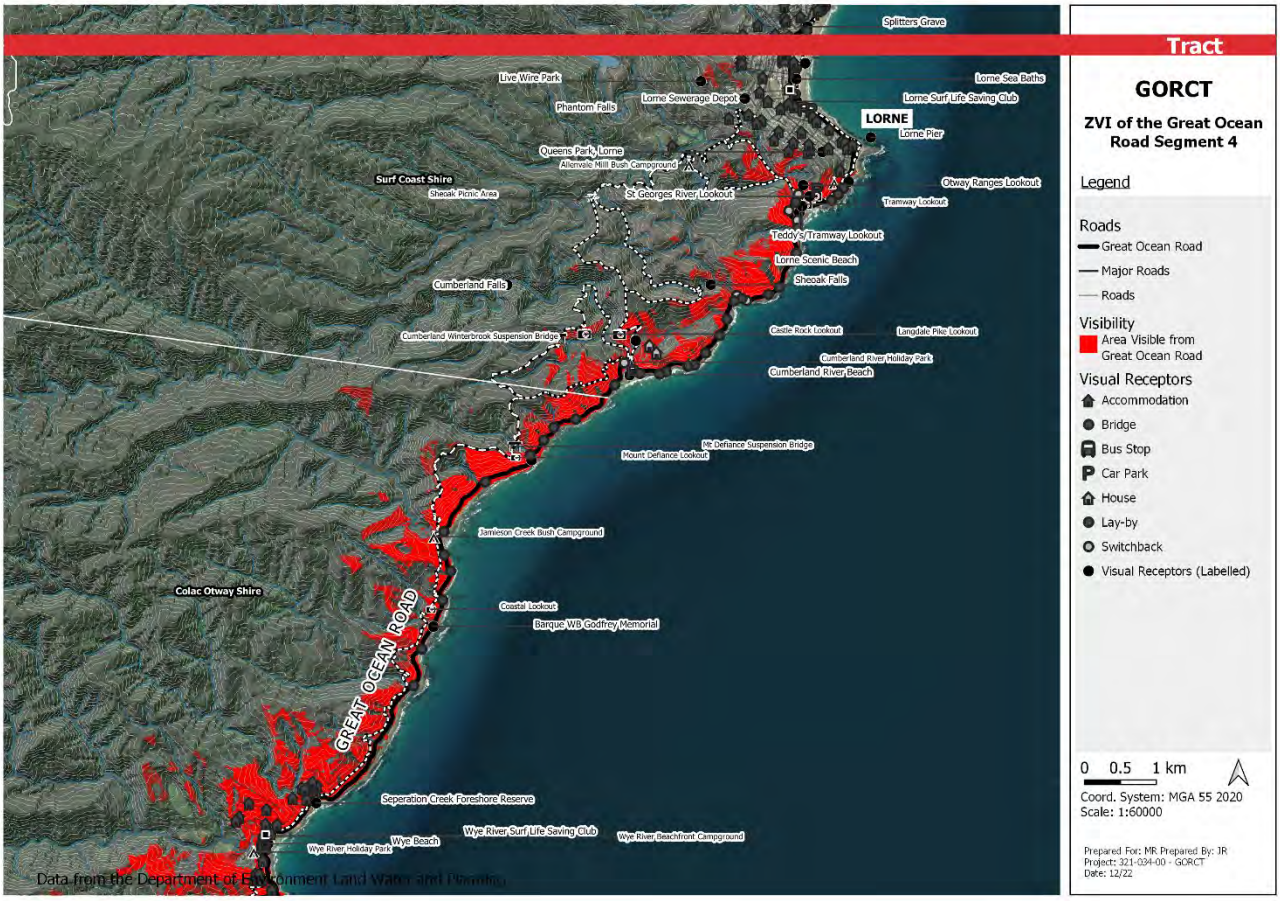


*Figure 40:ZVI of the GOR Segment 4*

### Segment 5: Jamieson Creek to Kennett River

From Jamieson Creek to Kennett River, the trail hugs the coast, generally at a distance of less than 100m from the GOR. The trail follows the landform, looping in and out of valleys, but consistently within the GOR ZVI. This entire section of trail will theoretically be visible from the GOR, including the Coastal Lookout (north) and the Coastal Lookout (south).

In addition to numerous layby's, noteworthy vantage points / receptors along this section of the Great Ocean Road include the following:

- WB Godfrey Memorial and Lookout
- Separation Creek Beach
- Wye River Bridge
- Wye River Beach
- Kennett River Bridge
- Kennett River Beach
- Kennett River Life Saving Club

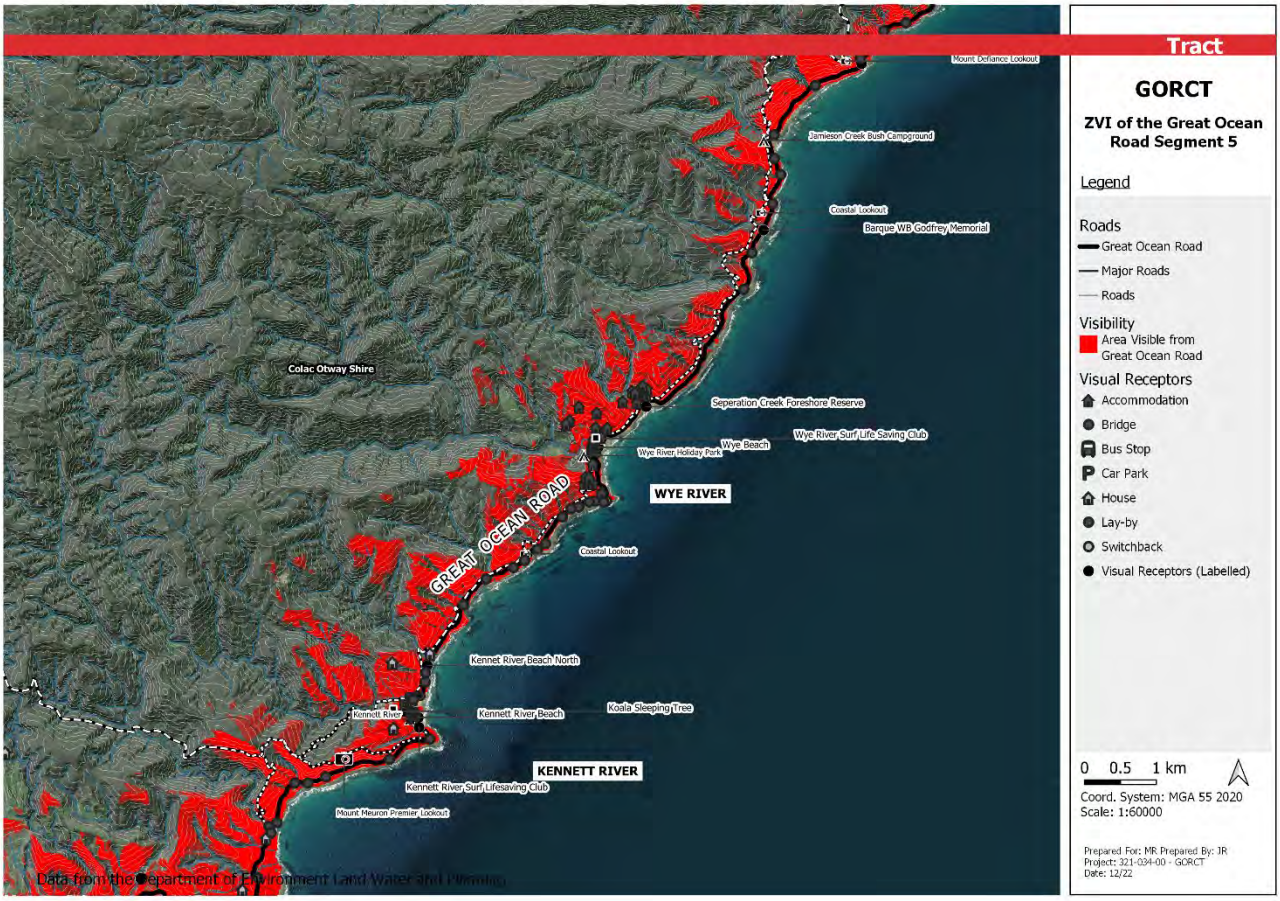


*Figure 41:ZVI of the GOR Segment 5*

### Segment 6: Kennett River to Wongarra

South of Kennett River, the trail round Point Hawdon, before ascending westwards into the mountains towards Wongarra Campground. A roughly 3km section of trail west of the point, and including Mount Meuron Premier Lookout, as well as a short loop, falls within the GOR ZVI. The remainder of this section of trail lies hidden from the GOR within the mountains.

In addition to numerous layby's, noteworthy receptor points along this section of the Great Ocean Road include the following:

- Grey River Bridge
- Cape Patton Lookout

According to the Coastal Spaces Landscape Assessment (Planisphere, 2006) *'...Cape Patton Lookout provides a 'gateway' experience to the precinct – emerge from the bush to open views of cleared, grazing land – coastal scrub immediately adjacent to the road, with a rural character beyond...'*

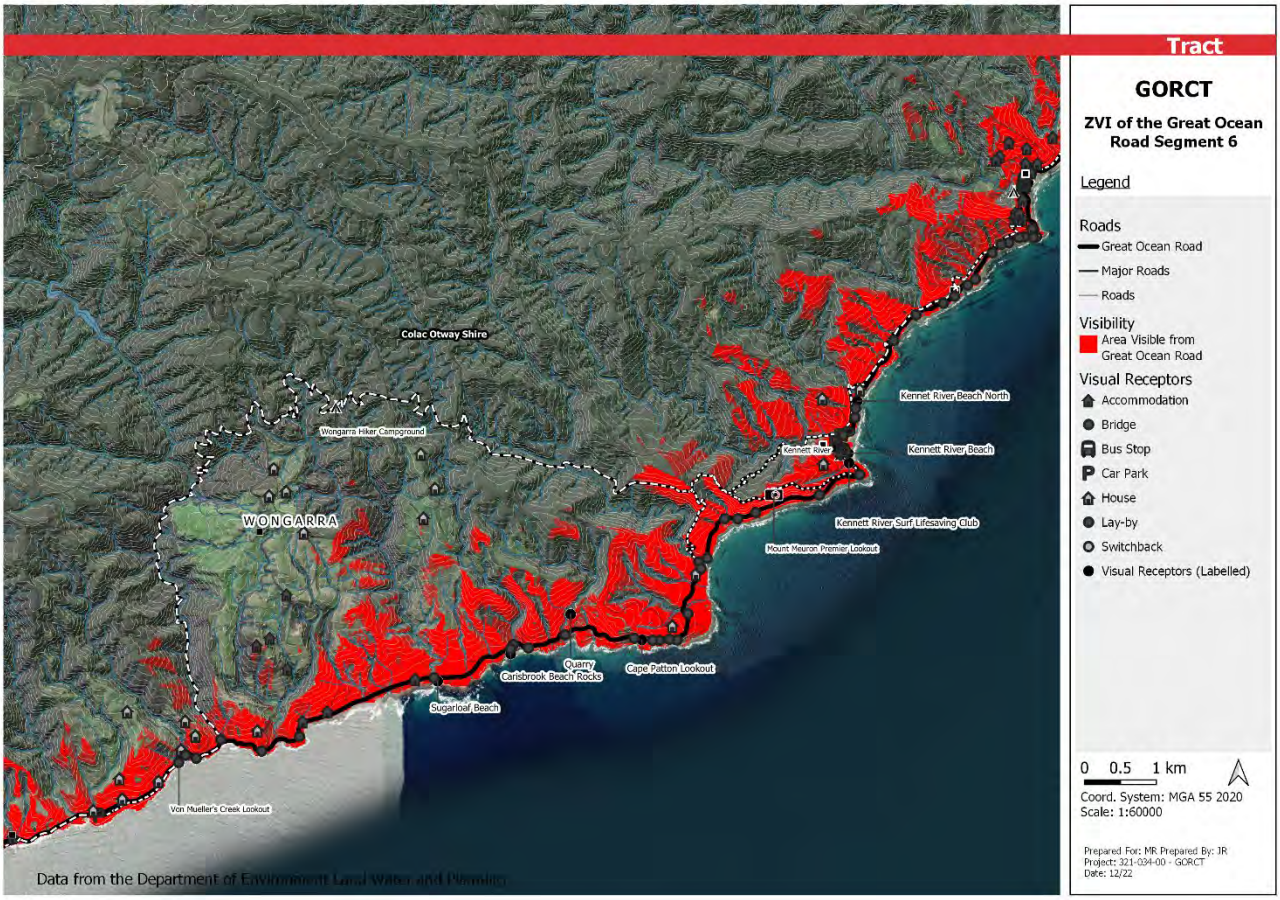


*Figure 42:ZVI of the GOR Segment 6*

### Segment 7: Wongarra to Skenes Creek

From Wongarra Campground, the trail meanders westards and then south westwards, eventually descending to the coastline along Smythe Creek. From there the trail again closely follows the GOR, at times above the road, and at times below. The entire section of trail west of Smythe Creek, including Von Mueller's Creek Lookout, therefore falls within the GOR ZVI, and will be visible.

In addition to numerous layby's, noteworthy receptor points along this section of the Great Ocean Road include the following:

- Carisbrook River Bridge and Falls
- Carisbrook Beach
- Sugarloaf Creek Bridge
- Sugarloaf Beach
- Smythe Creek Bridge
- Biddles Beach

- Skenes Creek Bridge
- Skenes Creek Beach
- Cunningham Point

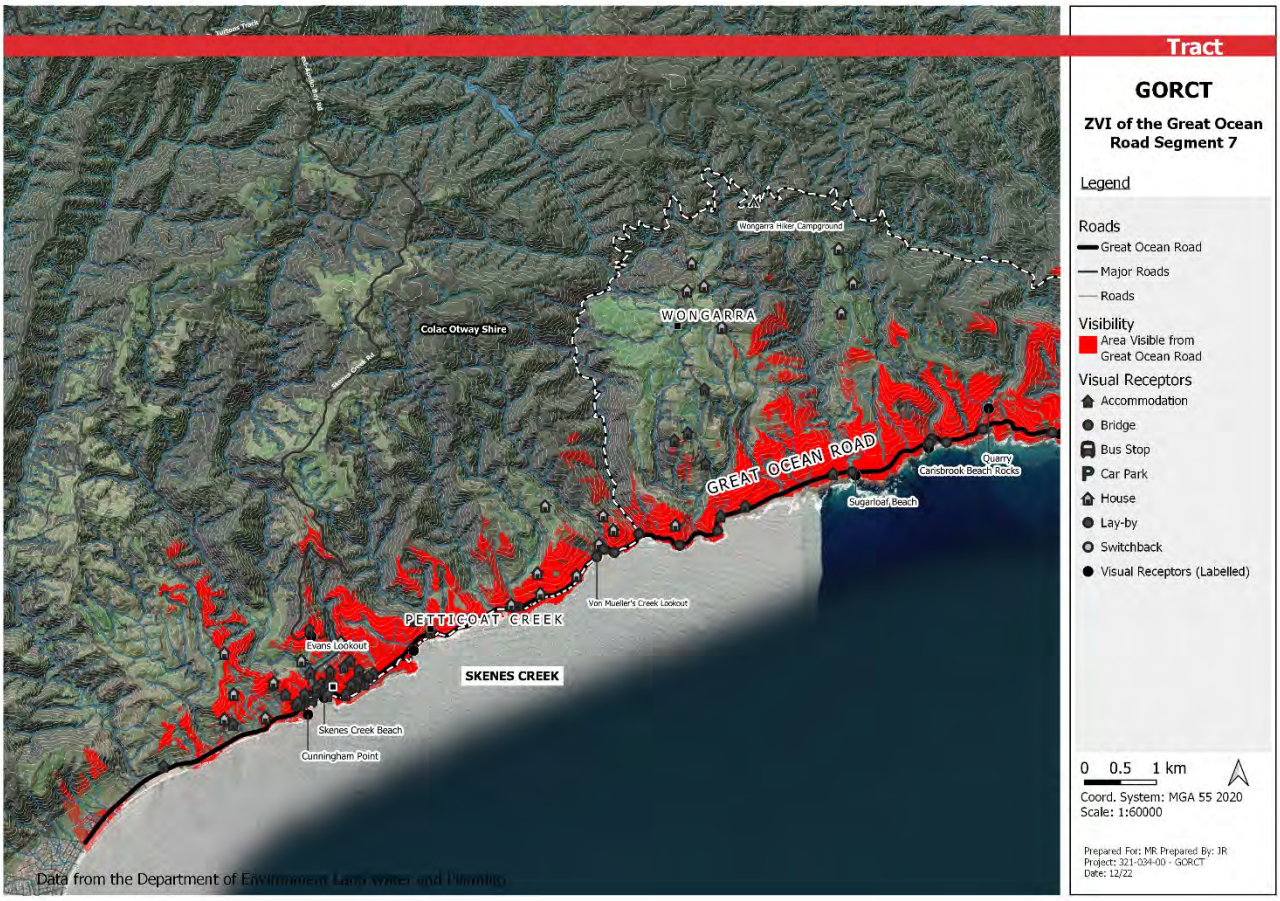


*Figure 43:ZVI of the GOR Segment 7*

### 6.2.3 ZVI Results: Trail Infrastructure Points

The following is noteworthy with regards to the visibility of each proposed trail infrastructure point along the GORCT (refer to Appendix 1 for larger format maps):

Note: ZVI's from the sea were not generated. In terms of the ZVI's for infrastructure points, it is assumed that wherever ZVI's extend along a beach, the adjacent seascape would also fall within the ZVI for an indefinite distance out to sea.

**Fairhaven Trailhead**

The Fairhaven Trailhead will be located at or near the existing Surf Life Saving Club. According to the ZVI, the visibility of this viewpoint will be very much limited to the coast. This is due to the location of the SLSC south of the road and at a lower elevation.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant, and will be possible for along the GOR to the west, and on some south facing slopes between Fairhaven and Moggs Creek. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists) – township context.
- Informal lookouts at layby's and carparks - limited
- Fairhaven Beach - limited
- Houses (in a township context) - limited

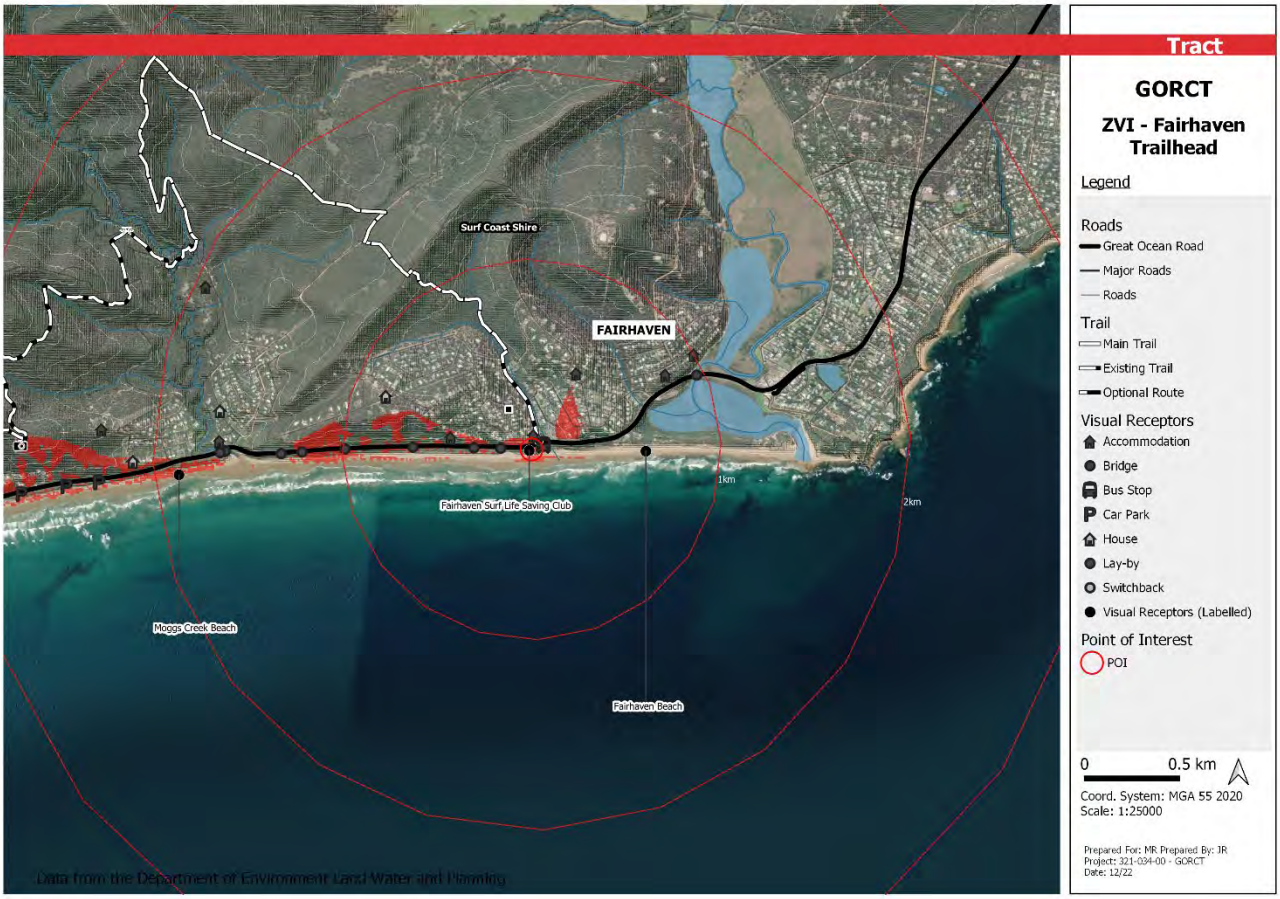


*Figure 44:ZVI – Fairhaven Trailhead*

### Ocean View Lookout

Ocean View will be an upgraded major lookout located at an existing lookout point. According to the ZVI, the visibility of this viewpoint will be high, and it could potentially be visible when travelling along the GOR from Fairhaven in the east to Devil's Elbow in the west.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant, and are possible for stretches along the GOR, the coastline below the road and along the south facing slopes west of Moggs Creek. Receptors that will be affected within the foreground zone include:

- Great Ocean Road users (commuters and tourists)
- Informal lookouts at layby's and carparks
- Moggs Creek Beach (and adjacent coastal areas)
- Memorial Arch at Eastern View
- Memorial Arch Beach (Eastern View Beach) and a number of parking areas
- Houses on the south facing slopes (outskirts of Moggs Creek)
- Roads and tracks extending north into the National Park - limited

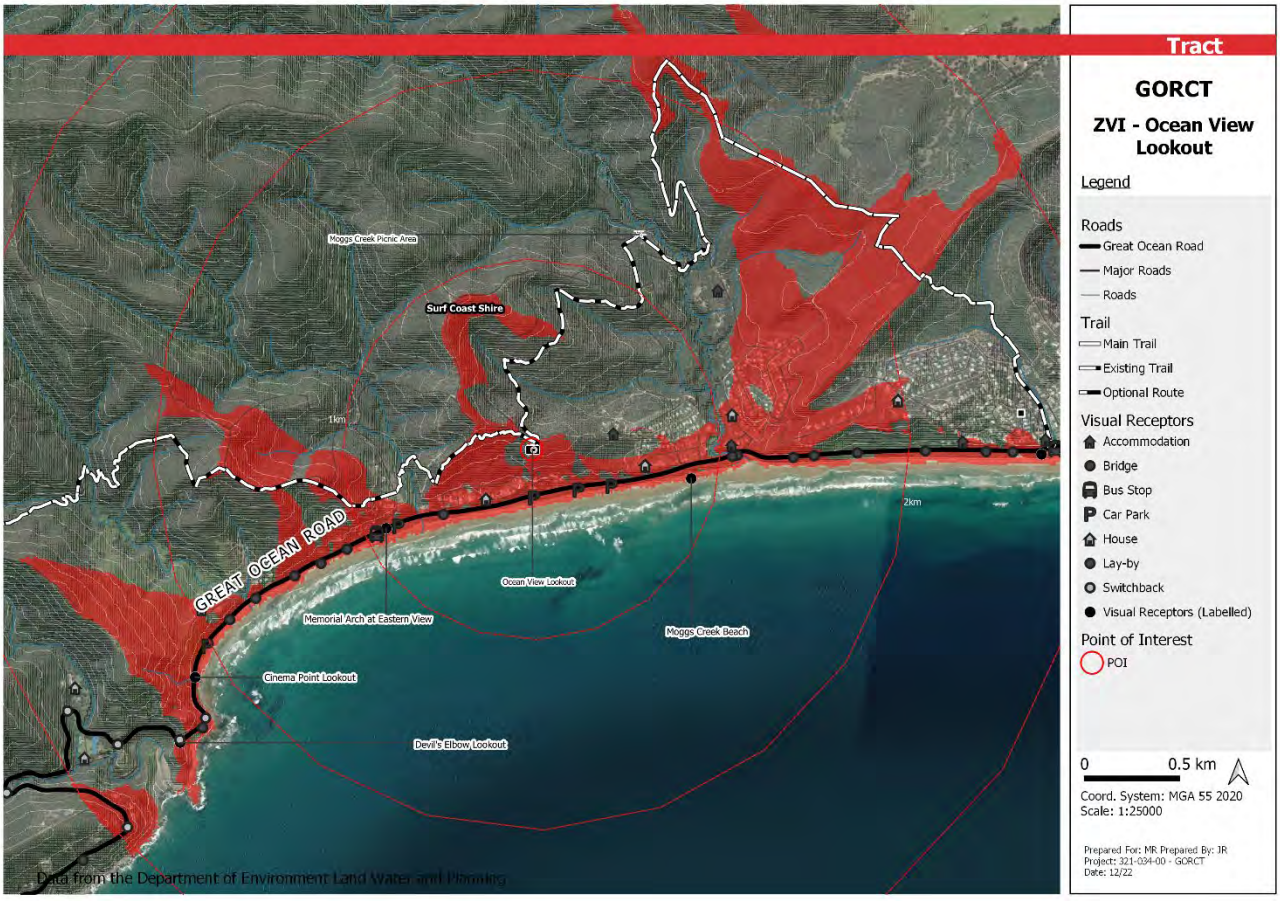


*Figure 45:ZVI - Ocean View Lookout*

### Kelsall's Rock Premier Lookout

Kelsall's Rock will be a new Premier Lookout located at a new point. According to the ZVI, the visibility of this viewpoint will be relatively contained, with the steep topography screening potential views except for immediate southwestern and north facing slopes adjacent to the lookout point.

Due to the scale of the proposed infrastructure, foreground views (within 1km) and middle ground views (1km-2km) are most relevant, and will be possible for a short stretch of the GOR, although the terrain and vegetation render this unlikely. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists) – limited.
- Houses (in isolated locations) – limited.
- Roads and tracks extending northwest into the National Park – limited.

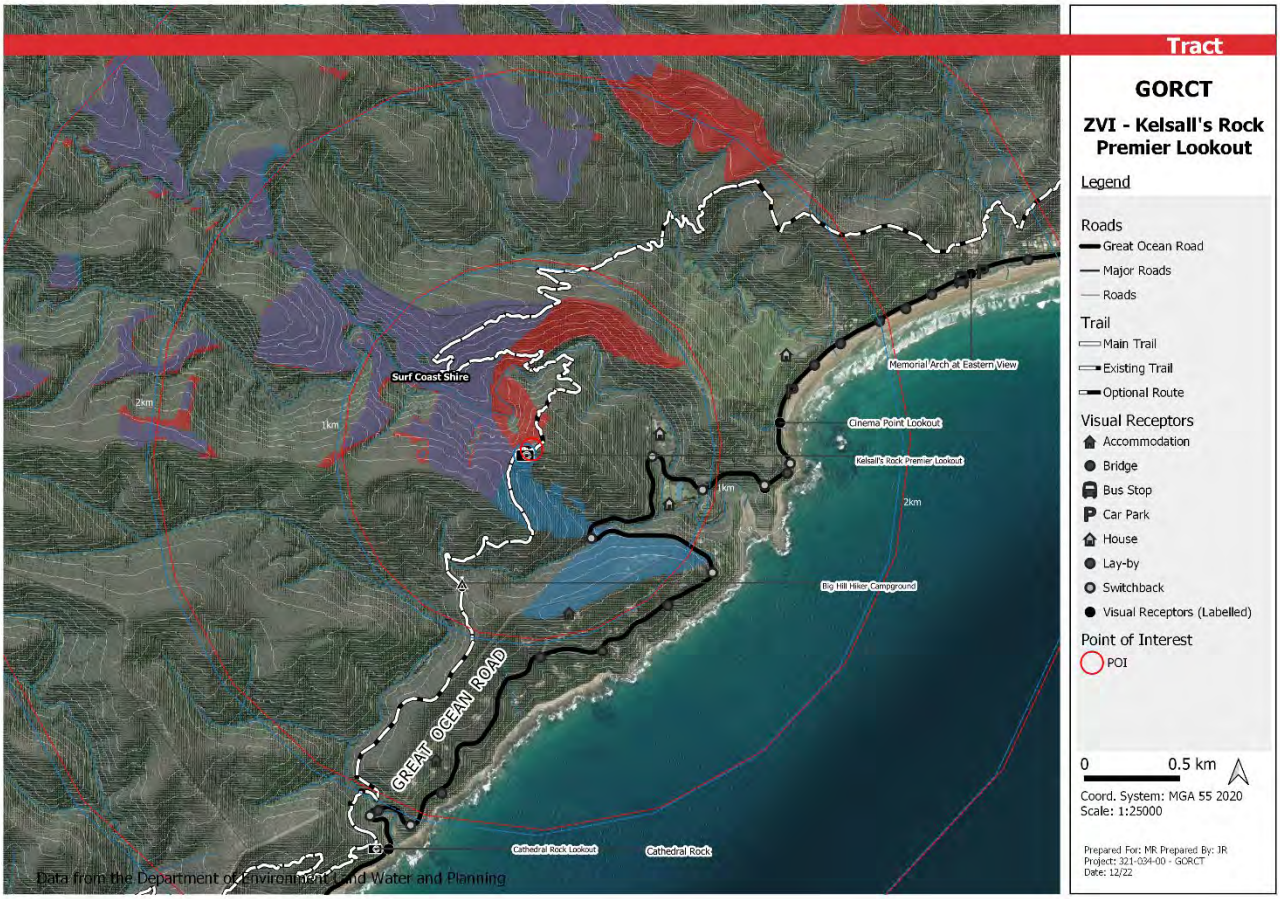


*Figure 46:ZVI – Kelsall's Rock Premier Lookout*

### Big Hill Hiker Camp

Big Hill Campground is a new campground at a new location. According to the ZVI, the visibility of this campground will be relatively contained with the topography screening potential views except for the immediate south and north facing slopes adjacent to the proposed campsite.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant. Receptors that will be affected include:

- Roads and tracks extending northwest into the National Park – limited.

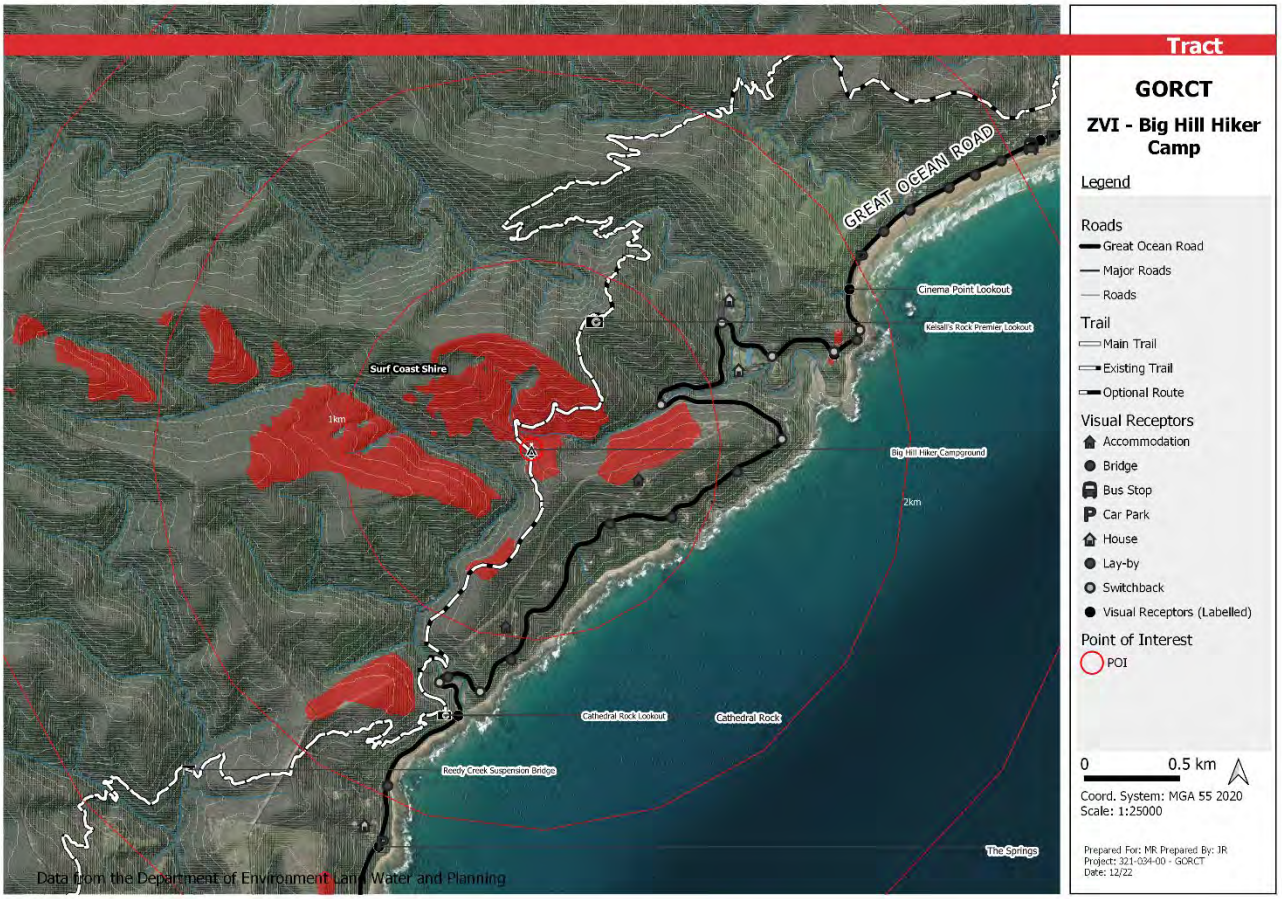


*Figure 47:ZVI – Big Hill Hiker Camp*

### Cathedral Rock Lookout

Cathedral Rock will be a new Major Lookout located at a new point. According to the ZVI, the visibility of this viewpoint will be limited by steep topography to an area mostly within 1km of the lookout, stretching for a section of south eastern facing slopes along the coast.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant, and will be possible for a 1km stretch of the GOR. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks
- 'The Springs' Historic site, lookout and picnic area
- Houses (in isolated locations) – limited.
- Roads and tracks extending northwest into the National Park – limited.

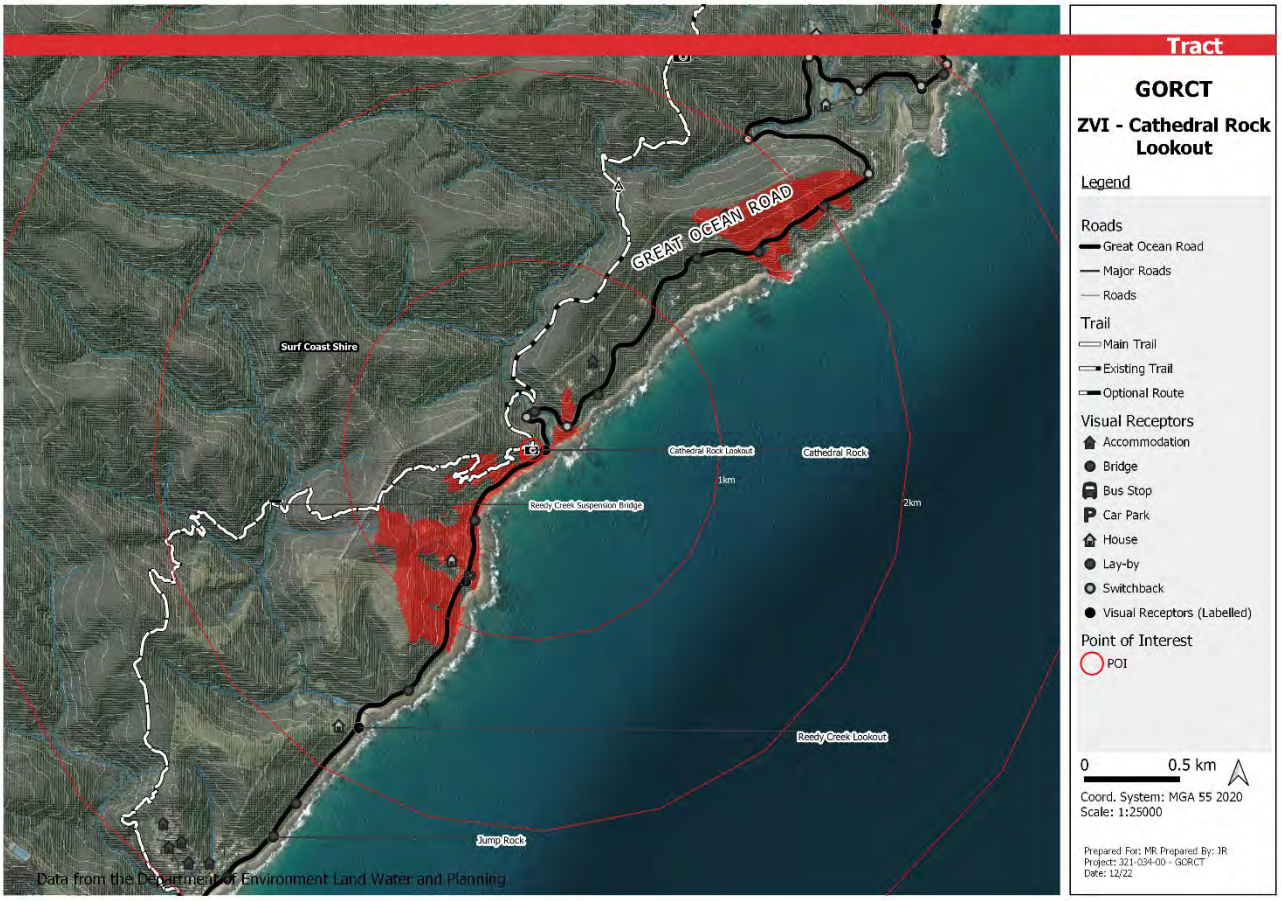


*Figure 48:ZVI – Cathedral Rock Lookout*

## Reedy Creek Suspension Bridge

Reedy Creek Suspension Bridge will be a new bridge with a height of 20m, a 71m span, and tower heights of 7.3m. According to the ZVI, the visibility of this infrastructure will be contained by the steep topography of the hinterland, and limited to an area mostly within 1km of the bridge to the north east and south west. Due to the scale of the infrastructure, foreground (within 1km), middle ground (2-3km) and background (more than 3km) views would be relevant, but only foreground views are likely. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Roads and tracks extending into the National Park – limited.

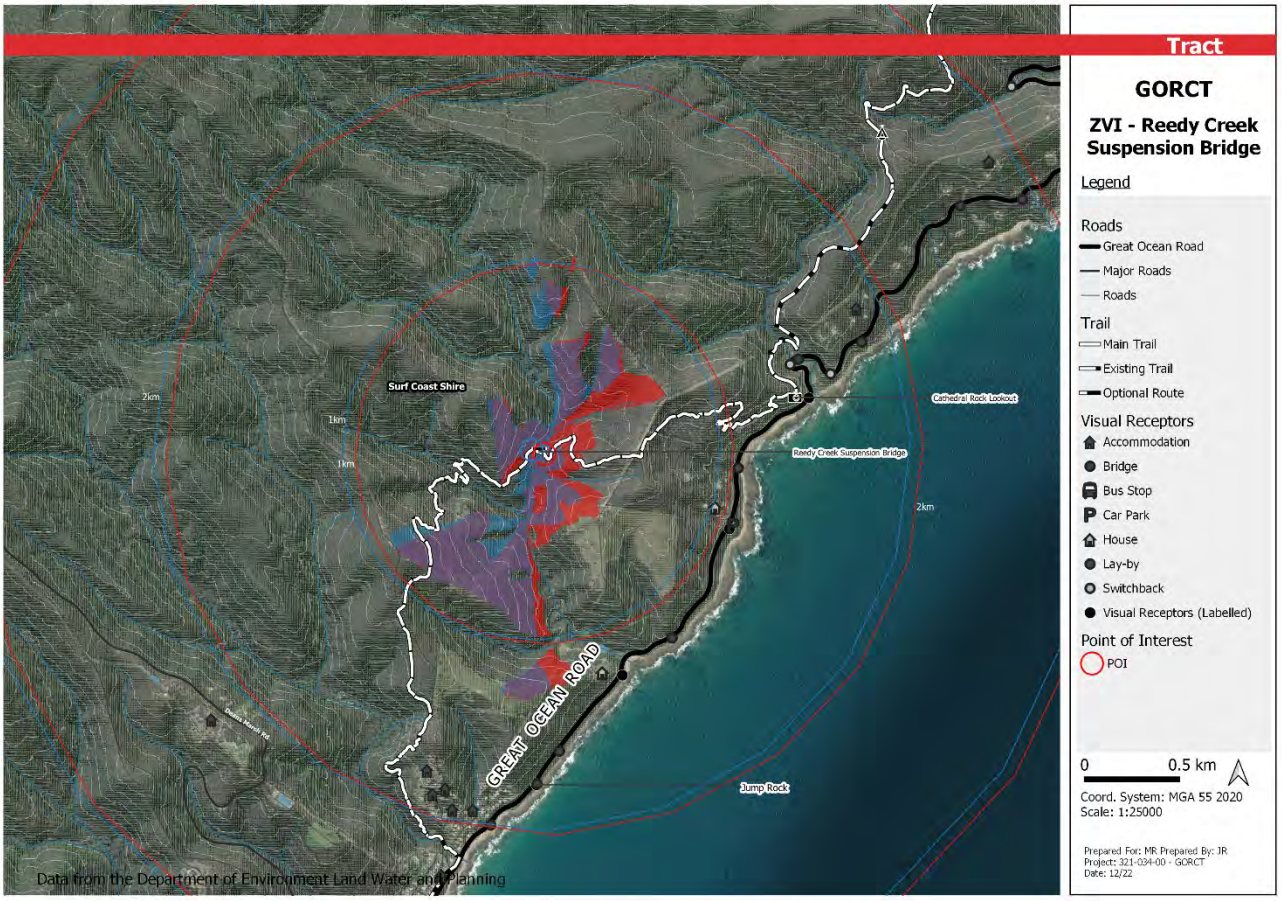


*Figure 49:ZVI – Reedy Creek Suspension Bridge*

### Tramway Lookout

Tramway will be an upgraded Major Lookout located at an existing viewpoint. According to the ZVI, the visibility of this viewpoint will be limited by steep topography in the north east and the west. Areas mostly within 1km of the lookout would have views of the infrastructure, including a 1km stretch along the GOR to the south west and a wedge of hilly terrain to the north west behind Lorne.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant, and will be possible for a 1km stretch of the GOR. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks.
- St George River mouth (residents and tourists).
- Roads and tracks extending west and northwest into the National Park and other natural areas – limited.

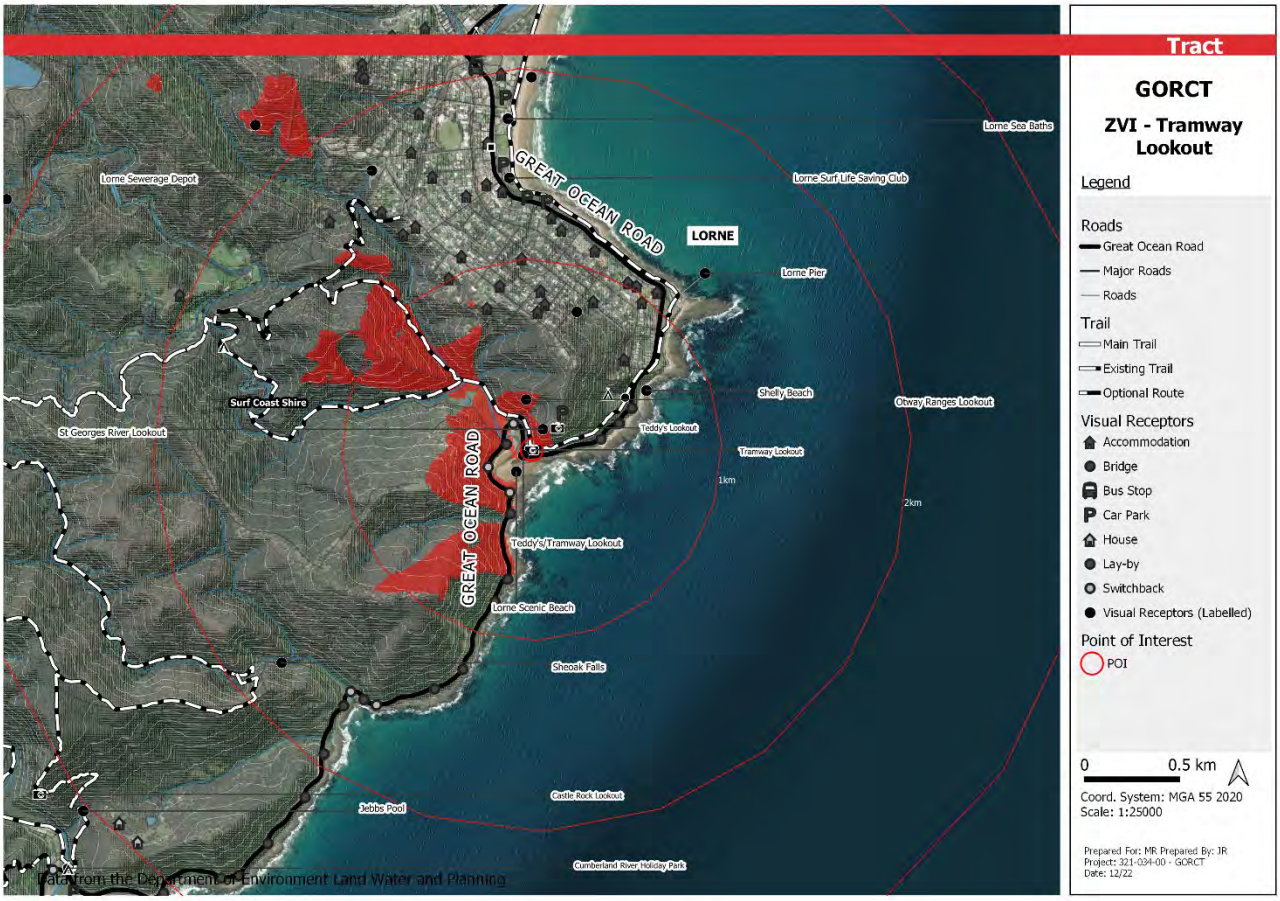


*Figure 50:ZVI – Tramway Lookout*

### Castle Rock Lookout

Castle Rock will be an upgraded Major Lookout located at an existing viewpoint. According to the ZVI, the visibility of this viewpoint will be limited by steep topography on all sides. Areas mostly within 1km of the lookout to the west, south and east would have views of the infrastructure, mostly within the Cumberland River valley.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant, and will be possible for a short stretch along the GOR where it crosses the Cumberland River. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks.
- Cumberland River Beach
- Cumberland River Holiday Park
- Houses (in isolated locations) – limited.
- Roads and tracks extending south and east into the National Park and other natural areas.

*Note: some of these receptors will be affected by cumulative effects as a result of multiple infrastructure points being visible (i.e. Castle Rock + Langdale Pike + Cumberland Winterbrook Suspension Bridge).*

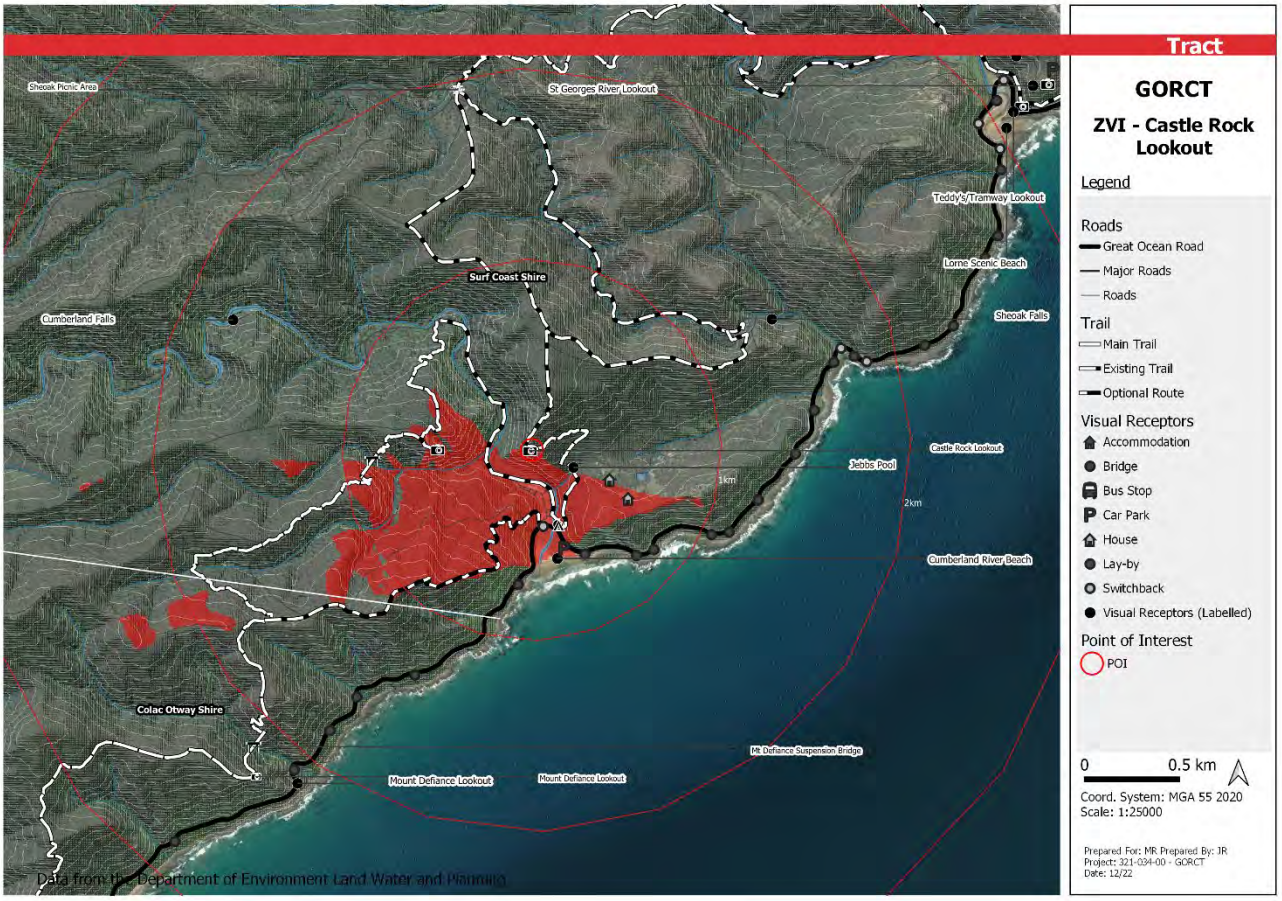


*Figure 51:ZVI – Castle Rock Lookout*

### Langdale Pike Lookout

Langdale Pike will be a new Major Lookout located at a new point. Similar to Castle Rock, the visibility of this viewpoint will be limited by steep topography on all sides. Areas mostly within 1km of the lookout to the south west, south and east would have views of the infrastructure, mostly from north facing slopes and from the Cumberland River valley.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant, and will be possible for a short stretch along the GOR as it rounds eastern headland of the Cumberland River valley. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks.
- Cumberland River Beach
- Cumberland River Holiday Park
- Houses (in isolated locations) – limited.

- Roads and tracks extending south west and east into the National Park and other natural areas.

*Note: some of these receptors will be affected by cumulative effects as a result of multiple infrastructure points being visible (i.e. Castle Rock + Langdale Pike + Cumberland Winterbrook Suspension Bridge).*

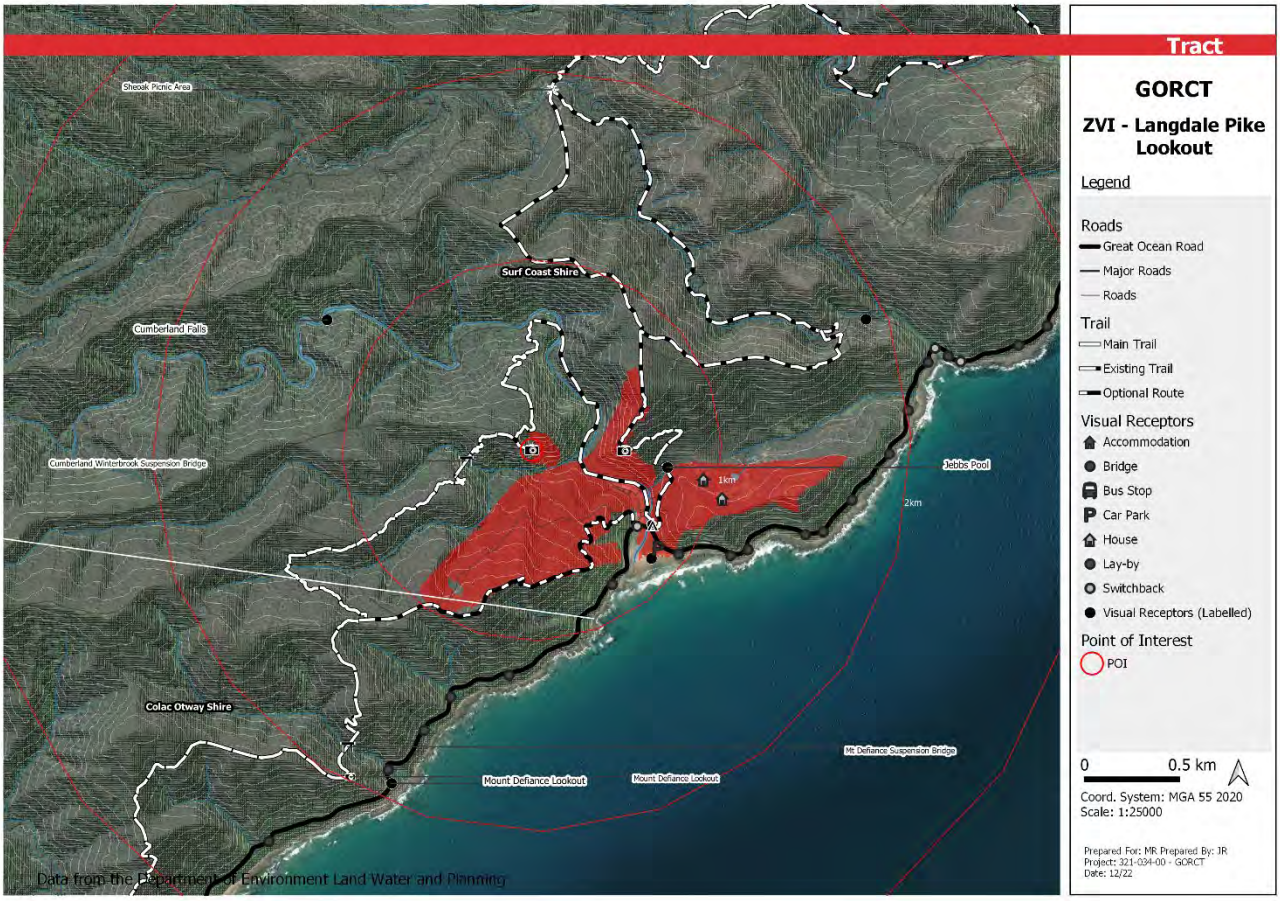


*Figure 52:ZVI – Langdale Pike Lookout*

### Cumberland Winterbrook Suspension Bridge

Cumberland Winterbrook Suspension Bridge will be a new bridge with a height of 75m, a 164m span, and tower heights of 16.3m. According to the ZVI, the visibility of this infrastructure will be highest within 1km of the bridge, to the immediate north west, west and south east. Further afield in the midground, views would be possible from the north facing slopes east of the Cumberland River and from small patches in the mountains to the north west. Due to the scale of the infrastructure, foreground (within 1km), middle ground (2-3km) and background (more than 3km) views would be relevant. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks.
- Cumberland River Holiday Park
- Houses (in isolated locations) – limited.

- Roads and tracks extending into the National Park – limited.

*Note: some of these receptors will be affected by cumulative effects as a result of multiple infrastructure points being visible (i.e. Castle Rock + Langdale Pike + Cumberland Winterbrook Suspension Bridge).*

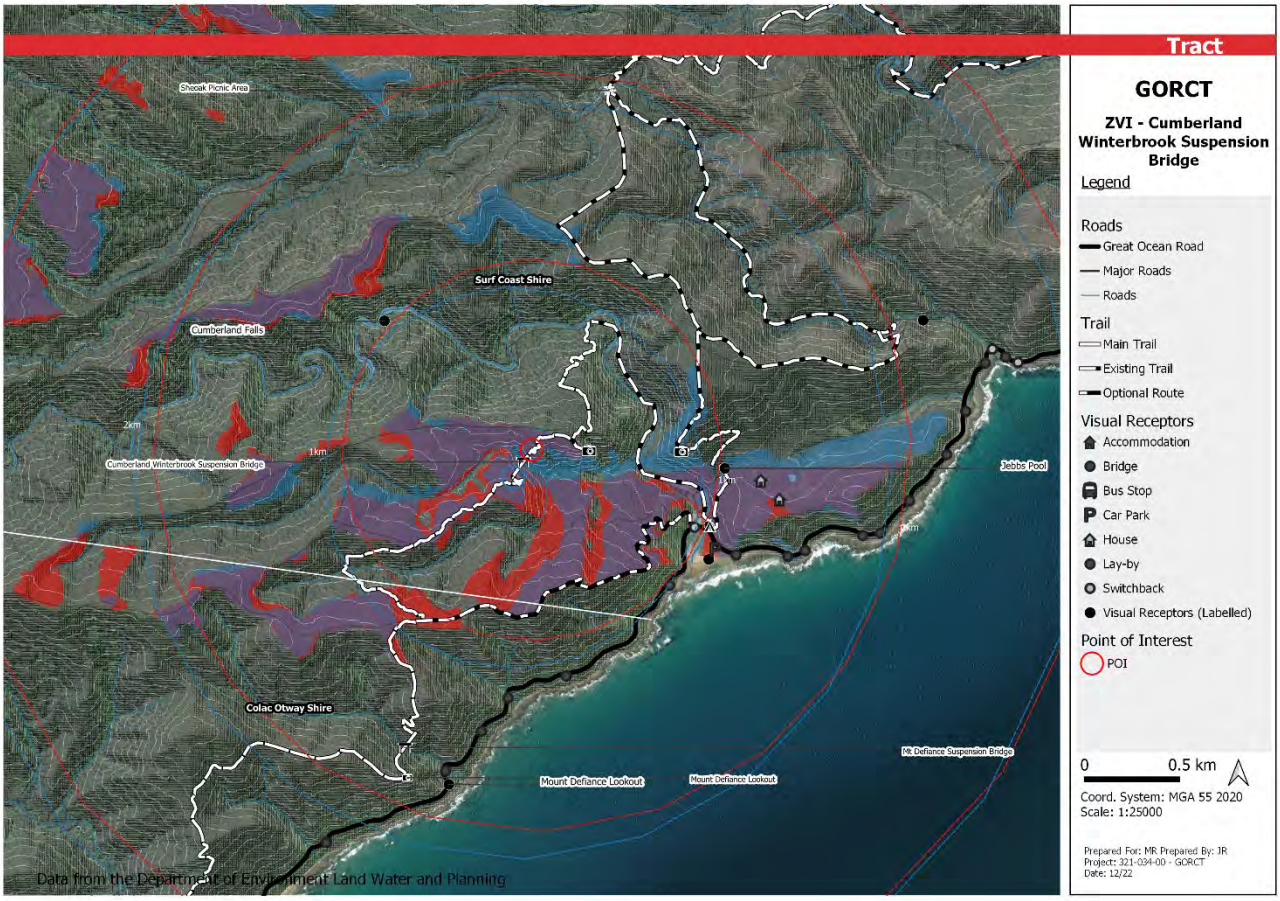


*Figure 53:ZVI – Cumberland Winterbrook Suspension Bridge*

### Mount Defiance Suspension Bridge

Mount Defiance Suspension Bridge will be a new bridge with a height of 45m, a 165m span, and tower heights of 16.3m. According to the ZVI, the visibility of this infrastructure will be contained by the steep topography of the valley it crosses, and limited to an area mostly within 1km of the bridge to the north west. There will also be some visibility from the area directly to the south east. Due to the scale of the infrastructure, foreground (within 1km), middle ground (2-3km) and background (more than 3km) views would be relevant, but only foreground views are likely. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists) – very limited.
- Roads and tracks extending into the National Park – very limited.

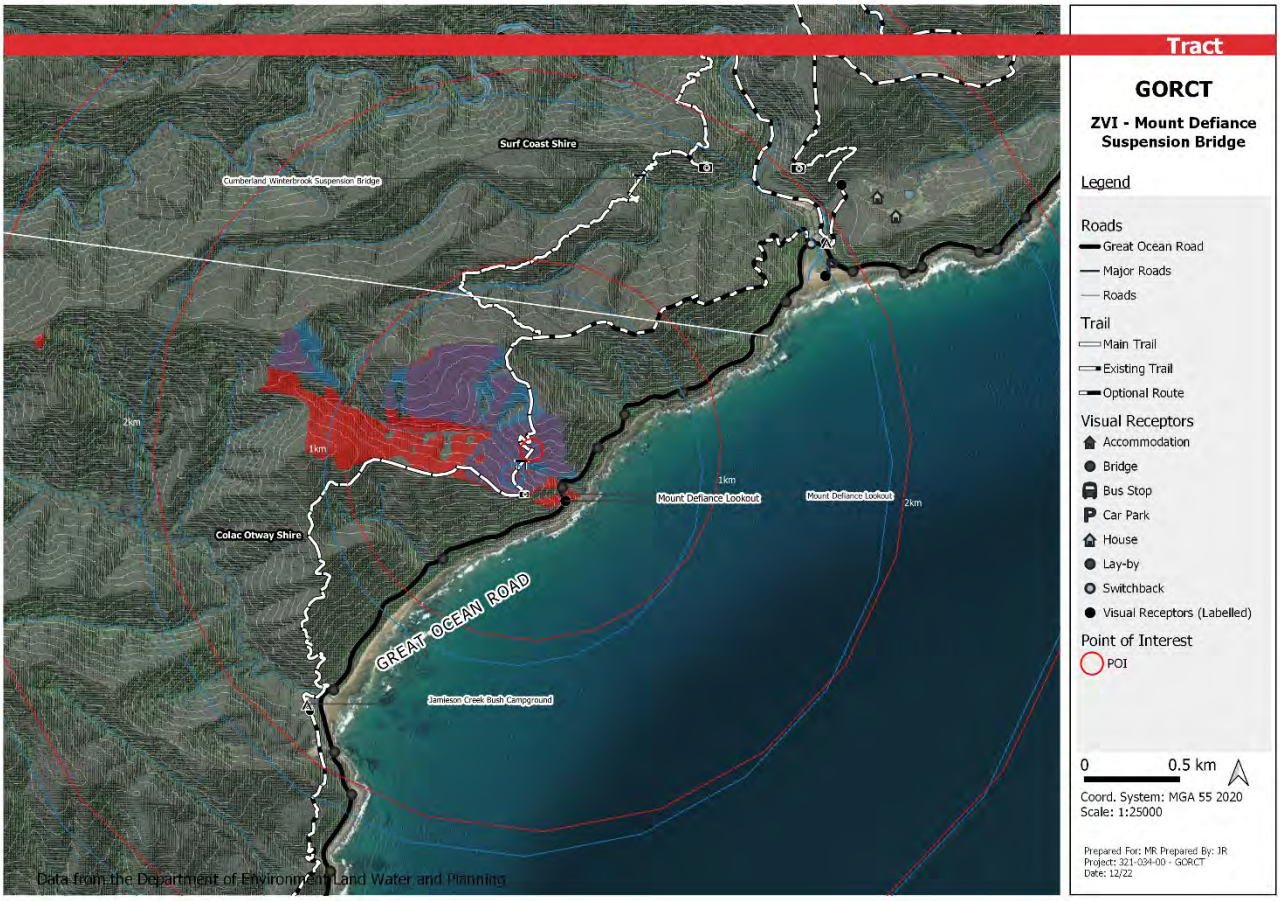


*Figure 54:ZVI – Mount Defiance Suspension Bridge*

### Mount Defiance Major Lookout

Mount Defiance will be a new Major Lookout located at a new point. According to the ZVI, the visibility of this viewpoint will be limited by steep topography to isolated patches along the coastline. Areas from which the lookout will be visible lie to the immediate north, and then further afield to the north east and south west respectively.

Due to the scale and prominent location of the proposed infrastructure, foreground views (within 1km) and medium ground views (2-3km) are most relevant, and will be possible for short stretches (less than 1km) of the GOR. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks
- Mount Defiance layby Lookout
- Roads and tracks extending northwest into the National Park – limited.

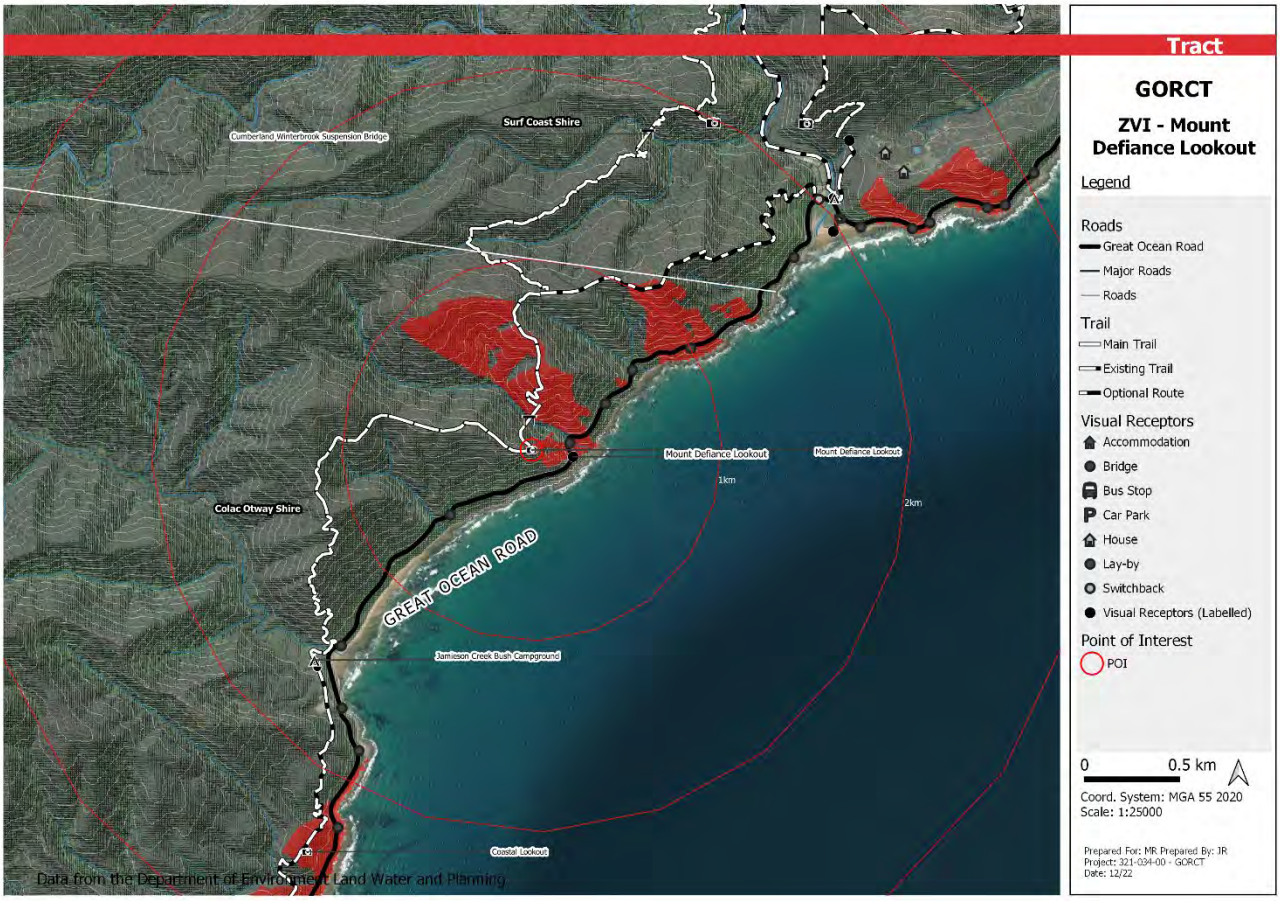


*Figure 55:ZVI – Mount Defiance*

## Coastal Lookout (North)

Coastal Lookout (North) will be a new lookout located at a new point. According to the ZVI, the visibility of this viewpoint will be contained mostly within 1km of the lookout point (foreground views). Views would be possible from the adjacent north facing valley side, from the east facing slopes along the coast and, accordingly, from short stretches of the GOR. Other areas with potential visibility are located further afield, and are not relevant for this scale of infrastructure.

Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks
- WB Godfrey Memorial and Lookout
- Roads and tracks extending northwest into the National Park – limited.

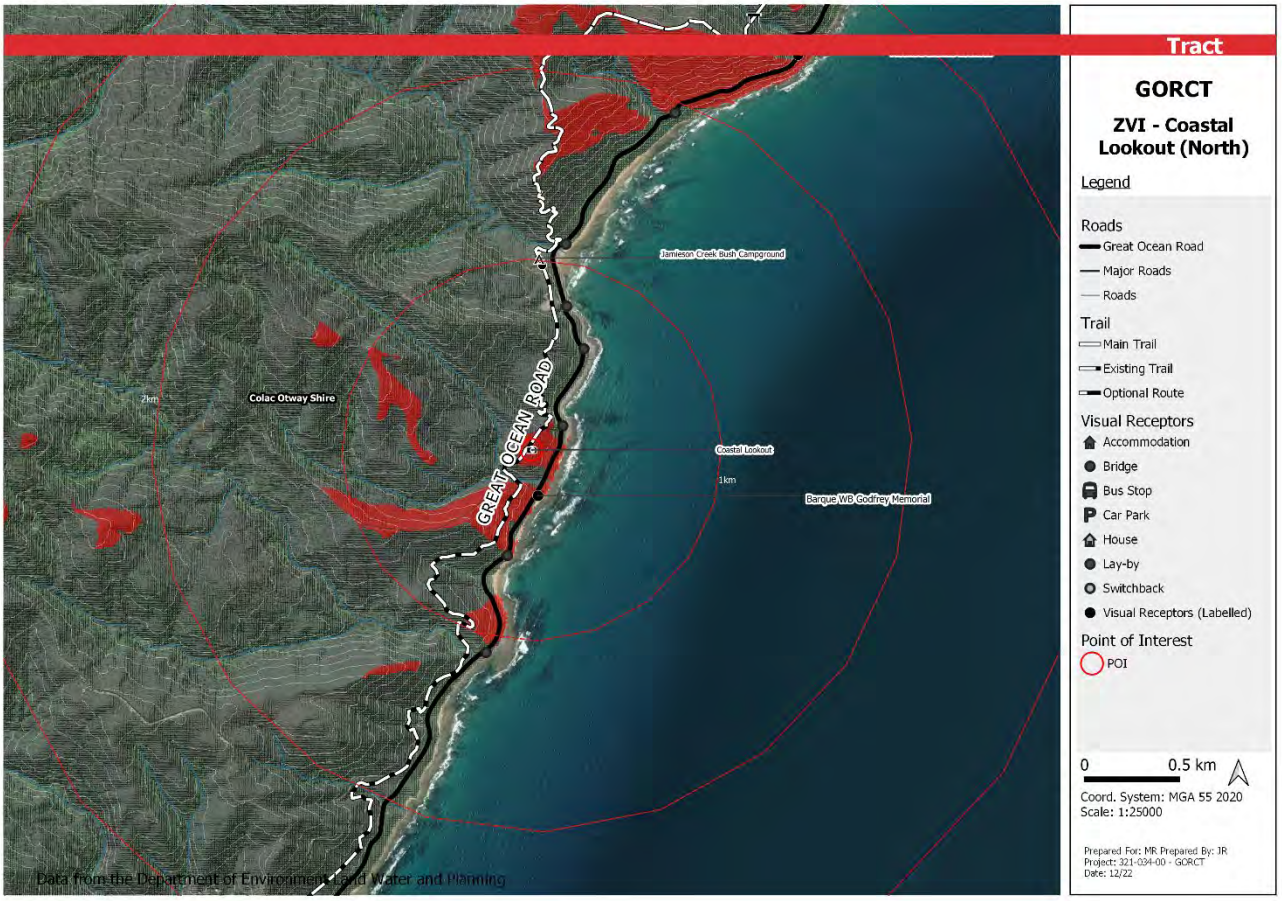


*Figure 56:ZVI – Coastal Lookout (North)*

## Coastal Lookout (South)

Coastal Lookout (South) will be a new lookout located at a new point. According to the ZVI, the visibility of this viewpoint will be highest in the immediate area surrounding the lookout (i.e. within 100m), and then in two larger areas slightly further afield to the northeast (0.5-1.5km away) and to the south west (1.5-2.5km away) respectively. These views would theoretically be possible from the east facing slopes along the coast.

Due to the scale and prominent location of the proposed infrastructure, foreground views (within 1km) are most relevant, and will be possible for stretches of up to 2km of the GOR. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks
- Houses (in isolated locations) – limited.
- Roads and tracks extending northwest into the National Park – limited.

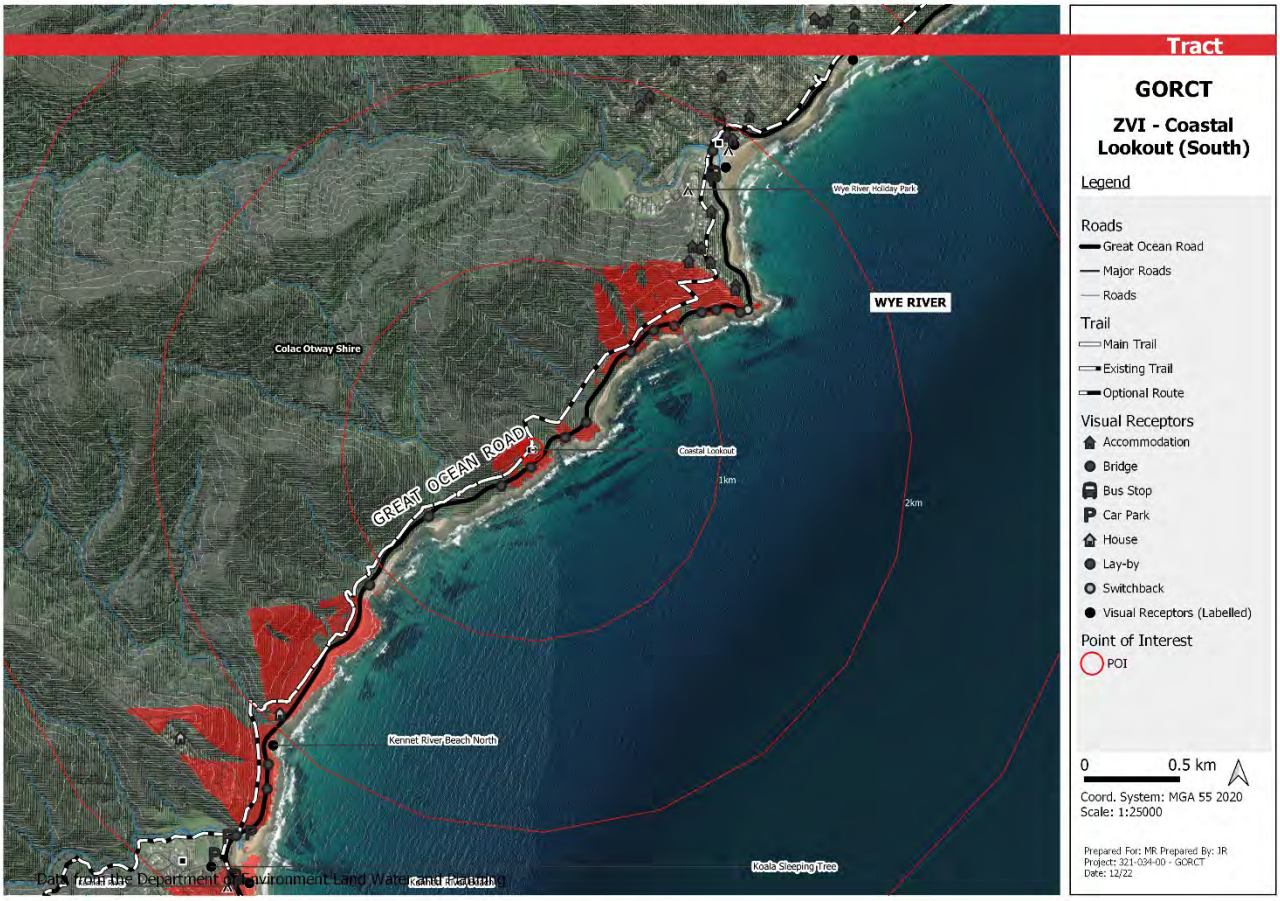


*Figure 57:ZVI – Coastal Lookout (South)*

### Mount Meuron Premier Lookout

Mount Meuron will be a new Premier Lookout located at a new point. According to the ZVI, the visibility of this viewpoint will be limited in the foreground (within 1km) by very steep topography, and will be most visible from the middle ground (1-2km) and possibly even the background (more than 3km) where the topography flattens out at Cape Patton. Views of the infrastructure would be experienced for the rolling hills of the headland.

Due to the scale of the proposed infrastructure, foreground views and middle ground views are most relevant, and will be possible for up to 1km stretches of the GOR. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists) – limited.
- Houses (in isolated locations) – limited.
- Roads and tracks extending west into the National Park and natural areas – limited.

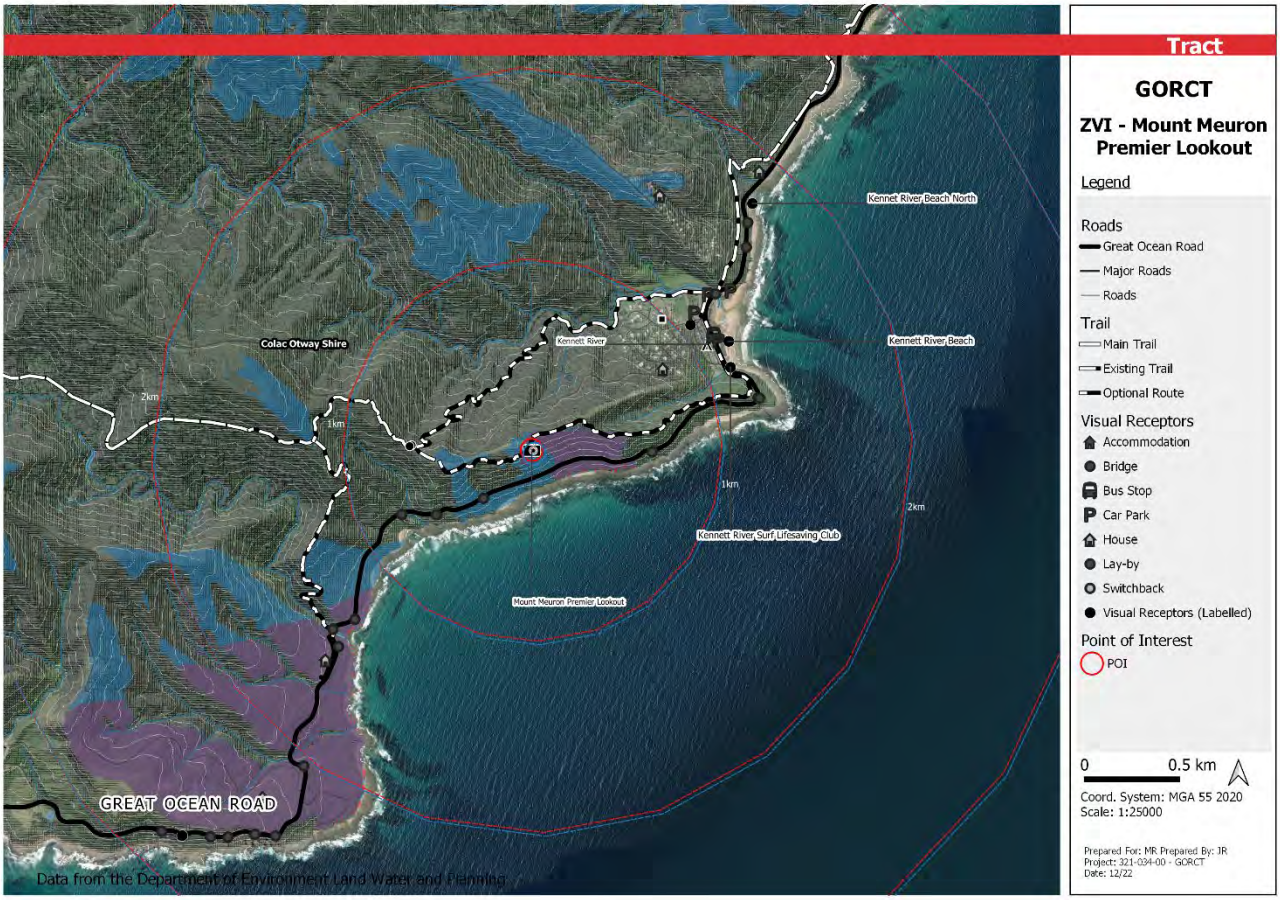


*Figure 58:ZVI – Mount Meuron Premier Lookout*

## Wongarra Hiker Campground

Wongarra Hiker Campground a new campground at a new location. According to the ZVI, the visibility of this campground will be relatively contained by the topography. Potential views of the infrastructure would be possible from scattered areas to the north west, north and south east. Areas to the south west, and further afield to the north, east and west are screened.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant. No receptors will be affected.

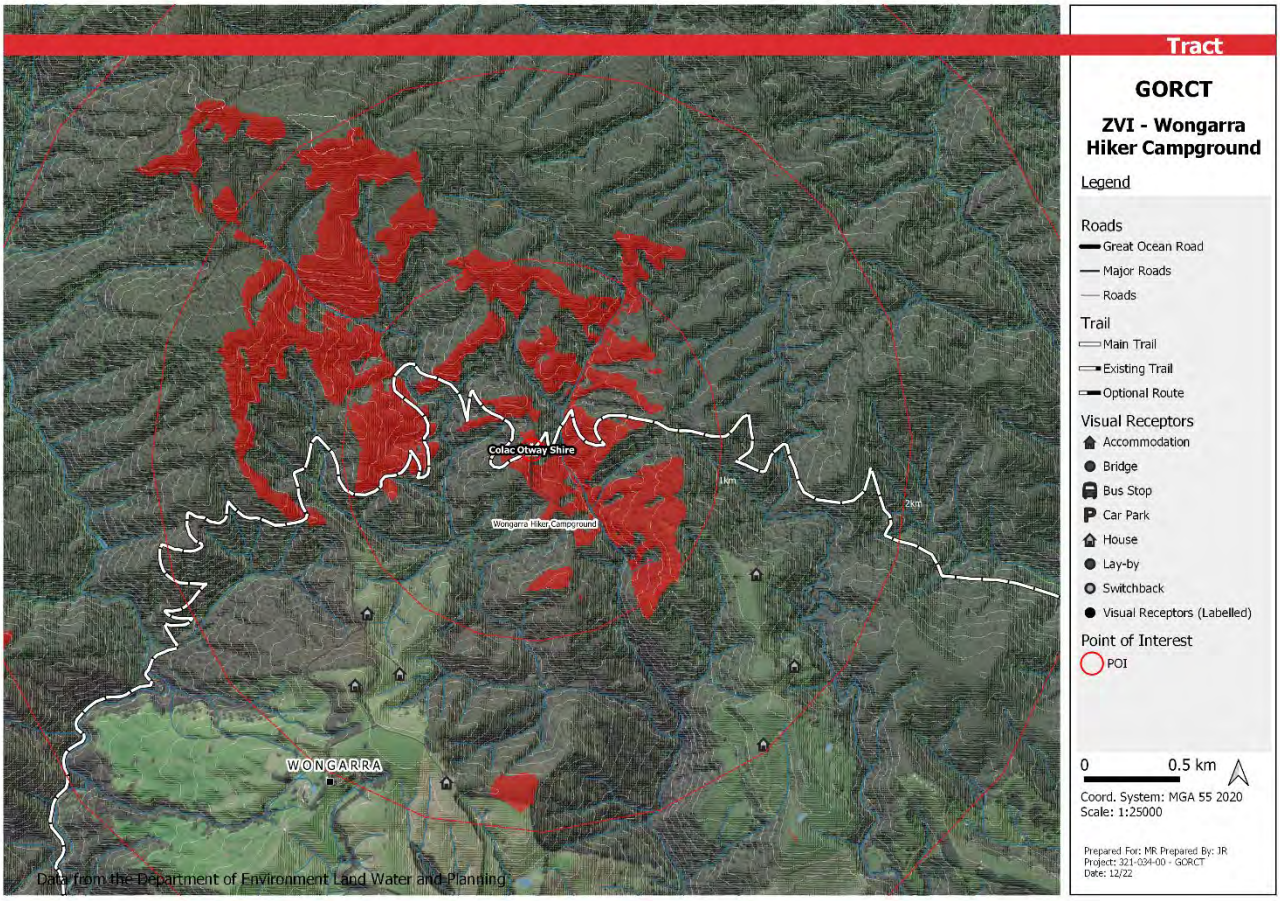


*Figure 59:ZVI – Wongarra Hiker camp*

### Von Mueller's Creek Major Lookout

Von Mueller's will be a new Major Lookout located at a new point. According to the ZVI, the visibility of this viewpoint will be limited by steep topography to an area mostly within 1km of the lookout, in a narrow band stretching along the south eastern facing coastal slopes.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant, and will be possible for a 1km stretch of the GOR. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks
- Houses (in isolated locations) – limited.
- Roads and tracks extending northwest into the National Park – limited.

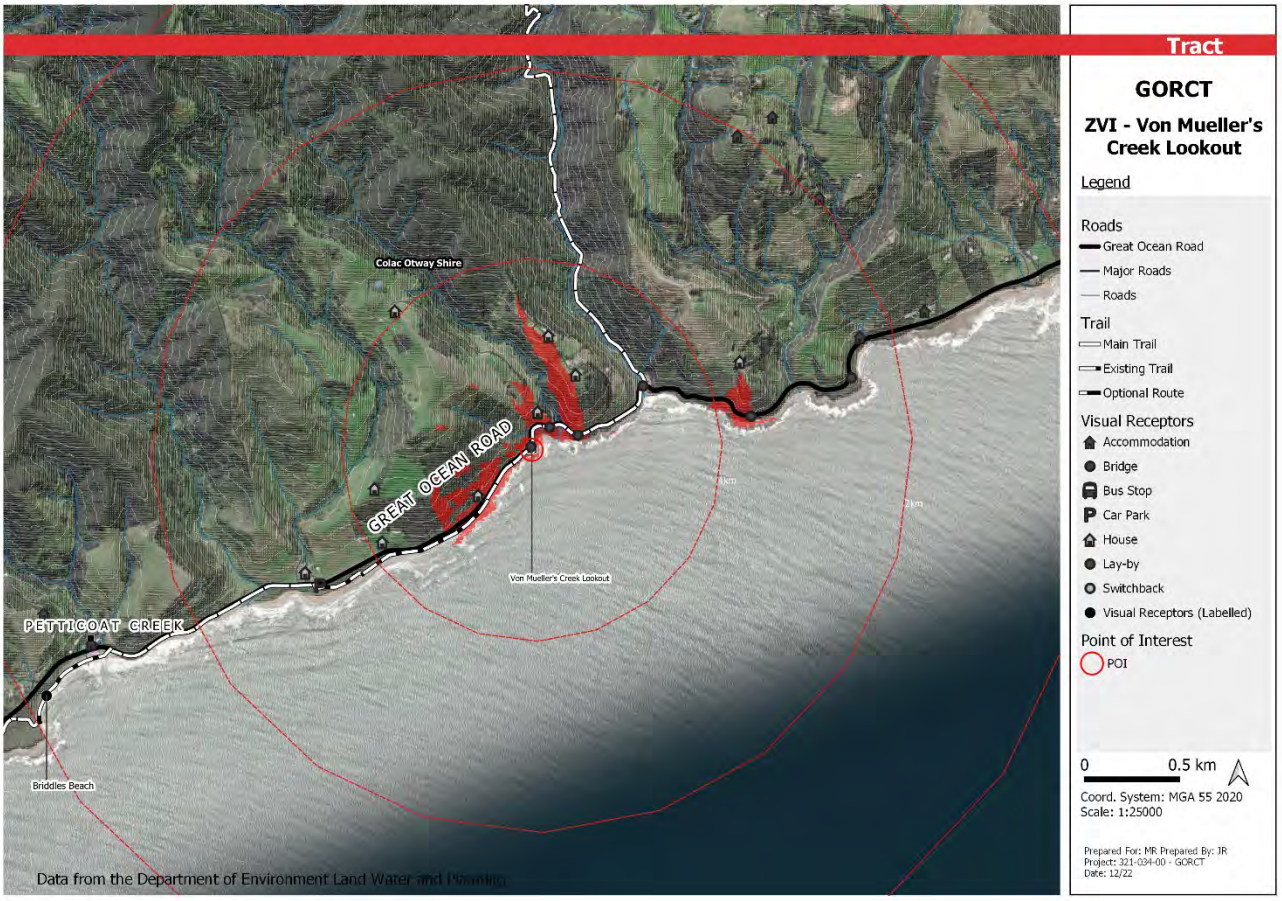


*Figure 60:ZVI – Von Mueller's Creek Lookout*

## Skenes Creek Trailhead

The Skenes Creek Trailhead will be located at or near the existing Skenes Creek Beach carpark. According to the ZVI, the visibility of this viewpoint will be mostly limited to an area within 1km of the trailhead. Areas from which the infrastructure will be visible include a stretch along the coastline, as well as the east and west facing slopes of the Skenes Creek valley.

Due to the scale of the proposed infrastructure, foreground views (within 1km) are most relevant, and will be possible for a 1km stretch of the GOR. Receptors that will be affected include:

- Great Ocean Road users (commuters and tourists).
- Informal lookouts at layby's and carparks
- Skenes Creek Beach.
- Cunningham Point.
- Houses (in a township context).
- Roads and tracks extending north west into natural areas – limited.

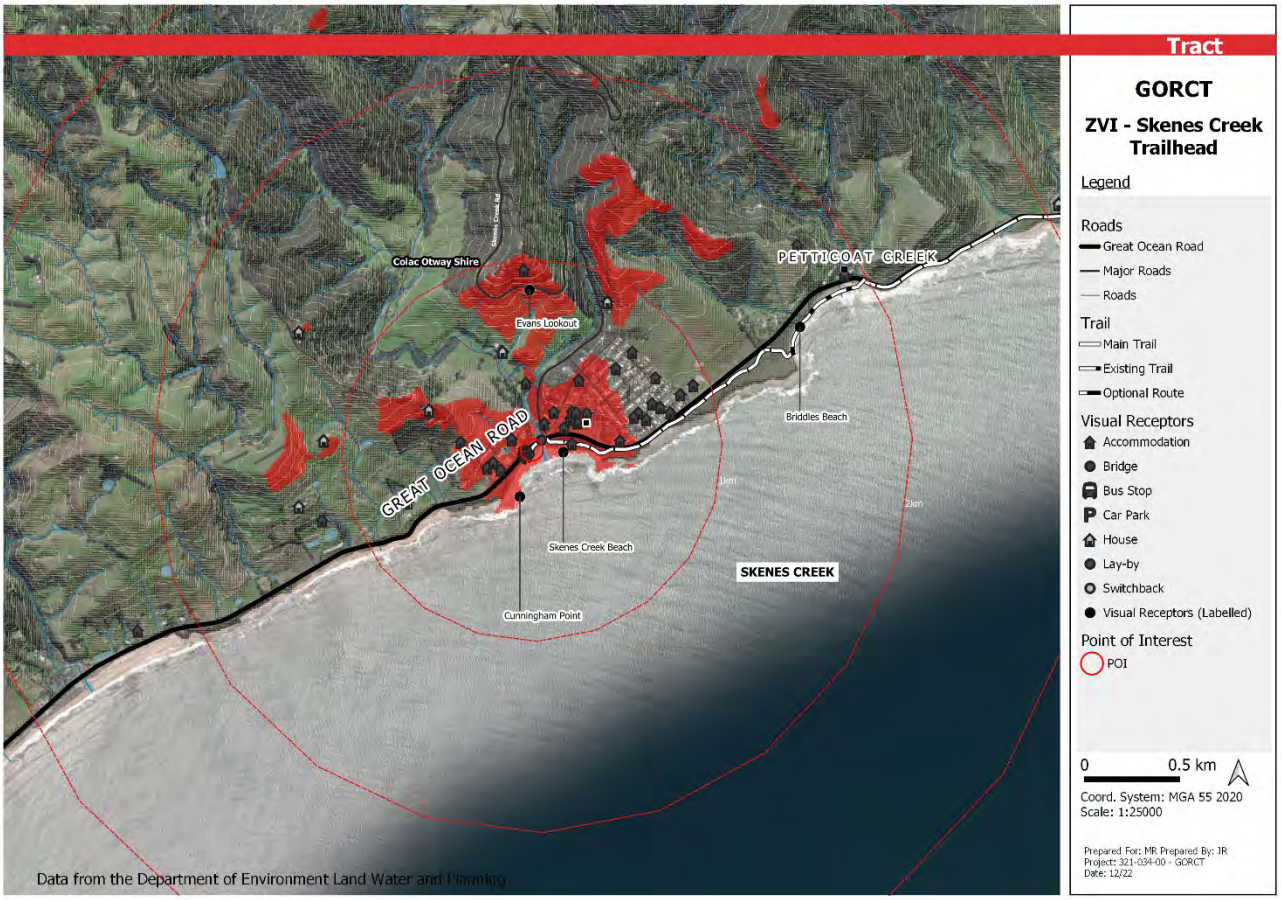


*Figure 61:ZVI – Skenes Creek Trailhead*

## 6.3 Visual Absorption Capability

Visual Absorption Capability (VAC) is a measure of the area's ability to accommodate changes while maintaining existing landscape character and without a significant reduction in landscape and visual quality or amenity. Other than landform, three major factors will influence the visual absorption capability of the receiving environment:

- Vegetation patterns, height and location that have the capacity to visually conceal development at the view source.
- Built form, and its location, arrangement, height, complexity and capacity to conceal development at the view source.
- Visual complexity of the field of view (i.e. the irregularity of the landscape background) and the relative size of the proposed infrastructure.

Overall, the following is relevant for this assessment:

- The steep and varied topography, dense vegetation and forests of the hinterland represents an area of high VAC.
- Where the topography flattens out, and where vegetation has been cleared, VAC drops to low.

- The low lying sandy beach areas and river mouths tend to have a low VAC.
- Townships are subject to visual clutter, which add to their VAC. The VAC within larger townships such as Lorne is high, while smaller, less developed townships like Wye River and Kennett River have a slightly lower VAC.
- Further to the above, the influence of seasonal change on vegetation and the very real impact of bushfire is important. The following is noted:
    - During the dormant season (winter) deciduous trees lose their leaves for a period of time, and regrow new leaves at the onset of the growing season. Theoretically, during this dormant season, the VAC of the bush will drop to lower levels. In the study area, however, forests and coastal scrub is mostly evergreen, so this decline in VAC is expected to be negligible.

      Bush fires are a natural and essential part of ecosystem function in Australia, and will inevitably affect this landscape at some stage. At the very least, cold burns will thin out the undergrowth, and at most, hot dry season fires will obliterate both undergrowth and canopy. In the former scenario, VAC will drop somewhat for a season, until the undergrowth re-establishes. In the latter scenario, the VAC of the bush will be significantly reduced and would take several seasons to regain its former structure. Evidence of the effects of bushfire can been seen in the landscape south of Wye River – this landscape is still recovering from the devastating bushfires of 2015.

Due to the variation in vegetation type and condition within the study area, as well as expected seasonal variation and the inevitable influence of bush fires, the Visual Absorption Capability of local vegetation has not been taken into account in the ZVI Modelling (refer to section 6.2). This makes for provision for a worst case scenario, based solely on topography.

The mitigating effects of VAC will, however be considered in the Evaluation of the study in terms of potential visual and landscape impacts (refer to section 8).

## 6.4 Visual Impact Assessment

### 6.4.1 Viewpoint Selection

The ZVI model indicates a range of areas from which the proposal would be theoretically visible, and the receptors within these areas. These receptors, their context, sensitivity and the infrastructure they will be able to see, have been detailed in Table 8: Visual Impact Assessment – New Conditions for assessment in terms of potential visual impact.

These receptors do not represent an exhaustive list of potential visual receptors, but rather a representation of the most likely visual receptors based on the ZVI, the size and scale of the infrastructure they will see, and the proximity to the visible infrastructure.

A number of viewpoints were selected to represent these receptors. Refer to Section 2.8 for viewpoint selection methodology and to Appendix 2 for viewpoint photography. Each viewpoint has been represented as an 80 degree field of view.

### 6.4.2 Wireframe Model Simulations

Wireframe modelling is intended to provide a more detailed viewers perspective of the visibility of development related changes from key representative viewpoints. Of the available viewpoints, 8 were selected for wireframe modelling, to provide a series of visual representations to support the Assessment undertaken in section 6.4.3. These, along with motivating factors as to why they were selected, have been detailed in Table 7: Summary of Wireframe Views.

The wireframes have been created to test the expected visual effects of the proposal and to validate the finding of the Assessment (section 6.4.2). They provide a basis for describing baseline value, and will also confirm the location of infrastructure that will not be seen because of intervening landscape features.

Refer to Appendix 3 for the selected Wireframe Visualisations.

*Table 7: Summary of Wireframe Views*

| Viewpoint Ref | Representative Receptor | Wireframe view description | Wireframe relevance and discussion |
|---|---|---|---|
| VP 1<br>Cumberland River Beach | Tourism Receptors (Rural Context):<br>• Recreation - beach (short to medium stay) | • Viewing direction – north.<br>• Natural context with dramatic mountain scenery and intact vegetation. Beach carpark in the foreground and glimpses of Cumberland River Holiday park in the vegetated valley beyond.<br>• Castle Rock Lookout visible in the foreground.<br>• Langdale Pike Lookout visible in the foreground.<br>• Glimpse of Cumberland Winterbrook Suspension Bridge visible in the midground, partially hidden by trees.<br>• Vegetation clearance and trail with hikers in the foreground. | • **Illustrative** of larger scale lookout in a spread out and linear configuration (2m x 10m).<br>• **Representative** of larger sized lookout (3m x 4m).<br>• **Representative** foreground view of vegetation clearance and hikers on the trail.<br>• **Worst case** scenario – cumulative impact of multiple new lookouts.<br>• **Worst case** scenario of sensitive short stay receptor.<br>The wireframe shows an 80° field of vision, within which each of the lookouts and the suspension bridge occupies less than 1° (horizontal and vertical. The trail extends across most of the horizontal field of vision, and cleared corridors would be apparent, especially in the immediate foreground on the left and right. |
| VP 9<br>Mt Meuron Layby | Road User Receptors (Rural Context):<br>• Commuters (progressive along GOR)<br>• Tourists (progressive along GOR)<br>• Informal layby (short stay) | • Viewing direction – north east.<br>• Natural context with no development visible other than the GOR and signage. Mountains and ocean view with some landscape scarring visible along the GOR alignment in the mid ground.<br>• Mount Meuron Premier Lookout in mid ground above GOR.<br>• Vegetation clearance and trail with hikers above GOR in medium ground. | • **Worst case** scenario – largest lookout type in medium ground.<br>• **Representative** medium ground view from GOR of vegetation clearance and hikers on the trail.<br>The wireframe shows an 80° field of vision, within which the lookout will occupy about 5° (horizontal) and 1° (vertical). The trail extends across about 20° horizontally across the field of vision, but cleared corridors will not be apparent from this distance. |
| VP 12<br>Von Muellers Layby | Residential Receptors and Road User Receptors (Rural Context):<br>• Isolated Houses between Kennett River and Skenes Creek<br>• Commuters (progressive along GOR)<br>• Tourists (progressive along GOR) | • Viewing direction – north east.<br>• Natural context with no development visible other than the GOR and signage. Mountains and ocean view with GOR and some scarring highly visible. Some cleared fields visible above the road in the foreground.<br>• Von Muellers Lookout in foreground below the road. | • **Representative** of smaller scale lookout (2m x 1m) in foreground.<br>• **Illustrative** of a lookout in a very exposed position, below the road.<br>• **Illustrative** of infrastructure within the 'Otway Foothills, Valleys and Uplands' Character Type, which has limited VAC. |

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| | • Informal layby (short stay) | • Hikers visible along beach / rock shelf in foreground, | • **Illustrative** of hikers walking below the GOR on rock shelf in the foreground.<br>The wireframe shows an 80° field of vision, within which the lookout will occupy less than 1° (horizontal) and less than 1° (vertical). The trail will run along the rock shelf or below the road, so there will be little or no vegetation clearing. |
| VP 16<br>Tramway Layby | Road User Receptors (Rural Context):<br>• Commuters (progressive along GOR)<br>• Tourists (progressive along GOR)<br>• Informal layby (short stay) | • Viewing direction – north east.<br>• Natural context south of Lorne with partial views of the GOR. No other development visible. Mountain view with some road scarring apparent in the foreground. Existing lookouts visible high on the hill in the foreground.<br>• New Tramway Lookout visible in foreground.<br>• Vegetation clearance and trail with hikers above GOR in foreground. | • **Representative** of upgrade of an existing lookout – mid sized (3m x 2m).<br>• **Illustrative** of cumulative impact of existing and new lookout infrastructure.<br>• **Representative** foreground view from GOR of vegetation clearance and hikers on the trail.<br>The wireframe shows an 80° field of vision, within which the lookout will occupy less than 2° (horizontal) and less than 1° (vertical). The trail extends across most of the horizontal field of vision, and vegetation clearance will be highly visible in the foreground in this context. |
| VP 17<br>The Springs | Road User Receptors (Rural Context):<br>• Commuters (progressive along GOR)<br>• Tourists (progressive along GOR)<br>Tourism Receptors (Rural Context):<br>• Historic site, lookout and picnic area (medium stay) | • Viewing direction – north east.<br>• Natural context with the GOR highly exposed and clearly visible in the foreground. Intermittent houses in the vegetated hills visible in the foreground and mid ground. Mountains and ocean view with depth of vision to the next headland.<br>• Cathedral Rock Lookout in foreground.<br>• Vegetation clearance and trail with hikers on the approach. | • **Representative** of larger sized lookout (3m x 4m)<br>• **Representative** foreground view from GOR of vegetation clearance and hikers on the trail.<br>The wireframe shows an 80° field of vision, within which the lookout will occupy far less than 1° (horizontal) and far less than 1° (vertical). The trail is visible across about 30° horizontally across the field of vision, and cleared corridors will be discernible, especially along the trail approaching the lookout. |
| VP 19<br>Memorial Arch Beach | Tourism Receptors (Township Context):<br>• Recreation Receptors - beach (short to medium stay) | • Viewing direction – north east.<br>• Beach on the outskirts of Moggs Creek with a strip of large houses along the GOR, and fronted by low dune vegetation clearly visible in the foreground. View of vegetated hills and beach with powerlines marking the alignment of the road along the beach.<br>• Ocean View Lookout visible high on the hill in the foreground, marginally interrupting the skyline. | • **Representative** of mid sized lookout (3m x 2m).<br>• **Representative** of a view from a beach.<br>• **Representative** of a view from the outskirts of a township.<br>• **Representative** foreground view of vegetation clearance and hikers on the trail.<br>The wireframe shows an 80° field of vision, within which the lookout will occupy far less than 1° (horizontal) and far less |

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| | | • Vegetation clearance and trail with hikers visible on the approach. | than 1° (vertical). The trail extends across most of the field of vision, and cleared corridors will be visible from this distance. |
| VP 21<br>Carpark at Ocean View | Residential Receptors and Road User Receptors (Township Context):<br>• Commuters (progressive along GOR)<br>• Tourists (progressive along GOR)<br>• Beach carpark (short stay)<br>Residential Receptors (Rural Context):<br>• Outskirts of Moggs Creek | • Viewing direction – north west.<br>• Vegetated context within Moggs Creek township. The GOR and large houses with low vegetation visible along the road in the foreground. Natural hills form a vegetated backdrop immediately behind the houses.<br>• Ocean View Lookout in the foreground above and behind the houses<br>• Vegetation clearance and trail with hikers visible on the approach. | • **Representative** of mid sized lookout (3m x 2m)<br>• **Representative** of impact within a residential context on the outskirts of a town<br>• **Representative** foreground view of vegetation clearance and hikers on the trail.<br>The wireframe shows an 80° field of vision, within which the lookout will occupy less than 1° (horizontal) and less than 1° (vertical). The trail extends across about 30° horizontally across the field of vision and cleared corridors will be apparent from this distance. |
| VP 25<br>Cumberland River Holiday Park | Tourism Receptors (Rural Context):<br>• Overnight holiday accommodation (long stay) | • Viewing direction – north.<br>• Natural context with dramatic mountain scenery and intact natural vegetation. Vegetation clearing and holiday park infrastructure visible along the river in the foreground.<br>• Partial view of Cumberland Winterbrook Suspension Bridge visible in the foreground, in direct line of sight. The bridge will interrupt the ridgeline, as a view of the horizontal deck.<br>• Langdale Pike Lookout visible in the foreground.<br>• Vegetation clearance and trail with hikers potentially on the approach. | • **Representative** of suspension bridge infrastructure<br>• **Worst case** scenario – largest suspension bridge<br>• **Illustrative** of larger scale lookout in a spread out and linear configuration (2m x 10m)<br>• **Worst case** scenario – cumulative impact of multiple new infrastructure points (including the largest suspension bridge)<br>• **Worst case** scenario of sensitive long stay receptor<br>The wireframe shows an 80° field of vision, within which the lookout will occupy about 1° (horizontal) and less than 1° (vertical). The suspension bridge will occupy about 8° (horizontal) and 2° (vertical). The trail is potentially visible along 4° horizontally across the field of vision. Cleared corridors will not be apparent in this context. |

### 6.4.3 Viewpoint Assessment

Visual impacts relate to changes in the available views of the landscape and the effects of those changes on people. Visual impact is therefore concerned with:

- The direct impacts of the proposed development on views of the landscape through intrusion or obstruction.
- The expected reaction of viewers who will be affected.
- The overall impact on visual amenity, which can range from degradation through to enhancement.
- The capacity for impact mitigation and rehabilitation of landscape values

Essentially, the Visual Impact Assessment brings together the relevant discussions on visual receptors, perception, ZVI modelling, VAC and Wireframe Modelling in context of the baseline conditions. The assessment addresses the nature and magnitude of changes in the available views from the baseline conditions resulting from the impacts by the proposed development.

The representative viewpoint images (where these are available) provide a reference for the description of the baseline conditions of the viewpoint. Refer to Appendix 2 for viewpoint photography. The representative wireframe models (where these are available) provide a reference for the assessment of the significance of potential impacts. Refer to Appendix 3 for wireframe modelling.

**Rating assumptions:**

- While no vegetation view potential is considered, the impact rating is based on (at a minimum) existing vegetation being present on the site in the form that is anticipated within the design.
- The trail itself consists of a combination of existing and new tracks. Efforts have been made by the trail master planners to follow existing tracks wherever possible to minimise vegetation clearing and visual disturbance. Generally, new sections of trail will represent a greater potential impact than existing tracks, however, is assumed that even existing tracks will require some degree of clearing, grading, surfacing etc. As the design detail of both new and existing trail sections is not yet known, a worst case perspective will be adopted for this assessment. Therefore, the disturbance represented by all trail sections, regardless of whether they are new or existing, will be assessed equally. In this respect, vegetation clearing and minor surface works will be considered as impacts along all sections of the trail.

*Table 8: Visual Impact Assessment – New Conditions – Township Context*

| Viewpoint Ref | Receptor description | Description of Impacts | Proximity | Receptor Sensitivity | Nature & Magnitude of Change | Duration | Significance Rating | Mitigation |
|---|---|---|---|---|---|---|---|---|
| RESIDENTIAL RECEPTORS (TOWNSHIP CONTEXT) | | | | | | | | |
| | Fairhaven | At Fairhaven, the landscape is characterised by lower coastal vegetation, and therefore, long range views in all directions. There is a relatively high visibility of built form along the road in the foreground. Houses are large and imposing, set against the hillside, but the topography limits visibility from the road, creating the impression of a very low density.<br>Impacts include:<br>• Hikers congregating and walking along the trail from the SLSC northwards up the valley.<br>• Fairhaven trailhead infrastructure at the Surf Lifesaving Club, which is located at a busy intersection – the SLSC represents a local activity node. | Foreground (<1km) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| VP 21<br>Carpark at Ocean View<br><br>Ref Appendix 3 for wireframe | Moggs Creek | Between Fairhaven and Moggs Creek, visibility of built form is shielded by the steep terrain in the north, and clear, uninterrupted views of the coastline are possible to the south. Part of Moggs Creek is visible as the GOR descends into the settlement. Once adjacent to the settlement, small sand dunes conceal much of the development to the north.<br>Impacts include:<br>• Hikers walking along a short section of the trail west of Ocean View Lookout. This section of trail runs along the ridgeline, but the view line of the ridge is not expected to be interrupted. | Foreground (300m) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | • Ocean View Lookout against a vegetated backdrop behind the houses. This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | | | | | | |
| | Lorne | Lorne nestles on the eastern slopes overlooking Louttit Bay against the backdrop of the Otway hills. The town centre is often bustling with tourism and consists of a main street with cafes and shops and holiday accommodation. There is a mix of old and newer, taller accommodation. Much of the housing is tucked into the hills settled below a tall eucalypt tree canopy, accessed by steep and windy roads.<br>Impacts include:<br>• Hikers walking along the existing Lorne Foreshore, utilising existing infrastructure and utilising the amenities of Lorne. | Foreground (<50m) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Wye River | Wye is a small settlement nestled in a valley at the base of the Otway hills. The commercial zone is low key and blends in with the residential character, the narrow river that cuts through, and its bay, provide a stronger definition of the town centre. Housing is mostly simple shacks nestled into the hills, sometimes exposed but often concealed by the tree canopy.<br>Impacts include:<br>• Hikers walking along the GOR (existing trails and bridge) to the town centre, and then deviating up McRae Road before leaving the town. McRae Road is a small local road with houses close to the road in a wooded context. | Foreground (<50m) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Kennett River | Kennett River is located in a valley that falls to a small rocky beach and the town centre adjacent | Foreground (<50m) | Moderate | Negligible | Long Term<br>Reversible | LOW | • VAC is HIGH (inherent) |

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| | | to Kennett River is largely cleared of trees and understorey. Housing consists mostly of simple weatherboard buildings, much of which lies in the surrounding well treed hills, with buildings largely concealed by vegetation.<br>Impacts include:<br>• Hikers walking along existing tracks north of the township, crossing the Kennett River at the GOR and then proceeding either along the GOR through the township, or westwards along the existing Kennett River Nature Walk. | | | *The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | | Minor adverse | • Proposed built form mitigation measures |
| VP 14<br>Skenes Creek Beach Carpark | Skenes Creek | Skenes Creek is a small residential settlement, comprising scattered buildings in a ribbon formation along the Great Ocean Road, and on the cleared hills above the road. Buildings are all residential, and development is exposed due to a lack of vegetation along the roadside and on the cleared fields on the hill faces. Some residences are tucked into vegetated slopes<br>Impacts include:<br>• Hikers walking along wither the GOR or the coast below the road.<br>• Skenes Creek Trailhead at the existing Skenes Beach carpark, which is located just west of the river. | Foreground (<50m) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| TOURISM RECEPTORS (TOWNSHIP CONTEXT) | | | | | | | | |
| VP 23<br>Fairhaven Beach | Fairhaven SLSC / beach | Fairhaven Beach is a wide, flat sandy beach with open views in both directions. There is a significant drop from the GOR level to the beach, with vegetated dunes forming a backdrop. The SLSC is an imposing structure, but there are limited vies of development from the beach.<br>Impacts include: | Foreground (<50m) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | • Hikers congregating at the SLSC, and possible on the beach and walking along the trail (from the SLSC northwards up the valley)<br>• Fairhaven trailhead infrastructure at the Surf Lifesaving Club, which is located at a busy intersection– the SLSC represents a local activity node. | | | *perceived values or scenic quality of the setting* | | | |
| VP 20<br>Memorial Arch Carpark | Memorial Arch | Memorial Arch lies on the western edge of Moggs Creek. It is a clear tourist node attracting a lot of tourist visitation, including busses, with the arch itself dominating the view from the road. Houses are visible along the road to the east, and to the west, beyond the arch, the landscape is natural with no development visible.<br>Impacts include:<br>• Hikers walking along a short section of the trail west of Ocean View Lookout. This section of trail runs along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Ocean View Lookout against a vegetated backdrop behind the houses. This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | Foreground (900m) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| VP 19<br>Memorial Arch Beach<br><br>Ref Appendix 3 for wireframe | Moggs Creek Beach / Memorial Arch Beach | Moggs Creek Beach is a wide, flat sandy beach with open views in both directions. There is a drop from the GOR level to the beach, with vegetated dunes forming a backdrop with large houses visible above the GOR to the east.<br>Impacts include:<br>• Hikers walking along a short section of the trail west of Ocean View Lookout. This section of trail runs along the ridgeline, but | Foreground (900m) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | the view line of the ridge is not expected to be interrupted.<br>• Ocean View Lookout against a vegetated backdrop behind the houses. This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | | | *scenic quality of the setting* | | | |
| | Lorne SLSC / Beach / Foreshore Reserve | Lorne Beach is flat sandy beach contained by rock shelves in the north and south. Views are limited by headlands in the medium distance in both directions. There is a high visual connection with the town centre and reserve parkland between the Sea Baths and the SLSC, but the majority of the beach enjoys a backdrop vegetation and tall trees.<br>Impacts include:<br>• Hikers walking along the existing Lorne Foreshore, utilising existing infrastructure. | Foreground (<50m) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Lorne township attractions:<br>• Bert Alsop Trail<br>• Swing Bridge<br>• Shipwreck Trail<br>• Mountjoy Parade (diverse attractions)<br>• Lorne Foreshore<br>• Point Grey Picnic Area | Besides the beach and the bustling Lorne town centre, there are a range of forested walks, tracks and trails along the coast, up valleys and into the vegetated hills beyond the town, some including historic sites. Recreation space includes open grassed parkland adjacent to the main beach, and a smaller grassy parkland network to the south of the pier.<br>Impacts include:<br>• Hikers walking along the existing Lorne Foreshore, utilising existing infrastructure and utilising the amenities of Lorne. | Foreground (<50m) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Separation Creek Beach | The small, sandy beach at Separation Creek is contained by rocky points on either end. The houses of Separation Creek lie behind the beach, within a broad, cleared valley. Steep forested slopes rise up on either side of the settlement enclosing views. The beach has a | Foreground (<1km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form |

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| | | relatively well vegetated backdrop that is broken by access points, and recedes at the river mouth.<br>Impacts include:<br>• Hikers walking along short stretches of trail along the GOR. | | | *The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | | | mitigation measures |
| | Wye River Beach | The beach at Wye River is small, contained by rocky points at either end with a river mouth cutting through. The vegetated backdrop recedes near the bridge, where there is a high visual connection with the GOR and the town centre. Houses are partially visible within the low vegetated hills beyond.<br>Impacts include:<br>• Hikers walking along the GOR (existing trails and bridge) to the town centre. | Foreground (<100m) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Kennett River SLSC / Beach | Kennett River has a small rocky beach with are long range views contained by headlands. Breaks in vegetation behind the beach results in a high visual connection to the GOR, the town centre and to the cleared grassy fields along the river valley<br>Impacts include:<br>• Hikers walking along the GOR and westwards up the valley along the existing Kennett River Nature Walk. | Foreground (<100m) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Skenes Creek Beach / Cunningham Point Lookout | The Skenes Creek Beach is a small, crescent shaped beach with a vegetated backdrop. It is contained physically and visually by rocky points at either end. Breaks in coastal vegetation offer a high visual connection with the GOR and the houses along the road, mainly at the carpark and the bridge. | Foreground (<50m) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | Impacts include:<br>• Hikers walking along wither the GOR or on the beach below the road.<br>• Skenes Creek Trailhead at the existing Skenes Beach carpark, which is located just west of the river within Skenes Creek township. | | | *insignificant effect on the perceived values or scenic quality of the setting* | | | |
| ROAD USER RECEPTORS (TOWNSHIP CONTEXT) | | | | | | | | |
| VP 20<br>Memorial Arch Carpark | Commuters in vehicles - progressive views (while in motion) from Fairhaven to Moggs Creek at an average speed of 60km/h | Between Fairhaven and Moggs Creek, visibility of development is shielded by the steep terrain in the north, and clear, uninterrupted views of the coastline are possible to the south. Part of Moggs Creek is visible as the road descends into the settlement. To the west of Moggs Creek, beyond Memorial Arch, the visual landscape becomes natural again, with views in all directions.<br>Impacts include:<br>• Hikers walking along a short section of the trail west of Ocean View Lookout. This section of trail runs along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• The Fairhaven Trailhead for a long stretch – 3km – to the west. The trailhead is located at the Surf Lifesaving Club, which is located at a busy intersection– the SLSC represents a local activity node.<br>• Ocean View Lookout against a vegetated backdrop for long stretches of road – 4km from Fairhaven to Moggs Creek. This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | Foreground (<1km) | Low | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | Commuters in vehicles - progressive views (while in motion) passing through Lorne at an average speed of 40km/h | Lorne town centre is often bustling with tourism and consists of a main street with cafes and shops and holiday accommodation. There is a mix of old and newer, taller accommodation. Much of the housing is tucked into the hills settled below a tall eucalypt tree canopy, accessed by steep and windy roads.<br>Impacts include:<br>• Hikers walking along the existing Lorne Foreshore and along the GOR. | Foreground (<1km) | Low | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Commuters in vehicles - progressive views (while in motion) passing through Wye River at an average speed of 40km/h | Wye commercial zone blends in with the residential character of the town. The narrow river that cuts through, and its bay, provide a stronger definition of the town centre. Housing is mostly simple shacks nestled into the hills, sometimes exposed but often concealed by the tree canopy.<br>Impacts include:<br>• Hikers walking along the GOR (existing trails and bridge) to the town centre. | Foreground (<1km) | Low | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Commuters in vehicles - progressive views (while in motion) passing through Kennett River at an average speed of 40km/h | The town centre lies adjacent to the Kennett River. The lower valley slopes are cleared of trees and understorey. Housing consists mostly of simple weatherboard buildings, much of which lies in the surrounding well treed hills, with buildings largely concealed by vegetation.<br>Impacts include:<br>• Hikers walking along the GOR (existing trails and bridge) GOR through the township, and / or westwards along the existing Kennett River Nature Walk. | Foreground (<1km) | Low | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Commuters in vehicles - progressive views | Skenes Creek is a small residential settlement, comprising scattered buildings in a ribbon | Foreground (<1km) | Low | Negligible | Long Term<br>Reversible | LOW | • VAC is HIGH (inherent) |

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| | (while in motion) passing through Skenes Creek at an average speed of 40km/h | formation along the Great Ocean Road, and on the cleared hills above the road. Visibility is mostly high along the road and in the cleared fields on the hills due to a lack of vegetation. Some residences are tucked into vegetated slopes.<br>Impacts include:<br>• Hikers walking along wither the GOR or the coast below the road.<br>• Skenes Creek Trailhead for a short stretch – 1km. The trailhead is located at the existing Skenes Creek Beach carpark, which is located just west of the river within Skenes Creek township. | | | *The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | | Minor adverse | • Proposed built form mitigation measures |
| VP 20<br>Memorial Arch Carpark | Tourists in vehicles - progressive views (while in motion) from Fairhaven to Moggs Creek at an average speed of 60km/h | Between Fairhaven and Moggs Creek, visibility of development is shielded by the steep terrain in the north, and clear, uninterrupted views of the coastline are possible to the south. Part of Moggs Creek is visible as the road descends into the settlement. To the west of Moggs Creek, beyond Memorial Arch, the visual landscape becomes natural again, with views in all directions.<br>Impacts include:<br>• Hikers walking along a short section of the trail west of Ocean View Lookout. This section of trail runs along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• The Fairhaven Trailhead for a long stretch – 3km – to the west. The trailhead is located at the Surf Lifesaving Club, which is located at a busy intersection– the SLSC represents a local activity node.<br>• Ocean View Lookout against a vegetated backdrop for long stretches of road – 4km from Fairhaven to Moggs Creek. This is a | Foreground (<1km) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m) | | | | | | |
| | Tourists in vehicles - progressive views (while in motion) passing through Lorne at an average speed of 40km/h | Lorne town centre is often bustling with tourism and consists of a main street with cafes and shops and holiday accommodation. There is a mix of old and newer, taller accommodation. Much of the housing is tucked into the hills settled below a tall eucalypt tree canopy, accessed by steep and windy roads.<br>Impacts include:<br>• Hikers walking along the existing Lorne Foreshore and along the GOR. | Foreground (<1km) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Tourists in vehicles - progressive views (while in motion) passing through Wye River at an average speed of 40km/h | Wye commercial zone blends in with the residential character of the town. The narrow river that cuts through, and its bay, provide a stronger definition of the town centre. Housing is mostly simple shacks nestled into the hills, sometimes exposed but often concealed by the tree canopy.<br>Impacts include:<br>• Hikers walking along the GOR (existing trails and bridge) to the town centre. | Foreground (<1km) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Tourists in vehicles - progressive views (while in motion) passing through Kennett River at an average speed of 40km/h | The town centre lies adjacent to the Kennett River. The lower valley slopes are cleared of trees and understorey. Housing consists mostly of simple weatherboard buildings, much of which lies in the surrounding well treed hills, with buildings largely concealed by vegetation.<br>Impacts include:<br>• Hikers walking along the GOR (existing trails and bridge) GOR through the | Foreground (<1km) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | township, and / or westwards along the existing Kennett River Nature Walk. | | | *scenic quality of the setting* | | | |
| | Tourists in vehicles - progressive views (while in motion) passing through Skenes Creek at an average speed of 40km/h | Skenes Creek is a small residential settlement, comprising scattered buildings in a ribbon formation along the Great Ocean Road, and on the cleared hills above the road. Visibility is mostly high along the road and in the cleared fields on the hills due to a lack of vegetation. Some residences are tucked into vegetated slopes.<br>Impacts include:<br>• Hikers walking along wither the GOR or the coast below the road.<br>• Skenes Creek Trailhead for a short stretch – 1km. The trailhead is located at the existing Skenes Creek Beach carpark, which is located just west of the river within Skenes Creek township. | Foreground (<1km) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

*Table 9: Visual Impact Assessment – New Conditions – Rural Context*

| Viewpoint Ref | Receptor description | Description of Impacts | Proximity | Receptor Sensitivity | Nature & Magnitude of Change | Duration | Significance Rating | Mitigation |
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| RESIDENTIAL RECEPTORS (RURAL CONTEXT) | | | | | | | | |
| | Isolated houses between Moggs Creek and Lorne (limited) | This area is characterised by majestic forests contrasting with the coast. The steep topography of the Otway Ranges encloses views on the north western (hinterland) side of the road. Where the Great Ocean Road hugs the coastline, views of the coast are wide and unobstructed. Where the road runs more inland, however, only glimpses of the sea are possible through the forest. In general, no development, structures or powerlines are visible along this stretch of the Great Ocean Road, although some scattered houses are visible in places, pockmarked against the backdrop of the vegetated slopes. Long range southern views of Lorne across Louttit Bay are clear from as far north as Cathedral Rock.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail as it meanders between coast and hills. Sections of the trail at Cathedral Rock run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Kelsall's Rock Premier Lookout from houses on the north side of Mair Road. This is a premier lookout in a new location consisting of a series of decked walkways, a rest stop with picnic facilities (7m x 7m) and 2 lookout structures for up to 12 people each (10m x 5m). The lookouts will include balustrades, interpretive signage and seating. | Foreground – Medium ground<br>(0-2km) | High | Low<br>*The Proposal constitutes a discernible but minor component of the wider view.*<br>*Awareness of the element will have a negative but not a marked effect on overall scenic quality.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | MODERATE<br>Moderate adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |

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| | | • Big Hill Campground from houses on the north side of Mair Road. This is a new camp consisting of 8 campsites (approx. Ø3m each, possibly decked) spaced 3-8m apart linked by pathways or decks. Additional facilities would include designated seating and cooking stove areas, connecting boardwalks / pathways and ablutions.<br>• Cathedral Rock Lookout from houses along the GOR east of Big Hill and along Broadbent Road adjacent to The Springs. This is a major lookout in a new location consisting of a cantilevered deck, balustrade, and seating for up to 12 people (approximately 3m x 4m) | | | | | | |
| | Isolated houses near Cumberland River | This area is characterised by majestic forests contrasting with the coast. The Great Ocean Road hugs the coastline, views of the coast are wide and open. The road meanders gently, allowing views to oscillate between the steep topography rising above, and that falling away below. In general, no development, structures or powerlines are visible along this stretch of the Great Ocean Road, although some scattered houses are visible in places, pockmarked against the backdrop of the vegetated slopes. Long range views across the small headlands are possible where the road orientation allows. At Cumberland River, a small clearing with a single building is visible from the road.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail as it meanders between coast and hills. Sections of the trail run along the ridgeline, but the view line of the ridge is not expected to be interrupted<br>• Castle Rock Lookout from houses on the ridge east of Cumberland River. This is a | Foreground – Medium ground<br>(0-2km) | High | Moderate<br>*The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.*<br>*The scenic character and quality of the site is diminished.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | HIGH<br>Major adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | major lookout in an existing location consisting of a deck cantilevered about 1-2m, balustrade & seating for up to 12 people (approx. 3m x 4m) including some terraced seating against the slope behind (5m long).<br>• Langdale Pike Lookout from houses on the ridge east of Cumberland River. This is a new lookout in a new position consisting of deck and balustrade wrapping around the topography providing multiple viewing options for up to 12 people (approx. 2m x 10m).<br>• Partial view of Cumberland Winterbrook Suspension Bridge from houses on the ridge east of Cumberland River. This is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end. The bridge will interrupt the ridgeline, either as a partial view of one or both towers, or of the horizontal deck.<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure at 3 new points.* | | | | | | |
| VP 6<br>Wye River Switch | Isolated houses south of Wye River | This area is characterised by majestic forests contrasting with the coast. The coast is exposed, sometimes with high sea cliffs. The road hugs the coastline, and steep topography of the Otway Ranges encloses views on the north western (hinterland) side. These slopes manifest as steep road cuttings for significant sections. Views of the coast are wide and mostly unobstructed. Visibility of development, structures and powerlines is limited to townships.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail along the coast | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting.* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | above the GOR. Sections of the trail in this area run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Coastal Lookout (South) from houses on the southern outskirts of Wye River and on the northern outskirts of Kennett River. This is a major lookout in a new location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m). | | | Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | |
| | Isolated houses south of Kennett River | This area is characterised by majestic forests contrasting with the coast. The coast is exposed, sometimes with high sea cliffs. The road hugs the coastline, and steep topography of the Otway Ranges encloses views on the north western (hinterland) side. These slopes manifest as steep road cuttings for significant sections. Views of the coast are wide and mostly unobstructed. Visibility of development, structures and powerlines is limited to townships.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail along the coast above the GOR. Sections of the trail in this area run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Mount Meuron Premier Lookout from houses south of Grey River. This is a premier lookout in a new location consisting of a primary cantilevered lookout (20m x 10m), a secondary lookout (10m x 10m) and a rest stop with picnic facilities (20m x 10m). The lookouts will include balustrades, interpretive signage, and seating. | Foreground – Medium ground<br>(0-2km) | High | Moderate<br>*The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.*<br>*The scenic character and quality of the site is diminished.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | HIGH<br>Major adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| VP 12<br>Von Muellers Layby<br><br>Ref Appendix 3 for wireframe | Isolated Houses north east of Skenes Creek | This area is characterised by stark landscape contrasts. The topographic edge of the Otway Ranges sweeps down to the narrow coastal strip, with incised vegetated creek valleys and other edges emphasised by indigenous vegetation. The road meanders gently, hugging the coast, allowing oscillating views of the rolling hills of the hinterland, and open, mostly unobstructed views of the coastline over the low coastal scrub. Development is rural in nature. Except for a short strip of houses at Sugarloaf, buildings and structures are well set back from the road and visible within the context of grassy fields. No powerlines are visible outside of the townships, and long range views across the small headlands are possible where the road orientation allows.<br>Impacts include:<br>• Hikers walking along short stretches of trail along the coast below the GOR.<br>• Von Meuller's Creek Lookout from scattered dwellings in the hills and along the road. This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 1m). | Foreground – Medium ground<br>(0-2km) | High | Low<br>*The Proposal constitutes a discernible but minor component of the wider view.*<br>*Awareness of the element will have a negative but not a marked effect on overall scenic quality*<br>Impacts will be the result of vegetation clearing at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Reversible | MODERATE<br>Moderate adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |
| TOURISM RECEPTORS (RURAL CONTEXT) | | | | | | | | |
| VP 25<br>Cumberland River Holiday Park<br><br>Ref Appendix 3 for wireframe | Cumberland River Holiday Park | This area is characterised by majestic forests contrasting with the coast. The Cumberland River Holiday Park lies on the south bank of the Cumberland River and is enclosed by spectacular topography and dense forests. Steep natural cliffs rise up from the river in the north and steep hills lie to the west and north. The extent of the park is contained within a compact footprint, ad buildings are modest and low-key. Campsites are neat. The park is not | Foreground (<1km) | High | Moderate<br>*The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.* | Long Term<br>Irreversible | HIGH<br>Major adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | visible from the GOR, nor is any road or development visible from the park.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail as it meanders between coast and hills. Sections of the trail run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Castle Rock Lookout from the entire holiday park. This is a major lookout in an existing location consisting of a deck cantilevered about 1-2m, balustrade & seating for up to 12 people (approx. 3m x 4m) including some terraced seating against the slope behind (5m long).<br>• Langdale Pike Lookout from the entire holiday park. This is a new lookout in a new position consisting of deck and balustrade wrapping around the topography providing multiple viewing options for up to 12 people (approx. 2m x 10m).<br>• Partial view of Cumberland Winterbrook Suspension Bridge from most of the park in direct line of sight. This is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end. The bridge will interrupt the ridgeline as a view of one tower and of the horizontal deck in direct view.<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure at 3 new points.* | | | *The scenic character and quality of the site is diminished.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | |
| | St George River Mouth (Lorne) | The area is characterised by majestic forests contrasting with the coast. The road hugs the coastline, and steep topography of the Otway Ranges encloses views on the north western (hinterland) side. The St George River mount is | Foreground (<1km) | High | Moderate<br>*The Proposal forms a clearly visible and recognisable new element within the overall* | Long Term<br>Irreversible | HIGH<br>Major adverse | • VAC is HIGH (inherent)<br>• Proposed built form |

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| | | open, flat and sandy, enclosed on 3 sides by the GOR and forested slopes rising steeply above. Views from the river mouth are limited in extent, and underlined by the GOR, except on the seaward side. Views up the cleared river valley stretch further.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail as it meanders into the hills. The new section of trail running along the slope above the GOR would be visible above the GOR.<br>• Tramway Lookout against the forested slopes from parts of the river mouth / beach. This is a major lookout in an existing location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m).<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure in addition to existing lookouts. Two other lookout decks are visible against this slope – one of which is on the ridgeline* | | | *scene that is readily noticed by the receptor.*<br>*The scenic character and quality of the site is diminished.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | mitigation measures |
| VP 1<br>Cumberland River Beach<br><br>Ref Appendix 3 for wireframe | Cumberland River Beach | This area is characterised by majestic forests contrasting with the coast. The small sandy beach yawns open at the sandy Cumberland River mouth, and is contained by rocky outcrops on either end. Steep forested slopes rise up behind the beach with the GOR in the foreground, enclosing the beach on 3 sides. Road cut slopes are a visible scar on the natural landscape. The Cumberland River bridge and glimpses of the holiday park are possible from the carpark.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail as it meanders | Foreground (<1km) | High | Low<br>*The Proposal constitutes a discernible but minor component of the wider view.*<br>*Awareness of the element will have a negative but not a marked effect on overall scenic quality*<br>Impacts will be the result of vegetation clearing at infrastructure points, people walking along | Long Term<br>Reversible | MODERATE<br>Moderate adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | between coast and hills. Sections of the trail run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Castle Rock Lookout from the entire beach. This is a major lookout in an existing location consisting of a deck cantilevered about 1-2m, balustrade & seating for up to 12 people (approx. 3m x 4m) including some terraced seating against the slope behind (5m long).<br>• Langdale Pike Lookout from most of the beach This is a new lookout in a new position consisting of deck and balustrade wrapping around the topography providing multiple viewing options for up to 12 people (approx. 2m x 10m).<br>• Glimpse of Cumberland Winterbrook Suspension Bridge. This is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end. The bridge will interrupt the ridgeline, and be glimpsed as a partial view of one of the towers.<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure at 3 new points.* | | | the trail as well as the infrastructure itself | | | |
| VP 11<br>Addis Bay | Addis Bay Beach | This area is characterised by majestic forests contrasting with the coast. The road hugs the coastline, which drops steeply down to the small, rocky beach. No development is visible from the beach other than the line of the GOR approaching and sweeping behind the beach. Forested slopes surround the beach on all sides.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail along the coast above the GOR. Sections of the trail run | Medium ground<br>(1-2km) | High | Moderate<br>*The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.*<br>*The scenic character and quality of the site is diminished.* | Long Term<br>Irreversible | HIGH<br>Major adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Mount Meuron Premier Lookout from the entire beach. This is a premier lookout in a new location consisting of a primary cantilevered lookout (20m x 10m), a secondary lookout (10m x 10m) and a rest stop with picnic facilities (20m x 10m). The lookouts will include balustrades, interpretive signage, and seating. | | | Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | |
| | Biddles Beach | This area is characterised by stark landscape contrasts – forested areas interspersed with cleared fields and rural homesteads visible on the low rolling hills. The road hugs the coastline, sweeping behind the sandy beach, backed by low coastal scrub.<br>Impacts include:<br>• Hikers walking along the beach. | Foreground (<1km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Trails and tracks north of Moggs Creek | This area is characterised by majestic forests contrasting with the coast. The inland areas, which are mostly part of the Great Otway National Park or other conservation areas, are well forested and visually enclosed, except at clearings.<br>Impacts include:<br>• Vegetation clearing and hikers walking along the GORCT.<br>• Ocean View Lookout glimpsed from various trails and tracks. This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |

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| VP 24<br>Big Hill | Trails and tracks between Moggs Creek and Lorne (limited) | This area is characterised by majestic forests contrasting with the coast. The inland areas, which are mostly part of the Great Otway National Park or other conservation areas, are well forested and visually enclosed, except at clearings.<br>Impacts include:<br>• Vegetation clearing and hikers walking along the GORCT.<br>• Kelsalls Rock Premier Lookout glimpsed from various trails and tracks. This is a premier lookout in a new location consisting of a series of decked walkways, a rest stop with picnic facilities (7m x 7m) and 2 lookout structures for up to 12 people each (10m x 5m). The lookouts will include balustrades, interpretive signage and seating.<br>• Big Hill Hikers Campground glimpsed from various trails and tracks. This is a new camp consisting of 8 campsites (approx. Ø3m each, possibly decked) spaced 3-8m apart linked by pathways or decks. Additional facilities would include designated seating and cooking stove areas, connecting boardwalks / pathways and ablutions.<br>• Cathedral Rock Lookout glimpsed from various trails and tracks. This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Reedy Creek Suspension Bridge glimpsed from various trails and tracks This is a new bridge in a new position, at a height of 20m | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | above the valley floor, spanning 71m, with towers 7.3m high on either end.<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure at 4 new points, depending on the route they follow.* | | | | | | |
| | Trails and tracks west of Lorne | This area is characterised by majestic forests contrasting with the coast. The inland areas, which are mostly part of the Great Otway National Park or other conservation areas, are well forested and visually enclosed, except at clearings.<br>Impacts include:<br>• Vegetation clearing and hikers walking along the GORCT.<br>• Tramway Lookout glimpsed from various trails and tracks. This is a major lookout in an existing location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m). Two other lookout decks are visible against this slope – one of which is one the ridgeline. | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Trails and tracks surrounding Cumberland River | This area is characterised by majestic forests contrasting with the coast. The inland areas, which are mostly part of the Great Otway National Park or other conservation areas, are well forested and visually enclosed, except at clearings.<br>Impacts include:<br>• Vegetation clearing and hikers walking along the GORCT.<br>• Castle Rock Lookout glimpsed from various trails and tracks. This is a major lookout in an existing location consisting of a deck | Foreground<br>(<1km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | cantilevered about 1-2m, balustrade & seating for up to 12 people (approx. 3m x 4m) including some terraced seating against the slope behind (5m long).<br>• Langdale Pike Lookout glimpsed from various trails and tracks. This is a new lookout in a new position consisting of deck and balustrade wrapping around the topography providing multiple viewing options for up to 12 people (approx. 2m x 10m).<br>• Partial view of Cumberland Winterbrook Suspension Bridge glimpsed from various trails and tracks. This is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end. The bridge could interrupt the ridgeline, either as a view of one or both towers, or of the horizontal deck.<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure at 3 new points.* | | | Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | |
| | Trails and track south west of Cumberland River (very limited) | This area is characterised by majestic forests contrasting with the coast. The inland areas, which are mostly part of the Great Otway National Park or other conservation areas, are well forested and visually enclosed, except at clearings.<br>Impacts include:<br>• Vegetation clearing and hikers walking along the GORCT.<br>• Mount Defiance Suspension Bridge glimpsed from various trails and tracks. This is a new bridge in a new position, at a height of 45m above the valley floor, | Foreground (<1km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | spanning 165m, with towers 16.3m high on either end.<br>• Mount Defiance Lookout glimpsed from various trails and tracks. This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure at 2 new points.* | | | and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | |
| | Trails and Tracks between Cumberland River and Wye River (very limited) | This area is characterised by majestic forests contrasting with the coast. The inland areas, which are mostly part of the Great Otway National Park or other conservation areas, are well forested and visually enclosed, except at clearings.<br>Impacts include:<br>• Vegetation clearing and hikers walking along the GORCT.<br>• Coastal Lookout (North) glimpsed from various trails and tracks. This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| | Trails and tracks south of Wye River (limited) | This area is characterised by majestic forests contrasting with the coast. The inland areas, which are mostly part of the Great Otway National Park or other conservation areas, are well forested and visually enclosed, except at clearings.<br>Impacts include: | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | • Vegetation clearing and hikers walking along the GORCT.<br>• Coastal Lookout (South) glimpsed from various trails and tracks. This is a major lookout in a new location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m). | | | *insignificant effect on the perceived values or scenic quality of the setting.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | |
| | Trails and tracks between Kennett River and Skenes Creek | Just south west of Kennett River (at Cape Patton) the forests of the Otway ranges give way to coastal valleys and hills. The landscape is characterised by stark contrasts in this area. The topographic edge of the Otway Ranges with steep topography and coastal forest is offset against open views of cleared grazing land over rolling hills. The trail skirts the open fields, remaining within the forested edge of the Otway Ranges.<br>Impacts include:<br>• Vegetation clearing and hikers walking along the GORCT.<br>• Mount Meuron Premier Lookout glimpsed from various trails and tracks. This is a premier lookout in a new location consisting of a primary cantilevered lookout (20m x 10m), a secondary lookout (10m x 10m) and a rest stop with picnic facilities (20m x 10m). The lookouts will include balustrades, interpretive signage, and seating.<br>• Wongarra Campgound glimpsed from various trails and tracks. This is a new camp consisting of 8 campsites (approx. Ø3m each, possibly decked) spaced 3-8m apart linked by pathways or decks. Additional facilities would include designated seating | Foreground – Back ground<br>(0-3km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |

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| | | and cooking stove areas, connecting boardwalks / pathways and ablutions.<br>• Von Meuller's Creek Lookout glimpsed from various trails and tracks. This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 1m).<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure at 2 new points.* | | | | | | |
| | Trails and tracks north of Skenes Creek | The landscape is characterised by stark contrasts in this area. The topographic edge of the Otway Ranges with steep topography and coastal forest is offset against open views of cleared grazing land over rolling hills. Trails and tracks cover both forested and cleared areas beyond the extent of Skenes Creek township.<br>Impacts include:<br>• Hikers walsking along the GORCT.<br>• Skenes Creek Trailhead glimpsed from various trails and tracks. The trailhead is located at the existing Skenes Beach carpark, which is located just west of the river. | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |
| ROAD USER RECEPTORS (RURAL CONTEXT) | | | | | | | | |
| | Commuters in vehicles - progressive views (while in motion) in the stretches between towns (56 km of road) at an average speed of 60km/h | From Fairhaven to Big Hill, the landscape is characterised by coastal dunes and cliffs, interspersed with inlets. Inland topography is hilly and exposed, with low, dense vegetation. Where the road runs right next to the sea outstanding coastal and ocean panoramas are revealed. There is some scattered ribbon | Foreground – Medium ground<br>(0-2km) | Moderate | Negligible<br>*The Proposal or associated activity is hardly visually discernible.* | Long Term<br>Irreversible | LOW<br>Minor adverse | • VAC is MODERATE to HIGH (inherent)<br>• Proposed built form |

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| | | development ,highly visible due to the low coastal heath and exposed landscape.<br><br>From Big Hill to Cape Patton, the landscape is characterised by dense forest cover in hilly terrain, extending to the sea in places. The vegetation is indigenous tall, closed forest the encloses and isolates views. Where the GOR hugs the coastline some of the most dramatic cliff and ocean scenery is visible, including long range views up and down the coastline. Little development is evident outside of townships, although some scattered houses are visible especially north of Lorne, pockmarked against the backdrop of the vegetated slopes.<br><br>Beyond Cape Patton, the landscape is characterised by stark contrasts. The topographic edge of the Otway Ranges with steep topography and coastal forest is offset against open views of cleared grazing land over rolling hills. Development is rural in nature.<br><br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail along the coast above the GOR, specifically at Tramway Lookout, Cathedral Rock and Cumberland River. Some these sections would be highly visible alignment above the GOR.<br>• Vegetation clearing and hikers walking along stretches of trail along the coast above GOR, most notably between Jamieson Creek and Wye River and between Wye River and Kennett River, and between Kennett River and Mount Meuron Lookout.<br>• Vegetation clearing and hikers walking along stretches of trail along the coast below the GOR, specifically from Smythe Creek to Skenes Creek. | | | *The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br><br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | mitigation measures |

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| | | • Ocean View Lookout (for long stretches of road – 3-4km west of Moggs Creeks). This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m).<br>• Kelsalls Rock Premier Lookout (for very short stretches – 500m - at Devils Elbow switchbacks). This is a premier lookout in a new location consisting of a series of decked walkways, a rest stop with picnic facilities (7m x 7m) and 2 lookout structures for up to 12 people each (10m x 5m). The lookouts will include balustrades, interpretive signage and seating.<br>• Cathedral Rock Lookout (for a short stretch – 1.5km). This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Tramway Lookout (for a short stretch – 1km). This is a major lookout in an existing location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m). Two other lookout decks are visible against this slope – one of which is one the ridgeline.<br>• Castle Rock Lookout, Langdale Pike Lookouts and Cumberland Winterbrook Suspension Bridge for a short stretch around the bridge switchback. Castle Rock and Langdale Pike are both major lookouts for up to 12 people. Cumberland Winterbrook Suspension Bridge is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end. The bridge will | | | | | | |

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| | | interrupt the ridgeline as a glimpse of a partial view of one of the towers.<br>• Mount Defiance Lookout (for a very short stretch – 100m). This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Coastal Lookout North (for short stretches – less than 1km). This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m).<br>• Coastal Lookout South (for a short stretch – 500m). This is a major lookout in a new location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m).<br>• Mount Meuron Premier Lookout (for a stretch – around 4km – mostly to the east and south west of the lookout). This is a premier lookout in a new location consisting of a primary cantilevered lookout (20m x 10m), a secondary lookout (10m x 10m) and a rest stop with picnic facilities (20m x 10m). The lookouts will include balustrades, interpretive signage, and seating.<br>• Von Meuller's Creek Lookout (for a short stretch – 1km). This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 1m). | | | | | | |
| | Tourists in vehicles - progressive views (while in motion) in the stretches between towns (56km of road) | From Fairhaven to Big Hill, the landscape is characterised by coastal dunes and cliffs, interspersed with inlets. Inland topography is hilly and exposed, with low, dense vegetation. Where the road runs right next to the sea outstanding coastal and ocean panoramas are revealed. There is some scattered ribbon | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.* | Long Term<br>Irreversible | LOW<br>Minor adverse | • VAC is MODERATE to HIGH (inherent)<br>• Proposed built form |

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| | at an average speed of 60km/h | development ,highly visible due to the low coastal heath and exposed landscape.<br><br>From Big Hill to Cape Patton, the landscape is characterised by large areas of dense forest cover in hilly terrain, extending to the sea in places. The vegetation is indigenous tall, closed forest the encloses and isolates views. Where the GOR hugs the coastline some of the most dramatic cliff and ocean scenery is visible, including long range views up and down the coastline. Little development is evident outside of townships, although some scattered houses are visible especially north of Lorne, pockmarked against the backdrop of the vegetated slopes.<br><br>Beyond Cape Patton, the landscape is characterised by stark contrasts. The topographic edge of the Otway Ranges with steep topography and coastal forest is offset against open views of cleared grazing land over rolling hills. Development is rural in nature.<br><br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail along the coast above the GOR, specifically at Tramway Lookout, Cathedral Rock and Cumberland River. Some these sections would be highly visible alignment above the GOR.<br>• Vegetation clearing and hikers walking along stretches of trail along the coast above GOR, most notably between Jamieson Creek and Wye River and between Wye River and Kennett River, and between Kennett River and Mount Meuron Lookout.<br>• Vegetation clearing and hikers walking along stretches of trail along the coast below the GOR, specifically from Smythe Creek to Skenes Creek. | | | *The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br><br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | mitigation measures |

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| | | • Ocean View Lookout (for long stretches of road – 3-4km west of Moggs Creeks). This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m).<br>• Kelsalls Rock Premier Lookout (for very short stretches – 500m - at Devils Elbow switchbacks). This is a premier lookout in a new location consisting of a series of decked walkways, a rest stop with picnic facilities (7m x 7m) and 2 lookout structures for up to 12 people each (10m x 5m). The lookouts will include balustrades, interpretive signage and seating.<br>• Cathedral Rock Lookout (for a short stretch – 1.5km). This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Tramway Lookout (for a short stretch – 1km). This is a major lookout in an existing location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m). Two other lookout decks are visible against this slope – one of which is one the ridgeline.<br>• Castle Rock Lookout, Langdale Pike Lookouts and Cumberland Winterbrook Suspension Bridge for a short stretch around the bridge switchback. Castle Rock and Langdale Pike are both major lookouts for up to 12 people. Cumberland Winterbrook Suspension Bridge is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end. The bridge will | | | | | | |

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| | | interrupt the ridgeline, and be glimpsed as a partial view of one of the towers.<br>• Mount Defiance Lookout (for a very short stretch – 100m). This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Coastal Lookout North (for short stretches – less than 1km). This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m).<br>• Coastal Lookout South (for a short stretch – 500m). This is a major lookout in a new location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m).<br>• Mount Meuron Premier Lookout (for a stretch – around 4km – mostly to the east and south west of the lookout). This is a premier lookout in a new location consisting of a primary cantilevered lookout (20m x 10m), a secondary lookout (10m x 10m) and a rest stop with picnic facilities (20m x 10m). The lookouts will include balustrades, interpretive signage, and seating.<br>• Von Meuller's Creek Lookout (for a short stretch – 1km). This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 1m). | | | | | | |
| VP 18<br>Cinema Point Lookout | Informal laybys and carparks along the GOR between Moggs Creek and Big Hill, including Cinema Point Lookout (short stops) | This area is characterised by low coastal vegetation, and therefore, long range views in all directions. The topography is steep and densely vegetated. The Cinema Point Lookout is a well known regional lookout which offers an uninterrupted view to the northeast along the bay all the way to Split Point Lighthouse. Strip | Foreground – Medium ground<br>(0-2km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is MODERATE (inherent)<br>• Proposed built form |

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| | | development along the GOR and houses in the hills are highly visible against the natural backdrop of the hills.<br>Impacts include:<br>• Vegetation clearing and hikers walking along a short section of the trail west of Ocean View Lookout. Sections of the trail along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Ocean View Lookout at a distance of 2km (unlikely). This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | | | *The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | mitigation measures |
| VP 17<br>The Springs<br><br>Ref Appendix 3 for wireframe | Informal layby's and carparks along the GOR between Big Hill and Lorne (short stops), including The Springs historic site, lookout & picnic area<br>(medium stop) | This area is characterised by majestic forests contrasting with the coast. The steep topography of the Otway Ranges encloses views on the north western (hinterland) side of the road. Where the Great Ocean Road hugs the coastline, views of the coast are wide and unobstructed. Where the road runs more inland, however, only glimpses of the sea are possible through the forest. The Springs is well frequented rest stop, picnic area, lookout and historic site. It offers view in both directions, but mainly to the northeast along the bay all the way to Split Point Lighthouse. The alignment of the GOR and some scattered houses are visible, pockmarked against the backdrop of the vegetated slopes.<br>Impacts include:<br>• Vegetation clearing and hikers walking along a short section of the trail approaching Cathedral Rock Lookout. Sections of the trail run along the ridgeline, but the view line of the ridge is not expected to be interrupted. | Foreground – Medium ground<br>(0-2km) | High | Low<br>*The Proposal constitutes a discernible but minor component of the wider view.*<br>*Awareness of the element will have a negative but not a marked effect on overall scenic quality*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | MODERATE<br>Moderate adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | • Cathedral Rock Lookout at a distance of less than 1km. This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m). | | | | | | |
| VP 16<br>Tramway Layby<br><br>Ref Appendix 3 for wireframe | Informal layby's and carparks along the GOR south of Lorne, including the laybys at St George River (short stops) | The area is characterised by majestic forests contrasting with the coast. The road hugs the coastline, and steep topography of the Otway Ranges encloses views on the north western (hinterland) side. The St George River mount is open, flat and sandy, enclosed on 3 sides by the GOR and forested slopes rising steeply above. It is a busy section of the GOR, well frequented and giving access to a range of amenities. Views include the St George River mouth, with the cleared, grassy valley beyond, and natural, forested slopes rising steeply up on all sides. Ocean views are contained by headland topography.<br>Impacts include:<br>• Vegetation clearing and hikers walking along a short section of the trail approaching Tramway Lookout. The new section of trail running along the slope above the GOR would be visible above the GOR.<br>• Tramway Lookout at a distance of 200m. This is a major lookout in an existing location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m).<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure in addition to existing lookouts. Two other lookout decks are visible against this slope – one of which is on the ridgeline.* | Foreground<br>(<1km) | High | Moderate<br>*The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.*<br>*The scenic character and quality of the site is diminished.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | HIGH<br>Major adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| VP 1<br>Cumberland River Beach<br><br>Ref Appendix 3 for wireframe | Informal layby's and carparks along the GOR south of Lorne, including the beach carpark at Cumberland River (short stops) | This area is characterised by majestic forests contrasting with the coast. From the carpark, spectacular topography is visible in all directions. Steep natural cliffs rise up from the Cumberland River in the north and steep forested hills lie to the west and north, enclosing the beach on 3 sides. To the south, the small sandy beach yawns open at the sandy Cumberland River mouth. Road cut slopes are a visible scar on the natural landscape. Views in all directions are contained, limited by topography.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail as it meanders between coast and hills. Sections of the trail run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Castle Rock Lookout from at a distance of 500m. This is a major lookout in an existing location consisting of a deck cantilevered about 1-2m, balustrade & seating for up to 12 people (approx. 3m x 4m) including some terraced seating against the slope behind (5m long).<br>• Langdale Pike Lookout at a distance of less than 1km. This is a new lookout in a new position consisting of deck and balustrade wrapping around the topography providing multiple viewing options for up to 12 people (approx. 2m x 10m).<br>• Glimpse of Cumberland Winterbrook Suspension Bridge at a distance of about 1km. This is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end. The bridge will interrupt the | Foreground (<1km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.*<br>*The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | | ridgeline, and be glimpsed as a partial view of one of the towers.<br>*Of note is that these receptors would be subject to the cumulative impact of new infrastructure at 3 new points.* | | | | | | |
| VP 4<br>Mount Defiance Layby | Informal layby's and carparks along the GOR south of Cumberland River, including the Mount Defiance Layby Lookout (short stops) | This area is characterised by majestic forests contrasting with the coast. Natural cliffs, forested slopes and incised valleys rise up steeply from the road edge and fall away below. Views are contained on the hinterland side, limited by topography. Mid range views of the coast and majestic forest landscapes are possible up and down the coast, vegetation permitting.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail as it approaches Mount Defiance Lookout. Sections of the trail run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Mount Defiance Suspension Bridge glimpsed at a distance of 400m. This is a new bridge in a new position, at a height of 45m above the valley floor, spanning 165m, with towers 16.3m high on either end.<br>• Mount Defiance Lookout at a distance of 400m This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m). | Foreground (<1km) | High | Low<br>*The Proposal constitutes a discernible but minor component of the wider view.*<br>*Awareness of the element will have a negative but not a marked effect on overall scenic quality*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | MODERATE<br>Moderate adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| VP 5<br>WB Godfrey Memorial | Informal layby's and carparks along the GOR north of Wye River, including WB Godfrey Memorial & Lookout (short stops) | This area is characterised by dense forest cover over steep hilly terrain. Mid range views of the coast and majestic forest landscapes are possible up and down the coast, vegetation permitting. | Foreground – Medium ground (0-2km) | High | Low<br>*The Proposal constitutes a discernible but minor component of the wider view.* | Long Term<br>Irreversible | MODERATE<br>Moderate adverse | • VAC is HIGH (inherent)<br>• Proposed built form |

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| | | Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail along the coast above the GOR. Sections of the trail in this area run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Coastal Lookout (North) at a distance of 200m This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | | | *Awareness of the element will have a negative but not a marked effect on overall scenic quality*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | mitigation measures |
| VP 7<br>Coastal South Layby 1<br><br>VP 8<br>Coastal South Layby 2 | Informal layby's and carparks along the GOR between Wye River and Kennett River (short stops) | This area is characterised by dense forest cover over steep hilly terrain. Mid range views of the coast and majestic forest landscapes are possible up and down the coast, vegetation permitting.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short to stretches of trail along the coast above the GOR. Sections of the trail in this area run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Coastal Lookout (South) at a varying distances. This is a major lookout in a new location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m). | Foreground – Medium ground<br>(0-2km) | High | Low<br>*The Proposal constitutes a discernible but minor component of the wider view.*<br>*Awareness of the element will have a negative but not a marked effect on overall scenic quality*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | Long Term<br>Irreversible | MODERATE<br>Moderate adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |
| VP 9<br>Mt Meuron Layby | Informal layby's and carparks along the GOR south of Kennett River (short stops) | This area is characterised by dense forest cover over steep hilly terrain. Some historic road cuttings scar the landscape in places. Mid range views of the coast and majestic forest landscapes are possible up and down the coast, vegetation permitting.<br>Impacts include: | Foreground – Back ground<br>(0-3km) | High | Moderate<br>*The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.* | Long Term<br>Irreversible | HIGH<br>Major adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |

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| Ref Appendix 3 for wireframe | | • Vegetation clearing and hikers walking along short stretches of trail as it approaches Mount Meuron Lookout. Sections of the trail run along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Mount Meuron Premier Lookout at a distance of 1.2km. This is a premier lookout in a new location consisting of a primary cantilevered lookout (20m x 10m), a secondary lookout (10m x 10m) and a rest stop with picnic facilities (20m x 10m). The lookouts will include balustrades, interpretive signage, and seating. | | | *The scenic character and quality of the site is diminished.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | |
| VP 12<br>Von Muellers Layby<br><br>Ref Appendix 3 for wireframe | Informal layby's and carparks along the GOR north east of Skenes Creek (short stops) | This area is characterised by low rolling vegetated hills alternating with cleared grazing pastures. The road meanders gently, hugging the coast, allowing oscillating views of the rolling hills of the hinterland, and open, mostly unobstructed views of the coastline over the low coastal scrub. Development is rural in nature.<br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail and along the coast below the GOR.<br>• Von Mueller's Lookout at a distance of 500m. This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 1m). | Foreground – Medium ground<br>(0-2km) | High | Low<br>*The Proposal constitutes a discernible but minor component of the wider view.*<br>*Awareness of the element will have a negative but not a marked effect on overall scenic quality*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself. | Long Term<br>Reversible | MODERATE<br>Moderate adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |
| SEA-GOING RECEPTORS | | | | | | | | |
| | Tourists and residents in domestic boats (stationary and in motion) within 3km of the coastline. | From Fairhaven to Big Hill, the landscape is characterised by coastal dunes and cliffs, interspersed with inlets. Inland topography is hilly and exposed, with low, dense vegetation. Where the road runs right next to the sea | Foreground – Background<br>(0-3km) | High | Negligible<br>*The Proposal or associated activity is hardly visually discernible.* | Long Term<br>Irreversible | LOW<br>Minor adverse | • VAC is MODERATE to HIGH (inherent) |

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| | | outstanding coastal and ocean panoramas are revealed. There is some scattered ribbon development ,highly visible due to the low coastal heath and exposed landscape.<br><br>From Big Hill to Cape Patton, the landscape is characterised by large areas of dense forest cover in hilly terrain, extending to the sea in places. The vegetation is indigenous tall, closed forest the encloses and isolates views. Where the GOR hugs the coastline some of the most dramatic cliff and ocean scenery is visible, including long range views up and down the coastline. Little development is evident outside of townships, although some scattered houses are visible especially north of Lorne, pockmarked against the backdrop of the vegetated slopes.<br><br>Beyond Cape Patton, the landscape is characterised by stark contrasts. The topographic edge of the Otway Ranges with steep topography and coastal forest is offset against open views of cleared grazing land over rolling hills. Development is rural in nature.<br><br>Impacts include:<br>• Vegetation clearing and hikers walking along short stretches of trail along the coast above the GOR, specifically at Cathedral Rock, St Georges River and Cumberland River. Sections of the trail run along the ridgeline (at Cathedral Rock and Cumberland River), but the view line of the ridge is not expected to be interrupted.<br>• Vegetation clearing and hikers walking along stretches of trail along the coast above GOR, most notably between Jamieson Creek and Wye River and between Wye River and Kennett River, and between Kennett River and Mount Meuron Lookout. Sections of the trail in this area run | | | *The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting*<br><br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself | | | • Proposed built form mitigation measures |

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| | | along the ridgeline, but the view line of the ridge is not expected to be interrupted.<br>• Vegetation clearing and hikers walking along stretches of trail along the coast below the GOR, specifically from Smythe Creek to Skenes Creek.<br>• Fairhaven trailhead infrastructure at the existing Surf Lifesaving Club. The trailhead infrastructure is located at the Surf Lifesaving Club, which is located at a busy intersection– the SLSC represents a local activity node.<br>• Ocean View Lookout (for long stretches – 6km). This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m).<br>• Cathedral Rock Lookout (for a short stretch – 1.5km). This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Tramway Lookout (for a short stretch – less than 1km). This is a major lookout in an existing location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m). Two other lookout decks are visible against this slope – one of which is one the ridgeline.<br>• Castle Rock and Langdale Pike Lookouts (for a very short stretch adjacent to the beach – 50m). This is a major lookout in an existing location consisting of a deck cantilevered about 1-2m, balustrade & seating for up to 12 people (approx. 3m x 4m) including some terraced seating against the slope behind (5m long). | | | | | | |

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| | | • Glimpse of Cumberland Winterbrook Suspension Bridge at a distance of about 1km. This is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end. The bridge will interrupt the ridgeline, and be glimpsed as a partial view of one of the towers.<br>• Mount Defiance Lookout (for a very short stretch – 100m). This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Coastal Lookout North (for short stretches – less than 1km). This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m).<br>• Coastal Lookout South (for a short stretch – 500m). This is a major lookout in a new location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m).<br>• Mount Meuron Premier Lookout (for a stretch – around 4km – mostly to the east and south west of the lookout). This is a premier lookout in a new location consisting of a primary cantilevered lookout (20m x 10m), a secondary lookout (10m x 10m) and a rest stop with picnic facilities (20m x 10m). The lookouts will include balustrades, interpretive signage, and seating.<br>• Von Meuller's Creek Lookout (for a short stretch – 1km). This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 1m). | | | | | | |

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| | | • Skenes Creek Trailhead at the existing Skenes Beach carpark. The trailhead is located just west of the river within Skenes Creek township. | | | | | | |

## 6.5 Landscape Character Impact Assessment

Landscape Character impacts are changes in the fabric, character and quality of the landscape as a result of development and can include:

- Direct impacts on specific landscape elements or values such as scenic quality.
- More subtle effects on the overall pattern of elements that give rise to landscape character and regional and local distinctiveness.
- Impacts upon acknowledged special interests or values such as designated landscapes, conservation sites or cultural associations.
- Cumulative or indirect effects that extend beyond the study area boundary.

An assessment of identified receptors has been undertaken in Table 10: Landscape Assessment – New Conditions. The assessment defines the effects of change resulting from the anticipated impact based on the nature and magnitude of change identified for each receptor type.

**Rating assumptions:**

- Intact and indigenous vegetation is considered sensitive to change, specifically in terms of changes to vegetation patterns.
- Ridgelines and elevated areas are considered sensitive to change.
- Edges and transitions between and within Landscape Character Areas are considered sensitive to change. In general, the following edges are most relevant for the study area:
  - Edges of the towns with the national park and hill faces beyond the current built form limit.
  - Interface of development with the coast.
  - Interface of the Great Ocean Road corridor with the natural landscape, and development adjacent to this corridor.
  - The coastal edge of cliff faces and dunes.
  - Edges of the forested Otway Ranges with cleared land of little tree cover.
  - Interface of a coastal clearing in the forest with adjacent, heavily vegetated areas.
  - Interface of development with coastal cliff / dunal edge.
  - Incised, and naturally vegetated creek valleys.

*Table 10: Landscape Assessment – New Conditions*

| Receptor description | Description of Impacts | Receptor Sensitivity | Nature and Magnitude of Change | Duration | Significance Rating | Mitigation |
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| Otway Forests and Coast: Precinct 4.4: Low Coastal Heath<br><br>*Fairhaven to Big Hill* | This area is characterised by coastal dunes and cliffs, interspersed with inlets. Inland topography is hilly and exposed, with low, dense vegetation. Where the road runs right next to the sea outstanding coastal and ocean panoramas are revealed. The scenic quality of this area is considered to be **moderate**, owing mainly to the visibility of low density ribbon development along the road. The value of the landscape to society is **high**.<br><br>Impacts along the length of this section of trail include:<br>• Trail and hikers meandering from the coast at Fairhaven into the hills, then back to the coast at Ocean View and into the hills again to Big Hill. At Ocean View, the trail runs along the ridgeline close to the GOR.<br>• Fairhaven trailhead infrastructure at the Surf Lifesaving Club, which is located at a busy intersection– the SLSC represents a local activity node.<br>• Ocean View Lookout against a vegetated slope behind houses at Moggs Creek. This is a major lookout in an existing location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m).<br>• Kelsall's Rock Premier Lookout within a forest on a local peak overlooking a valley. This is a premier lookout in a new location consisting of a series of decked walkways, a rest stop with picnic facilities (7m x 7m) and 2 lookout structures for up to 12 people each (10m x 5m). The lookouts will include balustrades, interpretive signage and seating.<br>• Big Hill Hiker Campground within a forest, on a saddle between 2 high points overlooking a valley. This is a new camp consisting of 8 campsites (approx. Ø3m each, possibly decked) spaced 3-8m apart linked by pathways or decks. Additional facilities would include designated seating and cooking stove areas, connecting boardwalks / pathways and ablutions. | Moderate<br>*Some of the key characteristics of the landscape may be vulnerable to the type of change being assessed. Although the landscape may have some ability to absorb change, some alteration in character may result. Considerable care may be needed in locating and designing change within the landscape.* | Negligible<br>*Only a very slight change to baseline conditions and maintains existing landscape character and quality.*<br>*New features complement the scale, landform and pattern of the site landscape and its broader setting.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, as well as the infrastructure itself | Long Term<br>Irreversible | LOW<br>Minor adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |

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| | The following is noted:<br>• The nature of the impacts would not constitute a substantial alteration to key features of the baseline conditions of the landscape.<br>• The impact would not be at any considerable variance with the landform, scale and / or pattern of the landscape. Some mitigation would be possible through siting and rehabilitation.<br>• The impact would not cause the landscape to be substantially changed, nor its value or quality diminished. | | | | | |
| Otway Forests and Coast: Precinct 4.1: Otway Ranges Forest and Coast<br><br>*Big Hill to Cape Patton* | This area is characterised by large areas of dense forest cover in hilly terrain, extending to the sea in places. The vegetation is indigenous tall, closed forest with understorey – sparser in the dry forest areas, and denser in sheltered gullies. The GOR clings to the face of rocky promontories and snakes past steep gullies, offering a constantly changing prospect of sea, sky, and coastal scenery. The scenic quality of this area is considered to be high. The value of the landscape to society is high.<br>Impacts along the length of this section of trail include:<br>• Trail and hikers meandering from Big Hill towards the coast to Cathedral Rock and then back inland to Reedy Creek before heading coastwards to run along the Lorne Foreshore. South of Lorne the trail will oscillate between the hills and the coast – meandering inland and then back again at Cumberland River, Mount Defiance and Jamieson Creek respectively. From Jamieson Creek to Kennett River, hikers will follow the trail along, and very close to, the GOR, through towns, at times along the beach and at times along the ridgeline above the road.<br>• Cathedral Rock Lookout atop a cut-slope cliff immediately above the GOR. This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Reedy Creek Suspension Bridge crossing a valley in a natural forested area. This is a new bridge in a new | Moderate<br>*Some of the key characteristics of the landscape may be vulnerable to the type of change being assessed. Although the landscape may have some ability to absorb change, some alteration in character may result. Considerable care may be needed in locating and designing change within the landscape.* | Negligible<br>*Only a very slight change to baseline conditions and maintains existing landscape character and quality.*<br>*New features complement the scale, landform and pattern of the site landscape and its broader setting.*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, as well as the infrastructure itself | Long Term<br>Irreversible | LOW<br>Minor adverse | • VAC is HIGH (inherent)<br>• Proposed built form mitigation measures |

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| | position, at a height of 20m above the valley floor, spanning 71m, with towers 7.3m high on either end.<br>• Tramway Lookout against a steep vegetated slope above the GOR. This is a major lookout in an existing location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m). Two other lookout decks are visible against this slope – one of which is one the ridgeline.<br>• Castle Rock Lookout on top of a forested ridge and above a natural cliff overlooking the Cumberland River valley. This is a major lookout in an existing location consisting of a deck cantilevered about 1-2m, balustrade & seating for up to 12 people (approx. 3m x 4m) including some terraced seating against the slope behind (5m long).<br>• Langdale Pike Lookout on a forested ridge overlooking a valley. This is a new lookout in a new position consisting of deck and balustrade wrapping around the topography providing multiple viewing options for up to 12 people (approx. 2m x 10m).<br>• Cumberland Winterbrook Suspension Bridge crossing a valley in a natural forested area. This is a new bridge in a new position, at a height of 75m above the valley floor, spanning 164m, with towers 16.3m high on either end.<br>• Mount Defiance Suspension Bridge crossing a valley in a natural forested area. This is a new bridge in a new position, at a height of 45m above the valley floor, spanning 165m, with towers 16.3m high on either end.<br>• Mount Defiance Lookout atop a cut-slope cliff immediately above the GOR. This is a major lookout in a new location consisting of a cantilevered deck, balustrade and seating for up to 12 people (approximately 3m x 4m).<br>• Coastal Lookout (North) on a low, forested ridge above the GOR. This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 2m). | | | | | |

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| | • Coastal Lookout (South) ) on a low, vegetated ridge above the GOR. This is a major lookout in a new location consisting of a deck, balustrade, and seating for up to 5 people (approximately 3m x 2m).<br>• Mount Meuron Premier Lookout on a forested ridge above the GOR. This is a premier lookout in a new location consisting of a primary cantilevered lookout (20m x 10m), a secondary lookout (10m x 10m) and a rest stop with picnic facilities (20m x 10m). The lookouts will include balustrades, interpretive signage, and seating.<br>• Wongarra Hiker Campground within a forest, on a ridge overlooking a valley. This is a new camp consisting of 8 campsites (approx. Ø3m each, possibly decked) spaced 3-8m apart linked by pathways or decks. Additional facilities would include designated seating and cooking stove areas, connecting boardwalks / pathways and ablutions.<br>The following is noted:<br>• The nature of the impacts would not constitute a substantial alteration to key features of the baseline conditions of the landscape.<br>• The impact would not be at any considerable variance with the landform, scale and / or pattern of the landscape. Some mitigation would be possible through siting and rehabilitation.<br>• The impact would not cause the landscape to be substantially changed, nor its value or quality diminished. | | | | | |
| Otway Foothills, Valleys and Uplands: Precinct 2.4: Apollo Bay Coastal Valleys and Hills<br><br>*Cape Patton to Skenes Creek* | This area is characterised by a backdrop of tall and steep, rugged hills, at the foot of which is gently rolling land, sloping down to the coast. The hills that encase the precinct are predominantly cleared with some remnant shrubby foothill and riparian forest vegetation. The area is distinctive as a location where a number of different landscape elements intersect in a dramatic manner. The scenic quality of this area is considered to be **high.** The value of the landscape to society is **high**. | Moderate<br>*Some of the key characteristics of the landscape may be vulnerable to the type of change being assessed. Although the landscape may have some ability to absorb change, some alteration in character may* | Negligible<br>*Only a very slight change to baseline conditions and maintains existing landscape character and quality*<br>*New features complement the scale, landform and pattern of the site* | Long Term<br>Reversible | LOW<br>Minor adverse | • VAC is MODERATE (inherent)<br>• Proposed built form mitigation measures |

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| | Impacts along the length of this section of trail include:<br>• Trail and hikers heading inland into the hills from Mount Meuron, towards Wongarra Campground, and then back towards to the coast along Smythe Creek. At Mount Meuron, the trail runs along the ridgeline close to the GOR for a distance of about 2km. From Smythe Creek to Skenes Creek, hikers will follow the trail along and very close to the GOR, mostly along the coast below the road.<br>• Von Muellers Creek Lookout on the ocean side, below the GOR. This is a major lookout in a new location consisting of a deck, balustrade and seating for up to 5 people (approximately 3m x 1m).<br>• Skenes Creek Trailhead at the existing Skenes Beach carpark, which is located just west of the river within Skenes Creek township.<br>The following is noted:<br>• The nature of the impacts would not constitute a substantial alteration to key features of the baseline conditions of the landscape.<br>• The impact would not be at any considerable variance with the landform, scale and / or pattern of the landscape. Some mitigation would be possible through siting and rehabilitation.<br>• The impact would not cause the landscape to be substantially changed, nor its value or quality diminished. | *result. Considerable care may be needed in locating and designing change within the landscape.* | *landscape and its broader setting*<br>Impacts will be the result of vegetation clearing along the trail alignment and at infrastructure points, as well as the infrastructure itself | | | |

## 6.6 Cumulative Impact Assessment

The construction and operation of the proposed Great Ocean Road Coastal Trail will increase the overall cumulative visual impact of tourism infrastructure within the region. The new trail and associated infrastructure will result in visual impacts at multiple new and existing locations along the trail route. Impacts will be the result of vegetation clearing at infrastructure points, people walking along the trail as well as the infrastructure itself. The clearing of vegetation along the trail will also constitute a visual impact, especially where viewing corridors are opened up along the alignment. A cumulative visual impact of the trail and infrastructure will be experienced on two levels:

- First, the trail and associated infrastructure within the context of existing visual impact (such as existing development and disturbance to the landscape) represents an accumulation of visual impact caused over time. In instances where development is dominant, the built-up context of the visual environment will mitigate this impact, with visual clutter absorbing the visual impact of the trail and infrastructure. However, in areas where the landscape is still dominant, the existing development is more noticeable in contrast with the natural landscape. In these areas, the trail will constitute a cumulative visual impact by increasing disturbance to vegetation, physical presence of people (hikers) and visibility of built form. Areas where the proposed trail infrastructure will add to the cumulative visual impact of development in a location where landscape is still dominant include the following:
    - Ocean View Lookout and trails at Moggs Creek in context of existing houses along the GOR against a backdrop of natural vegetated hills. The significance of this cumulative visual impact will be LOW (adverse) while travelling west and east on GOR. *Moderately sensitive visual receptors + Negligible magnitude of change.*
    - Cathedral Rock Lookout and trails in context of houses pockmarking the naturally vegetated hills, and the GOR clearly visible along the coast. The significance of this cumulative visual impact will be MODERATE (adverse) while travelling north on GOR. *Highly sensitive visual receptors + Low magnitude of change.*
    - Tramway Lookout and trails in the context of two existing lookouts against a prominent, naturally vegetated headland. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north on GOR. *Highly sensitive visual receptors + Moderate magnitude of change.*
    - Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge and trails at Cumberland River in the context of the Cumberland Holiday Park which is partially visible within a naturally vegetated environment. The significance of this cumulative visual impact will be HIGH (adverse) while travelling west and east on GOR. *Highly sensitive visual receptors + Moderate magnitude of change.*
- Second, the fact that the proposed trail and associated infrastructure is not localised, but spread out over a 56km stretch of the GOR means that the trail could be perceived as a recurring visual presence. As such, travellers moving along the GOR would be exposed to multiple sections of trail and multiple infrastructure points as they progress, and perceive them as parts of an overall larger visual impact. This recurring visual exposure represents an accumulation of visual impact resulting from repetitive disturbance to vegetation, physical presence of people (hikers) and visibility of built form. Of note is that the irregularity in the occurrence of the visible trail and infrastructure points and their varied contexts relative to the GOR, will mitigate this impact somewhat. Regular, patterned sightings are more noticeable and recognisable than irregular, varied sightings. Notwithstanding, areas of expected cumulative visual impact due to repetitive exposure to the trail and infrastructure will occur where the GORCT route is closest to the GOR. These areas include the following:
    - At Ocean View Lookout where the trail runs close to the road in the hills above for about 2km before it swings back into the hills. The significance of this cumulative visual impact will be LOW (adverse) while travelling west and east on GOR. *Moderately sensitive visual receptors + Negligible magnitude of change.*
    - At Cathedral Rock Lookout, where the trail runs close to the road in the hills above for less than 1km. The significance of this cumulative visual impact will be LOW (adverse) while travelling north on GOR. *Highly sensitive visual receptors + Negligible magnitude of change.*

- Along the foreshore in Lorne, and in other townships, although the built up context will significantly mitigate this impact. The significance of this cumulative visual impact will be LOW (adverse) while travelling north and south on GOR. *Moderately sensitive visual receptors + Negligible magnitude of change.*
- At Tramway Lookout South of Lorne where the trail follows the headland before heading up St George River valley. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north on GOR. *Highly sensitive visual receptors + Moderate magnitude of change.*
- The entire section of trail from Jamieson Creek to Kennett River and west to Mount Meuron Premier Lookout, where the trail runs close to the road in the hills above. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north and south on GOR. *Highly sensitive visual receptors + Moderate magnitude of change.*
- The entire section of trail from Smythe Creek to Skenes Creek where the trail runs close to the road, most likely along the coast below the road. Vegetation clearing will be minimal, so the impact will be limited mostly to the transient presence of hikers. The significance of this cumulative visual impact will be LOW (adverse) travelling east and west on GOR. *Highly sensitive visual receptors + Negligible magnitude of change.*

## 6.7 Construction Phase Assessment

Construction is by its very nature visually intrusive and will result in visual impacts that are by and large unavoidable, but also limited to a short period of time, until construction works have concluded. These impacts include the following:

- Vegetation clearing to make way for new infrastructure.
- Dust from construction areas and construction activities, especially during dry periods.
- Movement and construction activities at construction sites.
- Construction and trades vehicles on roads and moving through towns.

It is expected that while they occur, construction related impacts will be of HIGH (adverse) significance to sensitive visual receptors for the duration of the construction phase (short term). *Highly sensitive visual receptors + Moderate magnitude of change.*

With appropriate and responsible construction planning and management, the significance of construction impacts may be mitigated somewhat (refer to section 7.1.2). The long term significance of construction phase impacts will be LOW (adverse), as construction activities will cease and sites will rehabilitate.

## 6.8 Landscape and Visual Assessment – Key Findings

### Visual Receptors:

Visual receptors were identified for this project, based on a number of considerations including their location, context, activities, length of stay, expectations and relationship with the environment. These receptors would have varying perceptions of the proposed GORCT, and varying sensitivities to the visual impacts associated with proposed development. These receptor groups include the following:

- Residential receptors (township context)
- Residential receptors (rural context)
- Tourism and Recreation receptors (township context)
- Tourism and Recreation receptors (rural context)
- Road users (township context)

- Road users (rural context)
- Sea Goers.

**Visibility Analysis:**

The ZVI generated from the GOR revealed those sections of the trail and associated infrastructure that would theoretically be visible from the Primary Visual Receptor within the study area, namely the Great Ocean Road. The following is noted:

- Between Fairhaven and Jamieson Creek, the trail swings back and forth from the coast to the hills of the hinterland and back again. Those parts of the trail close to the coast will be visible for limited stretches from the GOR, travelling on both directions. All infrastructure points will also theoretically be visible from the GOR to some extent, except for Big Hill Hikers Campground and Reedy Creek Suspension Bridge.
- The trail from Jamieson Creek to Kennett River, and from Smythe Creek to Skenes Creek runs close to the GOR, following its alignment either above or below the road level. These sections of trail and the infrastructure positioned along them, will theoretically be visible for most of the associated stretches of the GOR, travelling in both directions.
- The section of trail between Kennett River and Smythe Creek will not be visible from the GOR, nor will the Big Hill Hikers Campground.

The ZVI generated from each of the infrastructure points revealed the area within which potential visual receptors will theoretically be affected by the proposed infrastructure at these points. The following is noted:

- Ocean View Lookout is visible for the longest stretch of coastline, from Fairhaven to Devils Elbow, while travelling both east and west along the GOR.
- Of the two Premier Lookouts, Kelsall's Rock will have limited visibility (while travelling north and south along the GOR) and Mount Meuron will be the most visually apparent (while travelling north along the GOR), from both the foreground and the medium ground as it cantilevers over the road. It is the largest lookout proposed along the trail.
- Both Big Hill and Wongarra Campgrounds will have very limited visibility, with neither visible from the GOR.
- Of the Major Lookouts, Cathedral Rock and Tramway, will be the most apparent from the GOR while travelling north as they are located very close to the road. Coastal North and Coastal South are also close to the road on the hinterland side and Von Mueller's Creek on the coastal side.
- In terms of the proposed bridges, none will be apparent from the GOR, but they will be visible from other visual receptors. Most notable is the Cumberland Winterbrook Suspension Bridge close to Cumberland River Holiday Park. It is also the largest of the suspension bridges.
- In terms the visibility of infrastructure points from boats at sea, it was assumed that wherever a ZVI extends along a beach, the adjacent seascape would also fall within that ZVI for an indefinite distance out to sea.

The receptors considered in the Visual Impact Assessment include Residential Receptors (Township and Rural based), Tourism and Recreation Receptors (Township and Rural based), Road Users (Township and Rural based) and Sea-Goers.

**Visual Absorption Capability:**

Overall, the following is relevant for this assessment:

- The steep and varied topography, dense vegetation and forests of the hinterland represents an area of high VAC.
- Where the topography flattens out, and where vegetation has been cleared, VAC drops to low.
- The low lying sandy beach areas and river mouths tend to have a low VAC.
- Townships are subject to visual clutter, which add to their VAC. The VAC within larger townships such as Lorne is high, while smaller, less developed townships like Wye River and Kennett River have a slightly lower VAC.

Due to the variation in vegetation type and condition within the study area, as well as expected seasonal variation and the inevitable influence of bush fires, the Visual Absorption Capability of local vegetation has not been taken into account in the ZVI Modelling (refer to section 6.2). This makes for provision for a worst case scenario, based solely on topography.

The mitigating effects of VAC was, however considered during the Visual Impact Assessment (refer to section 6.4) and taken into account in the Evaluation of the study in terms of potential visual and landscape impacts (refer to section 8).

**Visual Impact Assessment:**

With the exception of residents and commuters within township contexts, most of the visual receptors identified within the study area are considered highly sensitive to changes in the visual environment as a result of the proposed trail and associated infrastructure.

Impacts are expected to be the result of vegetation clearing along the trail alignment and at infrastructure points, people walking along the trail as well as the infrastructure itself. Vegetation clearing will be most prominent along sections of the trail where the receptor's relative position and orientation thereof results in a viewing corridor along the alignment.

The significance of visual impacts was determined as follows (refer to Appendix 1 for larger format maps):

- Residential Receptors (township context) – LOW (adverse) significance, with high VAC mitigating the significance further.
- Tourism Receptors (township context) – LOW (adverse) significance with high VAC mitigating the significance further.
- Road User Receptors (township context) – LOW (adverse) significance with high VAC mitigating the significance further.
- Residential Receptors (rural context) – LOW (adverse) significance with the following exceptions:
    - Isolated houses between Moggs Creek and Lorne which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east to Cathedral Rock Lookout and looking north west to Kelsalls Rock Lookout).
    - Isolated houses north east of Skenes Creek, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east and south west to Von Muellers Lookout).
    - Isolated houses near Cumberland River which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north, north west and west to Castle Rock Lookout, Langdale Pike Lookout & Cumberland Winterbrook Suspension Bridge).
    - Isolated houses south of Kennett River which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east to Mount Meuron Premier Lookout).
- Tourism Receptors (rural context) – LOW (adverse) significance with the following exceptions:
    - Cumberland River Beach, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north, north west and west to Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge).
    - St George's River Mouth, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north to Tramway Lookout).
    - Cumberland River Holiday Park, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north west and west to Castle Rock Lookout, Langdale Pike Lookout & Cumberland Winterbrook Suspension Bridge).
    - Addis Bay Beach, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east to Mount Meuron Premier Lookout).

- Road User Receptors (rural context) – LOW (adverse) significance with the following exceptions:
  - The Springs area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east to Cathedral Rock Lookout).
  - Mount Defiance area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east, north and north west to Mount Defiance Lookout).
  - WB Godfrey Memorial and areas to the immediate north and south along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north and south west to Coastal North Lookout).
  - Areas to the immediate north and south of the Coastal South along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north and south west to Coastal South Lookout).
  - Von Mueller's area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east and south west to Von Muellers Lookout).
  - Tramway area along the GOR which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north to Tramway Lookout).
  - Mount Meuron area along the GOR which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east and west to Mount Meuron Lookout).
- Sea-Going Receptors – LOW (adverse) significance with VAC mitigating the significance further. Smaller infrastructure will disappear due to complex shapes, colours, shadowing and lighting effects characteristic of the natural landscape.

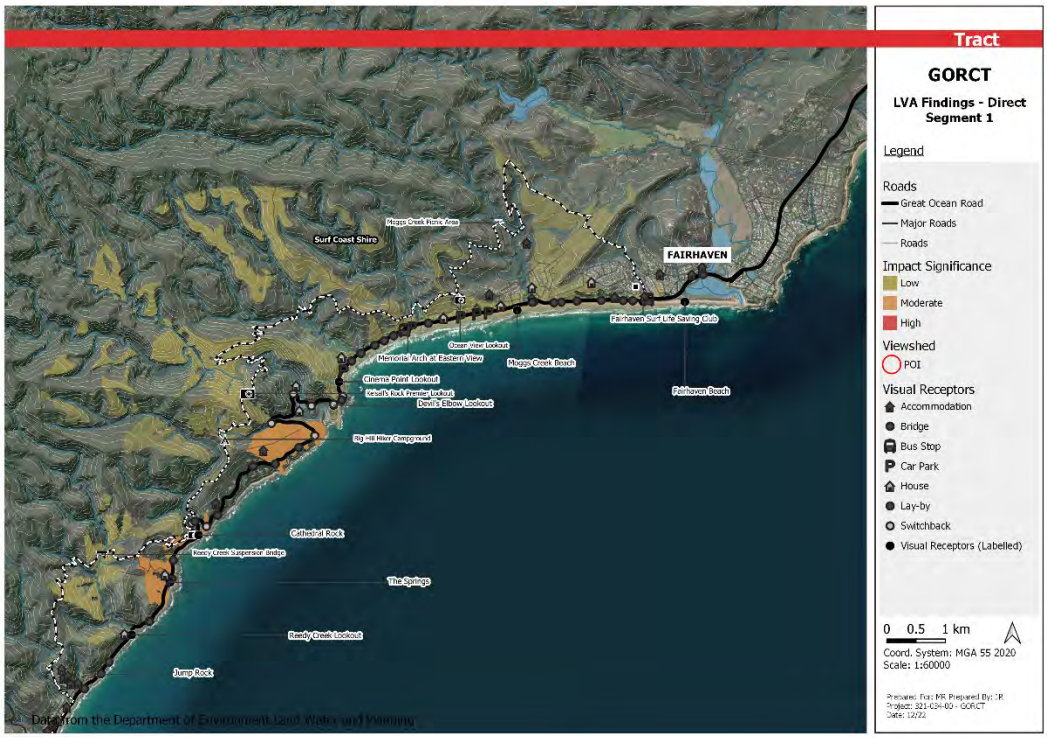


*Figure 62:LVA Findings – Direct Segment 1*

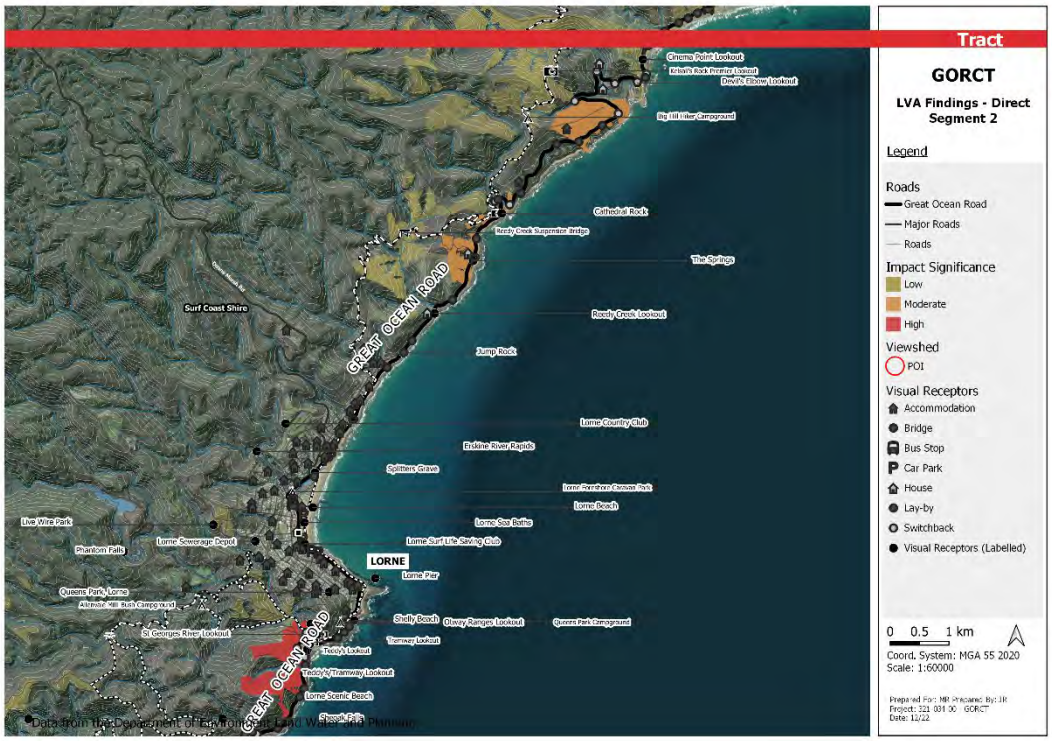


*Figure 63:LVA Findings – Direct Segment 2*

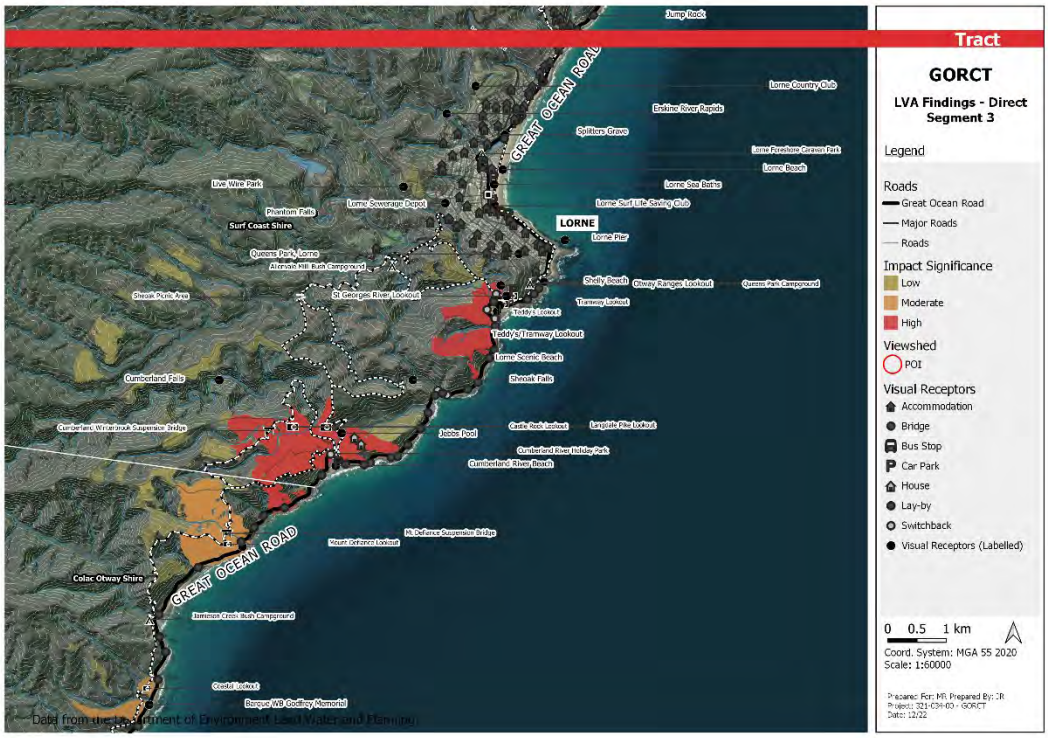


*Figure 64:LVA Findings – Direct Segment 3*

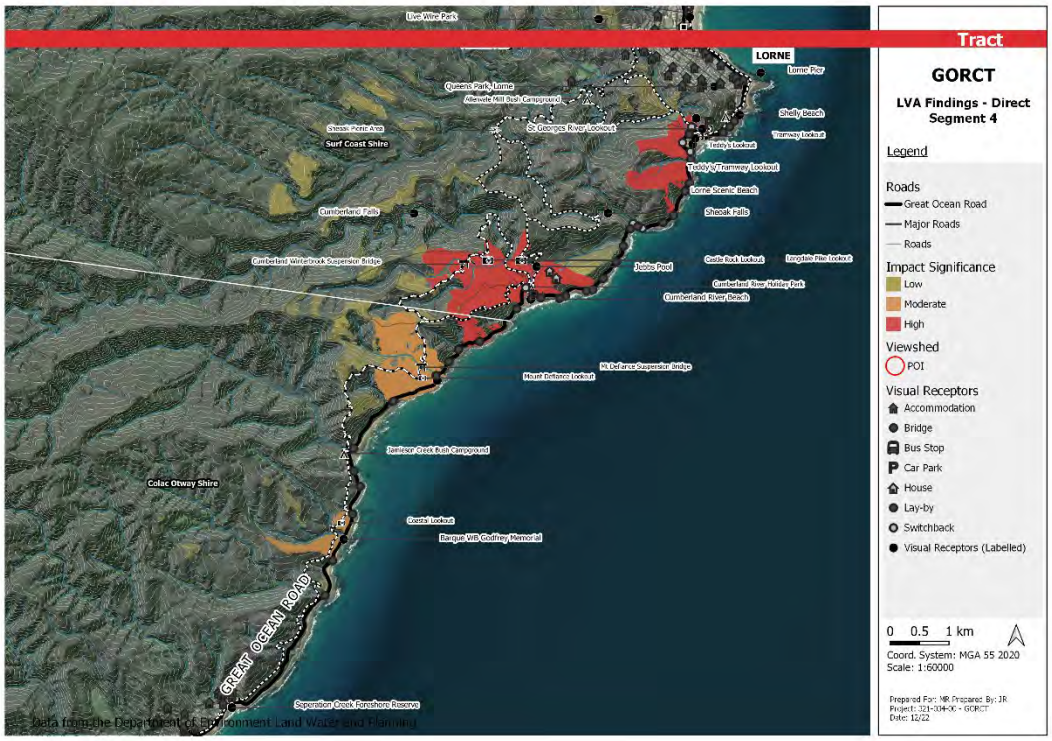


*Figure 65:LVA Findings – Direct Segment 4*


*Figure 66:LVA Findings – Direct Segment 5*

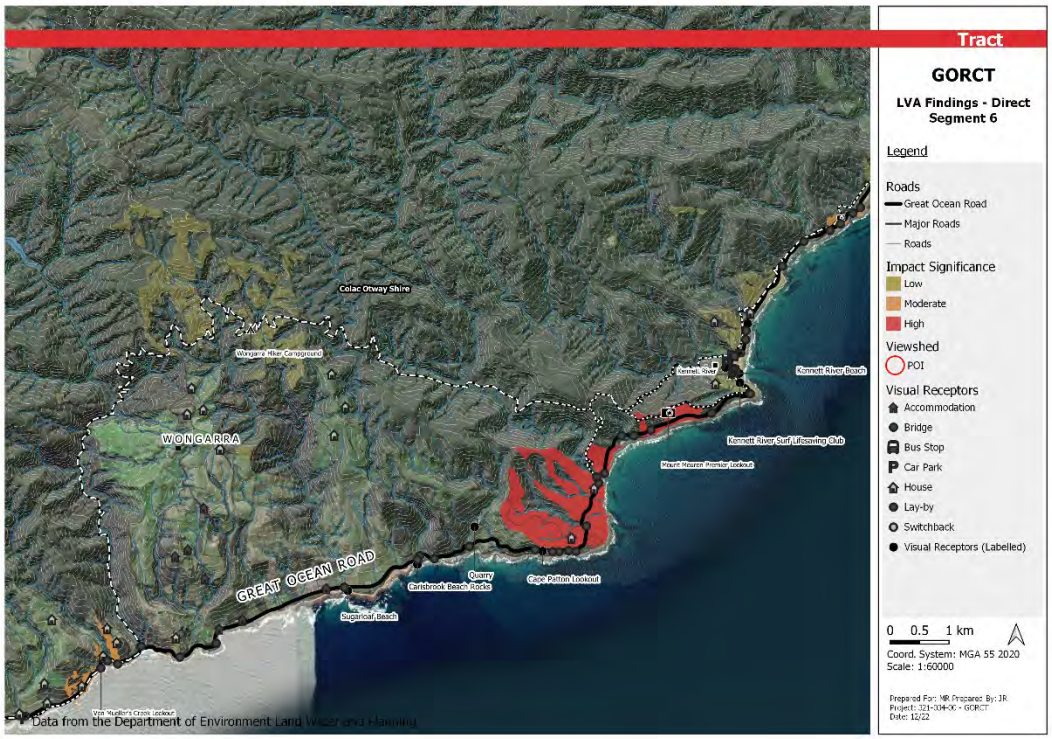


*Figure 67:LVA Findings – Direct Segment 6*

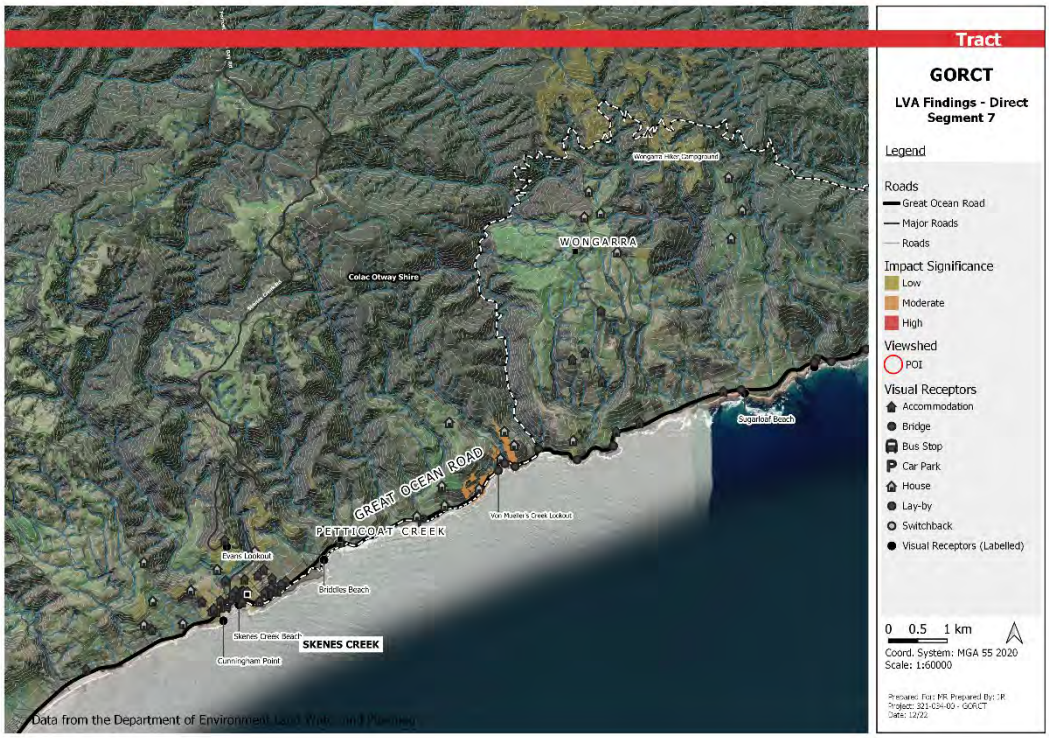


*Figure 68:LVA Findings – Direct Segment 7*

### Landscape Character Assessment:

The entire landscape of the study area was deemed to be of moderate sensitivity to the changes that will to result from the proposed trail and associated infrastructure. The significance of anticipated impacts on landscape character was determined as follows:

- Otway Forests and Coast: Precinct 4.4: Low Coastal Heath - *Fairhaven to Big Hill* – LOW (adverse) significance with moderate VAC considered a mitigating factor.
- Otway Forests and Coast: Precinct 4.1: Otway Ranges Forest and Coast - *Big Hill to Cape Patton* - LOW (adverse) significance with high VAC considered a mitigating factor.
- Otway Foothills, Valleys and Uplands: Precinct 2.4: Apollo Bay Coastal Valleys and Hills - *Cape Patton to Skenes Creek* – LOW (adverse) significance with moderate VAC considered a mitigating factor.

### Cumulative Impacts:

The construction and operation of the proposed Great Ocean Road Coastal Trail will increase the overall cumulative visual impact of tourism infrastructure within the region. The new trail and associated infrastructure will result in visual impacts at multiple new and existing locations along the trail route. The cumulative visual impact of the trail and infrastructure will be experienced on two levels (refer to Appendix 1 for larger format map):

- First, the trail and associated infrastructure within the context of existing visual impact (such as existing development and disturbance to the landscape) represents an accumulation of visual impact caused over time. In instances where development is dominant, the built-up context of the visual environment will mitigate this impact, with visual clutter absorbing the visual impact of the trail and infrastructure. However, in areas where the landscape is still dominant, the existing development is more noticeable in contrast with the natural landscape. Areas where the proposed trail infrastructure will add to the cumulative visual impact of development in a location where landscape is still dominant include the following:

- Ocean View Lookout and trails at Moggs Creek in context of existing houses along the GOR against a backdrop of natural vegetated hills. The significance of this cumulative visual impact will be LOW (adverse).
- Cathedral Rock Lookout and trails in context of houses pockmarking the naturally vegetated hills, and the GOR clearly visible along the coast. The significance of this cumulative visual impact will be MODERATE (adverse).
- Tramway Lookout and trails in the context of two existing lookouts against a prominent, naturally vegetated headland. The significance of this cumulative visual impact will be HIGH (adverse).
- Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge and trails at Cumberland River in the context of the Cumberland Holiday Park which is partially visible within a naturally vegetated environment. The significance of this cumulative visual impact will be HIGH (adverse).

- Second, the fact that the proposed trail and associated infrastructure is not localised but spread out over a 56km stretch of the GOR means that the trail could be perceived as a recurring visual presence. As such, travellers moving along the GOR would be exposed to multiple sections of trail and multiple infrastructure points as they progress and perceive them as parts of an overall larger visual impact. Areas of expected cumulative visual impact due to repetitive exposure to the trail and infrastructure will occur where the GORCT route is closest to the GOR. These areas include the following:
  - At Ocean View Lookout where the trail runs close to the road in the hills above for about 2km before it swings back into the hills. The significance of this cumulative visual impact will be LOW (adverse).
  - At Cathedral Rock Lookout, where the trail runs close to the road in the hills above for less than 1km. The significance of this cumulative visual impact will be LOW (adverse).
  - Along the foreshore in Lorne, and in other townships, although the built-up context will significantly mitigate this impact. The significance of this cumulative visual impact will be LOW (adverse).
  - At Tramway Lookout South of Lorne where the trail follows the headland before heading up St George River valley. The significance of this cumulative visual impact will be HIGH (adverse).
  - The entire section of trail from Jamieson Creek to Kennett River and west to Mount Meuron Premier Lookout, where the trail runs close to the road in the hills above. The significance of this cumulative visual impact will be HIGH (adverse).
  - The entire section of trail from Smythe Creek to Skenes Creek where the trail runs close to the road, most likely along the coast below the road. Vegetation clearing will be minimal, so the impact will be limited mostly to the transient presence of hikers. The significance of this cumulative visual impact will be LOW (adverse).

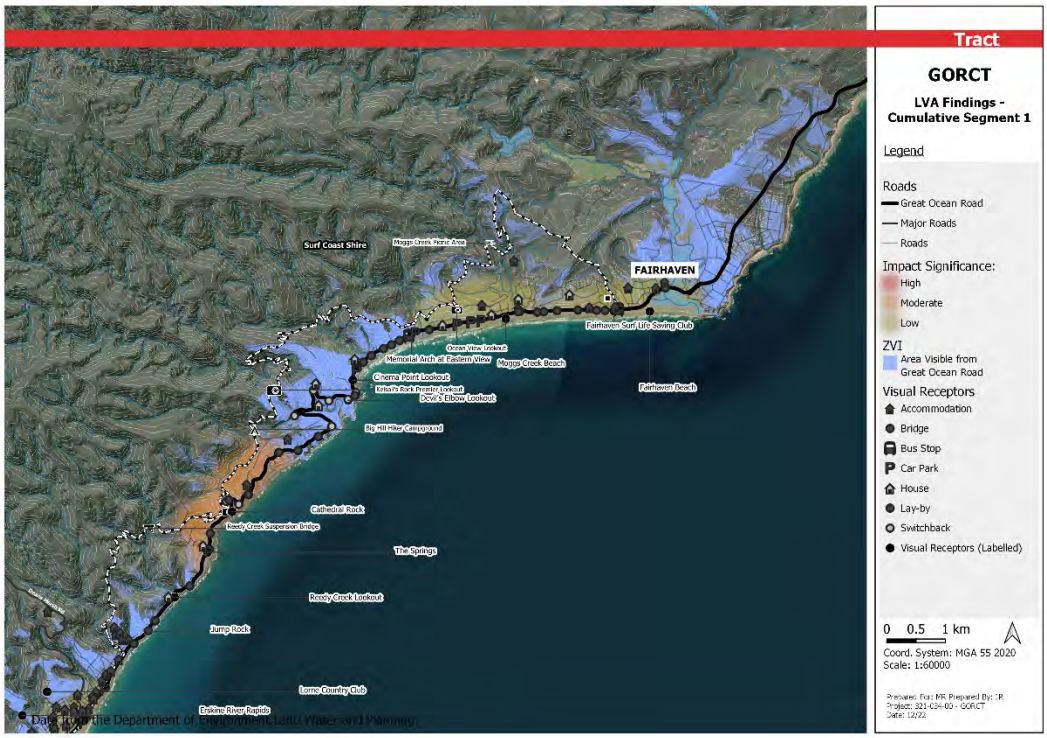


*Figure 69:LVA Findings – Cumulative Segment 1*

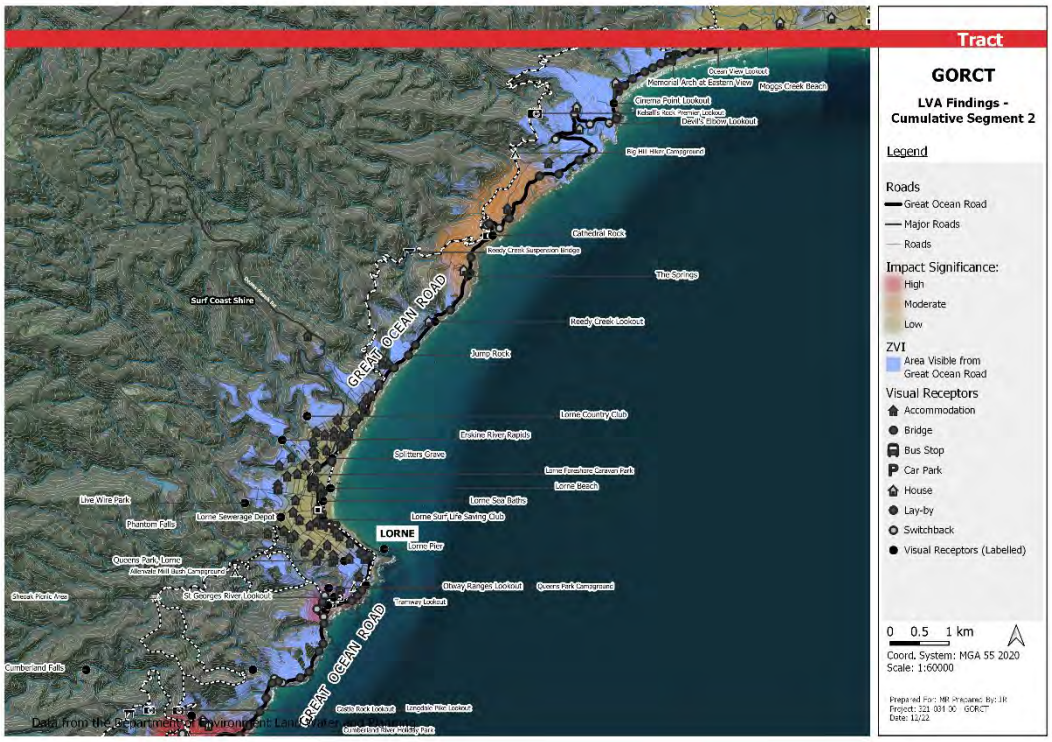


*Figure 70:LVA Findings – Cumulative Segment 2*

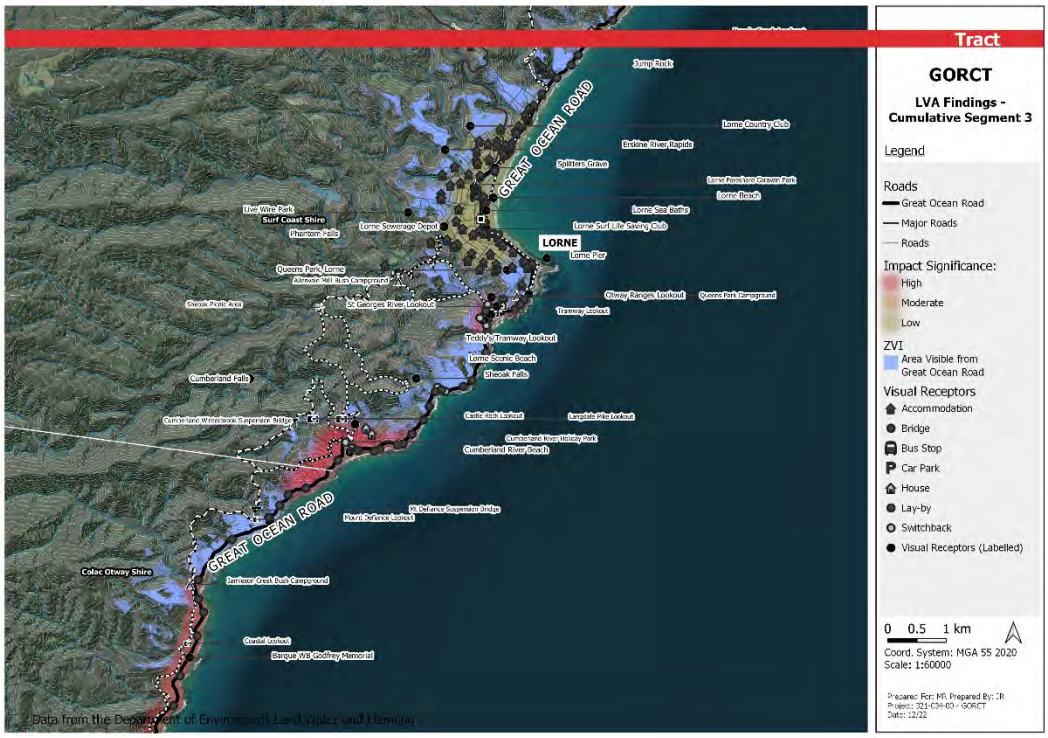


*Figure 71:LVA Findings – Cumulative Segment 3*

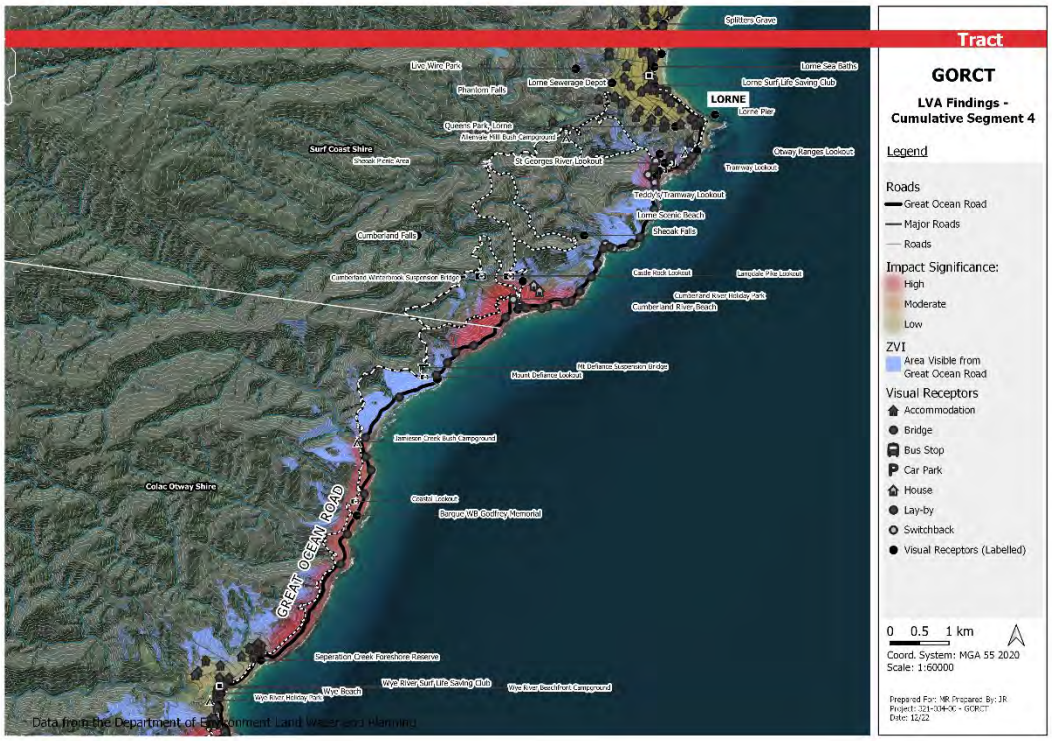


*Figure 72:LVA Findings – Cumulative Segment 4*

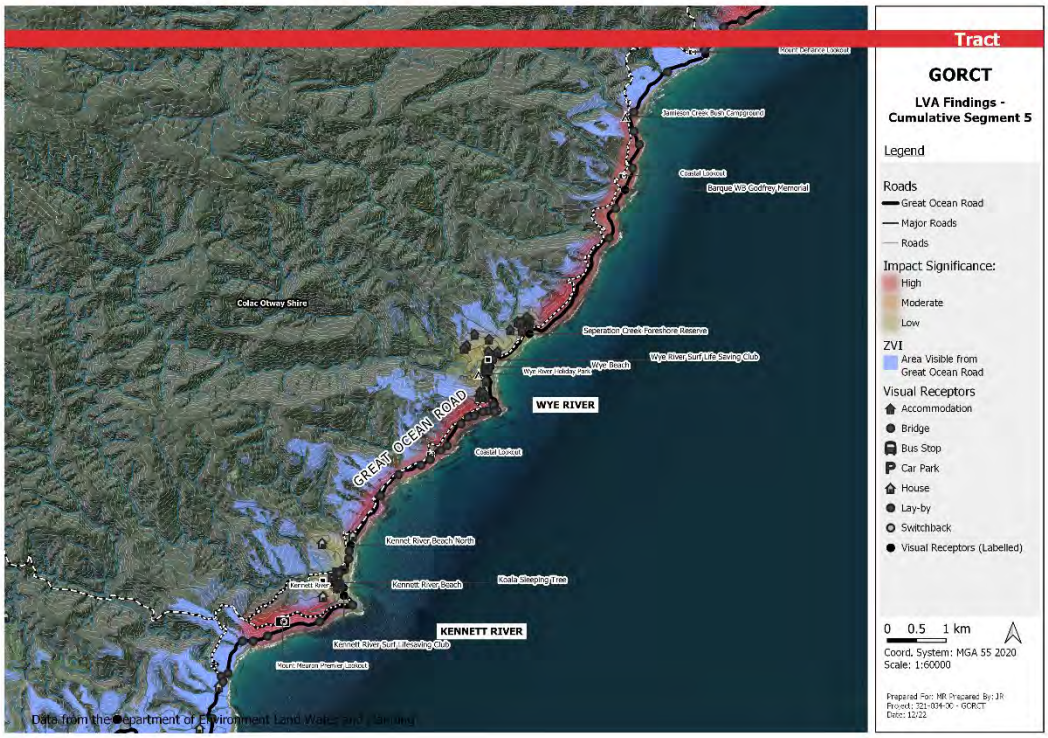


*Figure 73:LVA Findings – Cumulative Segment 5*

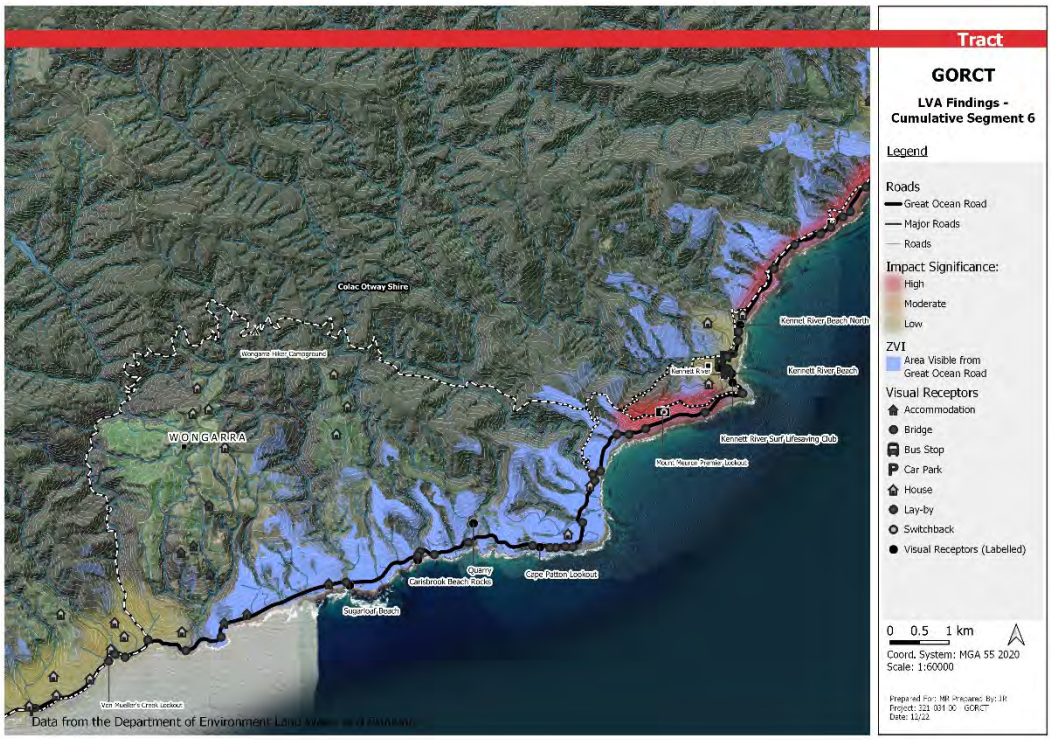


*Figure 74:LVA Findings – Cumulative Segment 6*

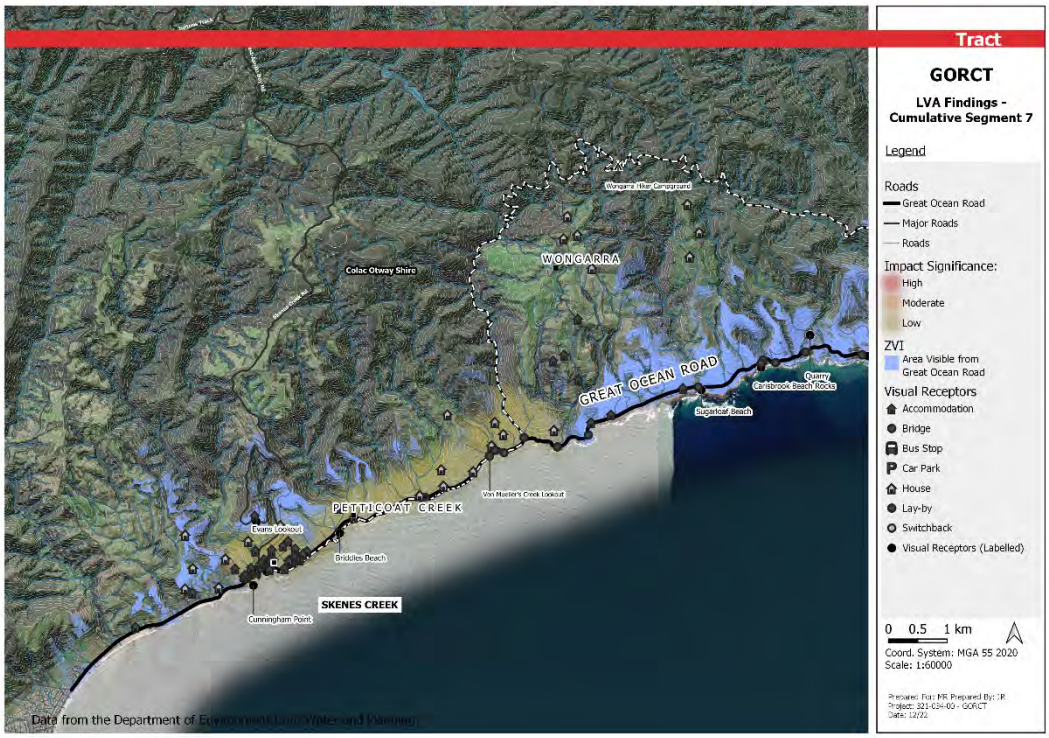


*Figure 75:LVA Findings – Cumulative Segment 7*

### Construction Impacts:

Construction is by its very nature visually intrusive and will result in visual impacts that are by and large unavoidable, but also limited to a short period of time, until construction works have concluded. It is expected that while they occur, construction related impacts will be of HIGH significance to sensitive visual receptors, but with appropriate mitigation and responsible construction planning and management, these impacts will be reduced in significance, especially since they will be short lived, whereafter sites will rehabilitate

# 7 Mitigation Measures and Recommendations

The objective of mitigation is to avoid, reduce, remedy or offset any significant adverse effects on the environment arising from the proposed development. Mitigation measures will potentially involve modifications to intrinsic parts of the proposed development design or other measures, including off-site changes that reduce negative impacts.

## 7.1 General Mitigation Measures

Relevant recommendations included in Coastal Spaces Landscape Assessment (Planisphere, 2006) include the following:

**Trail Development:**

- Trails will be suitably sited, responsive to soil conditions, slope and erodibility and respond to the presence of significant / sensitive vegetation and cultural artefacts
- Minimise excavation and manipulation of soil
- Erosion control on steep slopes and where required and make use of rustic applications and natural materials.
- Rehabilitate / revegetate areas exposed during construction
- Design wayfinding using natural features and avoiding excavation where possible

**Precinct Development Principles:**

Precinct Development Principles have been prepared for each of the identified Character Areas (Planisphere, 2006), with specific design responses within each precinct. Design responses relevant to this project have been extracted hereunder:

- Avoid development on the coastal side of the Great Ocean Road, and in coastal areas between townships wherever possible. If it cannot be avoided, site development to maximise retention of existing vegetation and views to the ocean.
- Between townships, set development back substantial distances from the Great Ocean Road on the landward side, wherever possible.
- Infrastructure such as powerlines and other utility services should be underground wherever possible.
- Retain existing indigenous coastal vegetation wherever possible and provide for the planting of new indigenous vegetation wherever possible.
- Design and site structures to minimise the loss of canopy trees and understorey wherever possible.
- Replace any trees lost due to development with indigenous trees that will grow to a similar size.
- Keep development below the dominant tree canopy height.
- Design development to minimise need for earthworks on the site.
- Design buildings to follow the contours or step down the site.
- Articulate buildings into separate elements, and avoid visually dominant elevations.
- New buildings should be designed to respond to the characteristics of the site and locality, demonstrating a high standard of contemporary expression and finish.

- Utilise colours and finishes that complement those occurring naturally in the local area.
- In circumstances where development cannot be avoided on hill faces, use darker colours and finishes that are less prominent visually.
- In circumstances where development can not be avoided on ridge tops, use lighter colours and finishes to minimise visibility against the sky.
- Utilise appropriate indigenous vegetation to further integrate the development with the landscape.
- Avoid brightly coloured signage and infrastructure, particularly on the coastal side of the Great Ocean Road.
- Group signage at particular locations to minimise visual impact on large areas of the landscape, and to maintain views.

**Best Practice Policies:**

In addition to the above, relevant Best Practice Policies that have been recommended to protect and manage the visual qualities of Victoria's coastal landscapes include the following:

From Siting and Design Guidelines for Structures on the Victorian Coast (DEWLP, 2020):

- Avoid breaks in the canopy-line of vegetated areas.
- Maintain and enhance the line of the coastal landscape, particularly the long, horizontal banding established by vegetation layers.
- Avoid development on ridge lines and primary coastal dune systems.
- Enrich and frame existing views to and from the coast.
- Locate structures so that they are visually unobtrusive from public areas of beach, foreshore and the water.
- Maximise public viewing opportunities.
- Retain existing views to and from the water or along the coast.

### 7.1.1 Design Phase

Mitigation measures during the detailed design process should consider:

- Utilise / repurpose existing disturbance: - Consider making use of existing trails, clearings and areas of disturbance before creating new alignments or establishing new infrastructure points.
- Avoid view corridors: Undertake final design of trail to avoid the creation longitudinal viewing corridors from vantage points and visual receptors. This will involve adding switchbacks, altering the angle of the trail alignment or repositioning sections of the trail.
- Screening: Screening of view corridors though vegetation will be considered in situations where trail alignments cannot be altered. Screening vegetation must be planted at the affected visual receptor point for maximum effect, and must be undertaken making use of ecologically appropriate species (refer to relevant EVC's in this regard).
- Screening: Screening of individual receptors who experience unexpected adverse views may be undertaken at the relevant receptor site, should such additional screening be required.
- Arrival views: - Consider the views of trail users approaching the trail infrastructure. It is better that visitors walking the track 'turn a corner' or 'come upon' the viewing infrastructure rather than see extended approach views.
- Change alignment: - Where possible change the alignment of trail segments to reduce linear views along the structure and maximise the effect of vegetation.
- Light weight structural elements:- Use light weight structural elements that blend most easily with the vegetation and shadow patterns of the existing landscape. Minimise form contrasts.

- Minimise reflective surfaces: Design infrastructure such as steel surfaces or balustrade fences to be non-reflective and with matt finish, low colour contrast material
- Using colour treatments: - Selection of colours on visible structures and surfaces to blend with the surrounding landscape and avoid obvious colour contrasts or reflective surfaces. Where there are a series of adjoining structures, consider subtle colour shifts within a colour range. The general colour of new structures should be charcoal grey.
- Use irregular patterning: - nature is seldom regular or geometric, therefore regular, repeating patterns, straight lines and crisp geometric shapes are far more visible than irregular patterns, serpentine lines, and organic shapes.
- Maintenance of existing site vegetation: - Maintaining existing vegetation wherever possible along the new and existing trail and in the vicinity of infrastructure points is critical.
- View management through screen planting: - Where appropriate, at the base of elevated structures to screen the supporting structure.
- Supporting infrastructure: - Ensure that supporting infrastructure at lookout points, such as ablutions and shade structures are set back from any cliff edges and visually exposed areas to minimise the likelihood of additional visual intrusion. Ensure that services such as water tanks are located well out of sight, with appropriate screening in place if necessary. Rehabilitate / screen the substructure of cantilevered lookouts to lessen visual impact.
- Lighting: - Minimise the requirement for lighting. Where lighting is required, make use of shielded fixtures, limit mounting heights, and make use of minimum lumen in fixtures.

### 7.1.2 Construction Phase

During Construction, site management must properly planned and undertaken with due consideration of the context of this development and the sensitivity of the environment. In addition to other environmental concerns, potential issues relating to Visual Impact must be specifically addressed. In particular, the following must be considered:

- Maintain open lines of communication with local community forums to facilitate transparency and community awareness, to allow issues, complaints and feedback to be heard and addressed and to ensure that relevant parties are held accountable for remediation, where appropriate.
- Ensure that vegetation is not unnecessarily removed to make way for the construction of the trail and infrastructure. Work in collaboration with trail designers and adapt detail site layouts to suit conditions and minimise disturbance.
- Reduce the construction period through careful logistical planning and productive implementation of resources.
- Plan the placement of laydown areas and temporary construction equipment camps in order to minimise vegetation clearing (i.e. in already disturbed areas) wherever possible.
- Restrict the activities and movement of construction workers and vehicles to the immediate construction site and existing access roads.
- Ensure that rubble, litter, and disused construction materials are appropriately stored (if not removed daily) and then disposed regularly at licensed waste facilities.
- Reduce and control construction dust using approved dust suppression techniques as and when required (i.e. whenever dust becomes apparent).
- Restrict construction activities to daylight hours in order to avoid lighting impacts.
- Ensure that all infrastructure and the site and general surrounds are maintained and kept neat.
- Progressively rehabilitate all disturbed areas, construction areas, roads, slopes etc immediately following the completion of works.
- Rehabilitate / screen the substructure of cantilevered lookouts to lessen visual impact.

- Use plant species that match EVC plant types – consult and follow and ecologist's specification for rehabilitation within each EVC.
- Monitor rehabilitated areas and implement remedial actions as required.

### 7.1.3 Operation Phase

Once construction is complete, it is assumed that the visual impact of the new trail and infrastructure will recede as construction areas rehabilitate and vegetation re-establishes in disturbed areas. It is, however, important to maintain and upkeep the appearance and functionality of all infrastructure. In particular, the following must be considered:

- Manage vegetation growth along the route and at lookouts, trimming back where required, to prevent users breaking back vegetation to access infrastructure or take in the views.

## 7.2 Specific Mitigation Measures

For those impacts that cannot be acceptably mitigated through general measures, a number of specific design interventions are recommended. These will reduce the visual impacts of persistently MODRERATE (adverse) or HIGH (adverse) significance. The following is recommended in this regard:

- The Cumberland Winterbrook Suspension Bridge and the Mount Meuron Premier Lookout should be revisited in terms of siting and/or design, to ensure the preservation of the scenic quality and integrity of the landscape character of this iconic region. Key considerations are interruptions to the ridgeline / skyline, prominent forms uncharacteristic of the receiving natural landscape (i.e. straight lines), and the high visibility of design elements that are at odds with the baseline conditions to the extent that these conditions are irreparably altered. Detail design must be undertaken with ZVI's and wireframe modelling utilised as a tool for ensuring such.
- The detail design of the Mount Defiance and Cathedral Rock Lookouts should be undertaken with wireframe modelling done from both directions to test the visibility of the final designs. Where necessary, slight amendments to the position should be undertaken to protect the ridgeline view. Key considerations are interruptions to the ridgeline / skyline, prominent forms uncharacteristic of the receiving natural landscape (i.e. straight lines), and the high visibility of design elements that are at odds with the baseline conditions to the extent that these conditions are irreparably altered.
- Von Mueller's, Coastal North and Coastal South Lookout should be revisited in terms of siting, to a position that is less visible and set back from the GOR. Alternatively, this should be developed as a 'zero infrastructure' lookout, which would effectively be a widening of the trail, with no built elements included.
- The use of the section of trail that rounds the headland south of Lorne and gives access to the Tramway Lookout should be revisited. This is a visually prominent area, and even though a trail already exists (Tramway Track Walk) any additional vegetation clearing and trail upgrade work will constitute a significant visual impact. Other existing trails (such as Teddy's Lookout Trail) should be evaluated as alternatives. This will help to preserve the scenic quality and integrity of this highly visible and highly frequented area.
- Where the route is closest to the GOR (at Ocean View Lookout, at Cathedral Rock Lookout, from Jamieson Creek to Kennett River and from Smythe Creek to Skenes Creek), it is recommended that the final position and alignment of the trail be scrutinised on a detailed scale, and that the design be adapted where necessary to avoid view corridors of cleared vegetation. Where existing trails are utilised, and / or where a revised alignment is not possible, it is recommended that screening be undertaken along the road and from other sensitive visual receptors using appropriate vegetation (refer to relevant EVC's).
- Although Ocean View Lookout is only likely to result in visual impact of LOW significance, it is located high on the ridgeline and is likely to interrupt the ridgeline, albeit slightly. In the spirit of best practice, it is recommended that

the detailed siting of the lookout be revisited to ensure that the lookout infrastructure does not interrupt the ridgeline when viewed from either direction.

# 8 Evaluation

The proposed Great Ocean Road Coastal Trail is located within the Great Ocean Road Region (GORR), an iconic coastal touring region, and Victoria's premier tourism attraction outside Melbourne. With its unique coastal scenery and formations, scale and variety of forests, vegetation cover and habitat, the region represents one of Victoria's most significant natural resource areas, which in turn underpins the recreation and tourism values and activities of the area.

The study area comprises a linear zone extending from Fairhaven in the northeast to Skenes Creek in the southwest, including several picturesque coastal towns and coastal landscapes of National and State Significance. In addition, the Great Ocean Road and Scenic Environs is listed as a historic place on the National Heritage List and has outstanding heritage value. The value of landscape is HIGH across a wide range of uses, including lifestyle, conservation, tourism, recreation, business, heritage and living culture.

The trail will include a combination of new and existing tracks, trails and sites. In additional to the actual trail, associated infrastructure will include two trailheads, two hikers camps, two Premier Lookouts, nine Major Lookouts and three suspension bridges spread along 94km of trail.

The following Landscape Character Areas will be affected by the proposed trail:

- Precinct 4.4: Low Coastal Heath Character Area (Fairhaven to Big Hill) characterised by coastal dunes and cliffs, interspersed with inlets. The scenic quality of this area is considered to be moderate, owing mainly to the visibility of low density ribbon development along the road.
- Precinct 4.1: Otway Ranges Forest and Coast Character Area (Big Hill to Cape Patton) characterised by large areas of dense forest cover in hilly terrain, extending to the sea in places. The scenic quality of this area is considered to be high.
- Precinct 2.4: Apollo Bay Coastal Valleys and Hills Character Area characterised by a backdrop of tall and steep, rugged hills, at the foot of which is gently rolling land, sloping down to the coast. The scenic quality of this area is considered to be high.

Except for residents and commuters within township contexts, the identified visual receptors are considered to be highly sensitive to changes in the visual environment that will result from the proposed trail and associated infrastructure.

Impacts are expected to be the result of vegetation clearing along the trail alignment and at infrastructure points, people on the trail as well as the infrastructure itself. Vegetation clearing will be most prominent along sections of the trail where the receptor's relative position and orientation results in a viewing corridor along the alignment.

Overall, the proposed Great Ocean Road Coastal Trail and associated infrastructure will result in direct visual and landscape character impacts of LOW (adverse) significance. Exceptions include:

- Isolated houses between Moggs Creek and Lorne which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east to Cathedral Rock Lookout and looking north west to Kelsalls Rock Lookout).
- Isolated houses north east of Skenes Creek, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east and south west to Von Muellers Lookout).
- Isolated houses near Cumberland River which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north, north west and west to Castle Rock Lookout, Langdale Pike Lookout & Cumberland Winterbrook Suspension Bridge).

- Isolated houses south of Kennett River which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east to Mount Meuron Premier Lookout).
- Cumberland River Beach, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north, north west and west to Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge).
- St George's River Mouth, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north to Tramway Lookout).
- Cumberland River Holiday Park, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north west and west to Castle Rock Lookout, Langdale Pike Lookout & Cumberland Winterbrook Suspension Bridge).
- Addis Bay Beach, which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east to Mount Meuron Premier Lookout).
- The Springs area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east to Cathedral Rock Lookout).
- Mount Defiance area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east, north and north west to Mount Defiance Lookout).
- WB Godfrey Memorial and areas to the immediate north and south along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north and south west to Coastal North Lookout).
- Areas to the immediate north and south of the Coastal South along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north and south west to Coastal South Lookout).
- Von Mueller's area along the GOR, which will experience visual impacts of MODERATE (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north east and south west to Von Muellers Lookout).
- Tramway area along the GOR which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a smaller scale (i.e. looking north to Tramway Lookout).
- Mount Meuron area along the GOR which will experience visual impacts of HIGH (adverse) significance due to the scale and proximity of visible infrastructure of a larger scale (i.e. looking north east and west to Mount Meuron Lookout).

In terms of Cumulative Impacts, these will generally be of LOW (adverse) significance, except in the following situations:

- Where the proposed trail and infrastructure intensifies the existing visual impact of development within a still dominantly natural landscape:
  - Cathedral Rock Lookout and trails in context of houses pockmarking the naturally vegetated hills, and the GOR clearly visible along the coast. The significance of this cumulative visual impact will be MODERATE (adverse) while travelling north on GOR.
  - Tramway Lookout and trails in the context of two existing lookouts against a prominent, naturally vegetated headland. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north on GOR.
  - Castle Rock Lookout, Langdale Pike Lookout and Cumberland Winterbrook Suspension Bridge and trails at Cumberland River in the context of the Cumberland Holiday Park which is partially visible within a naturally

vegetated environment. The significance of this cumulative visual impact will be HIGH (adverse) while travelling west and east on GOR.

- Where recurring visual exposure to the proposed trail and infrastructure represents an accumulation of visual impact over a distance:
    - At Tramway Lookout South of Lorne where the trail follows the headland before heading up St George River valley. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north on GOR.
    - The entire section of trail from Jamieson Creek to Kennett River and west to Mount Meuron Premier Lookout, where the trail runs close to the road in the hills above. The significance of this cumulative visual impact will be HIGH (adverse) while travelling north and south on GOR.

It is expected that while they occur, construction related impacts will be of HIGH (adverse) significance to sensitive visual receptors for the duration of the construction phase (short term). With appropriate and responsible construction planning and management, the significance of construction impacts may be mitigated and the long term significance of construction phase impacts will be LOW (adverse), as construction activities will cease and sites will rehabilitate.

In terms of potential mitigation of the above, the following is relevant:

- VAC will play a role in mitigating the visual impacts of most of the above. Smaller infrastructure in particular will disappear due to complex shapes, colours, shadowing and lighting effects characteristic of this natural landscape. VAC is moderate to high in this environment, especially considering the scale and nature of most of the proposed infrastructure. Hikers on the trail, and smaller infrastructure such as the hikers camps and most of the major lookouts are expected to all but disappear due to complex shapes, colours, shadowing and lighting effects characteristic of the natural landscape.
- General Mitigation recommended in section 7.1 will be key in mitigating most visual impacts of MODERATE (adverse) significance to acceptably LOW (adverse) levels within this environment. Ensuring that that the proposed infrastructure sites of MODERATE (adverse) impact and associated sections of trail are planned with appropriate attention to layout, vegetation clearing and materiality is key in this regard.

For those impacts that cannot be acceptably mitigated through general measures, Specific Mitigation measures have been recommended in section 7.2. These include the following:

- The Cumberland Winterbrook Suspension Bridge and the Mount Meuron Premier Lookout should be revisited in terms of siting and/or design, to ensure the preservation of the scenic quality and integrity of the landscape character of this iconic region. Key considerations are interruptions to the ridgeline / skyline, prominent forms uncharacteristic of the receiving natural landscape (i.e. straight lines), and the high visibility of design elements that are at odds with the baseline conditions to the extent that these conditions are irreparably altered. Detail design must be undertaken with ZVI's and wireframe modelling utilised as a tool for ensuring such.
- The detail design of the Mount Defiance and Cathedral Rock Lookouts should be undertaken with wireframe modelling done from both directions to test the visibility of the final designs. Where necessary, slight amendments to the position should be undertaken to protect the ridgeline view. Key considerations are interruptions to the ridgeline / skyline, prominent forms uncharacteristic of the receiving natural landscape (i.e. straight lines), and the high visibility of design elements that are at odds with the baseline conditions to the extent that these conditions are irreparably altered.
- Von Mueller's, Coastal North and Coastal South Lookout should be revisited in terms of siting, to a position that is less visible and set back from the GOR. Alternatively, this should be developed as a 'zero infrastructure' lookout, which would effectively be a widening of the trail, with no built elements included.
- The use of the section of trail that rounds the headland south of Lorne and gives access to the Tramway Lookout should be revisited. This is a visually prominent area, and even though a trail already exists (Tramway Track Walk) any additional vegetation clearing and trail upgrade work will constitute a significant visual impact. Other

existing trails (such as Teddy's Lookout Trail) should be evaluated as alternatives. This will help to preserve the scenic quality and integrity of this highly visible and highly frequented area.

- Where the route is closest to the GOR (at Ocean View Lookout, at Cathedral Rock Lookout, from Jamieson Creek to Kennett River and from Smythe Creek to Skenes Creek), it is recommended that the final position and alignment of the trail be scrutinised on a detailed scale, and that the design be adapted where necessary to avoid view corridors of cleared vegetation. Where existing trails are utilised, and / or where a revised alignment is not possible, it is recommended that screening be undertaken along the road and from other sensitive visual receptors using appropriate vegetation (refer to relevant EVC's).
- Although Ocean View Lookout is only likely to result in visual impact of LOW significance, it is located high on the ridgeline and is likely to interrupt the ridgeline, albeit slightly. In the spirit of best practice, it is recommended that the detailed siting of the lookout be revisited to ensure that the lookout infrastructure does not interrupt the ridgeline when viewed from either direction.

Considering all the above, and on condition that the General and Specific Mitigation is carried out as recommended, the proposed Great Ocean Road Coastal Trail and associated infrastructure is considered acceptable from a visual and landscape character perspective. All direct and cumulative impacts could conceivably be reduced to LOW (adverse) significance, which is appropriate for the national Heritage Listed Great Ocean Road and Scenic Environs.

The Proposal is believed to align with both the Colac Otway Shire and the Surf Coast Shire Planning Schemes, and their related strategic documents, where the emphasis on scenic and distinctive landscapes, and the value and significance of these. Requirements to ensure that development within this region is sensitive to scenic and landscape values and that that both visual and environmental impacts are managed are believed to have been met in this regard.

Additionally, the recommendations of The Coastal Spaces Landscape Assessment (Planisphere, 2006), controls, guidelines and recommendations are believed to have been met, specifically in terms of retaining the dominance of the indigenous natural landscape (particularly from the Great Ocean Road), minimising the visual impact of infrastructure and signage, and ensuring that development located outside townships is integrated with the landscape.

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# Appendices

# Appendix 1: Maps

## Appendix 2: Viewpoint Photography

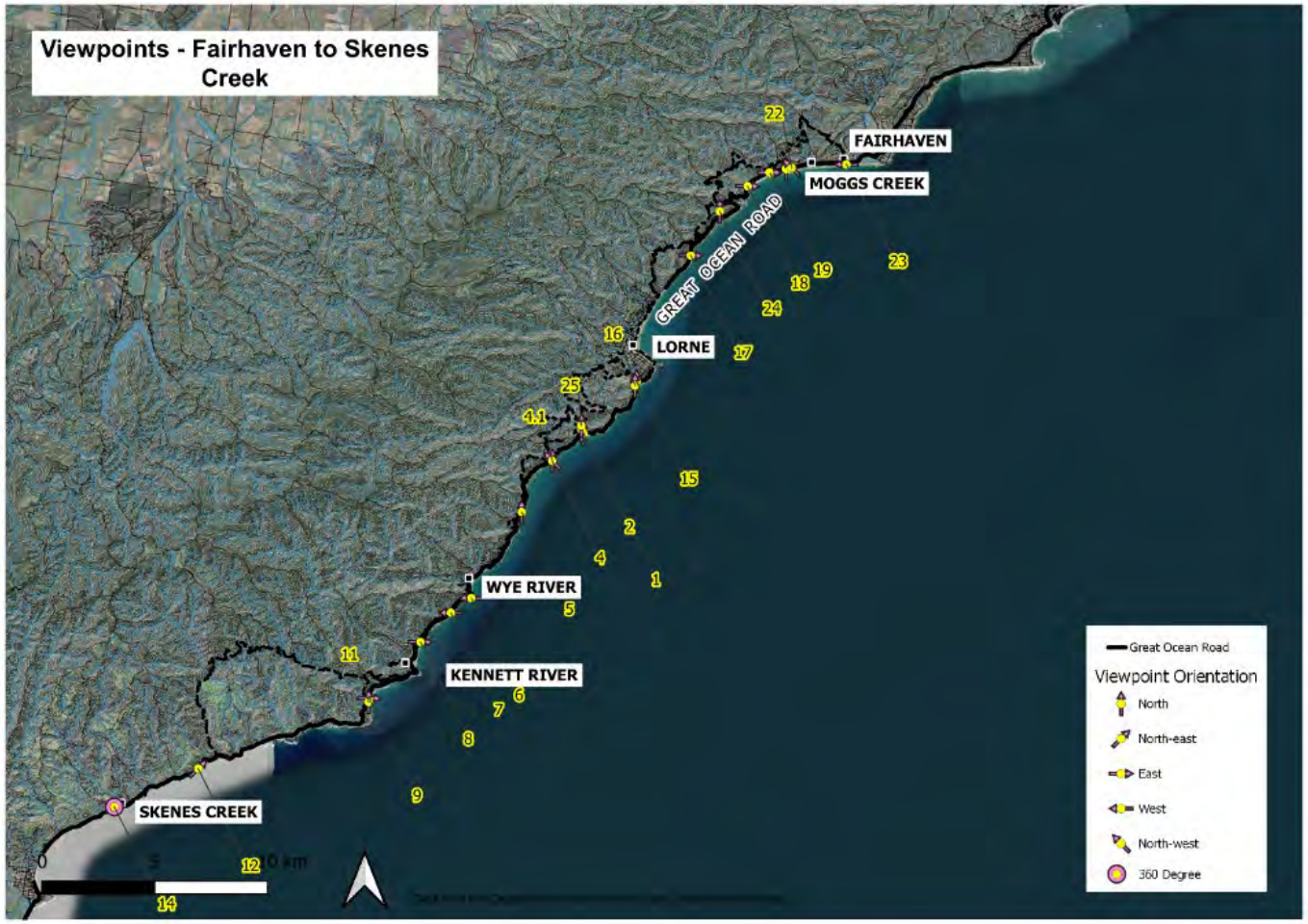


*Figure 76:Viewpoint Reference*

*Figure 77:Viewpoint 1: Cumberland River Beach carpark*

*Figure 78:Viewpoint 2: Cumberland River Holiday Park carpark*

*Figure 79:Viewpoint 4: Mount Defiance layby*

*Figure 80:Viewpoint 5: WB Godfrey Memorial*

*Figure 81:Viewpoint 6: Wye River switchback*

*Figure 82:Viewpoint 7: Coastal South layby (from the north)*

*Figure 83:Viewpoint 8: Coastal South Layby (from the south)*

*Figure 84:Viewpoint 9: Mount Meuron layby*

*Figure 85:Viewpoint 11: Addis Bay*

*Figure 86:Viewpoint 12: Von Muellers layby*

*Figure 87:Viewpoint 14: Skenes Creek Beach carpark*

*Figure 88:Viewpoint 15: Lower Teddy's layby*

*Figure 89:Viewpoint 16: St Georges River layby*

*Figure 90:Viewpoint 17: The Springs*

*Figure 91:Viewpoint 18: Cinema Point*

*Figure 92:Viewpoint 19: Memorial Arch Beach*

*Figure 93:Viewpoint 20: Memorial Arch Carpark*

*Figure 94:Viewpoint 22: Moggs Creek Beach Carpark*

*Figure 95:Viewpoint 23: Fairhaven Beach*

*Figure 96:Viewpoint 24: Big Hill*

*Figure 97:Viewpoint 25: Cumberland River Holiday Park*

# Appendix 3: Wireframe Visualisations


*Figure 98:Wireframe from VP 1*

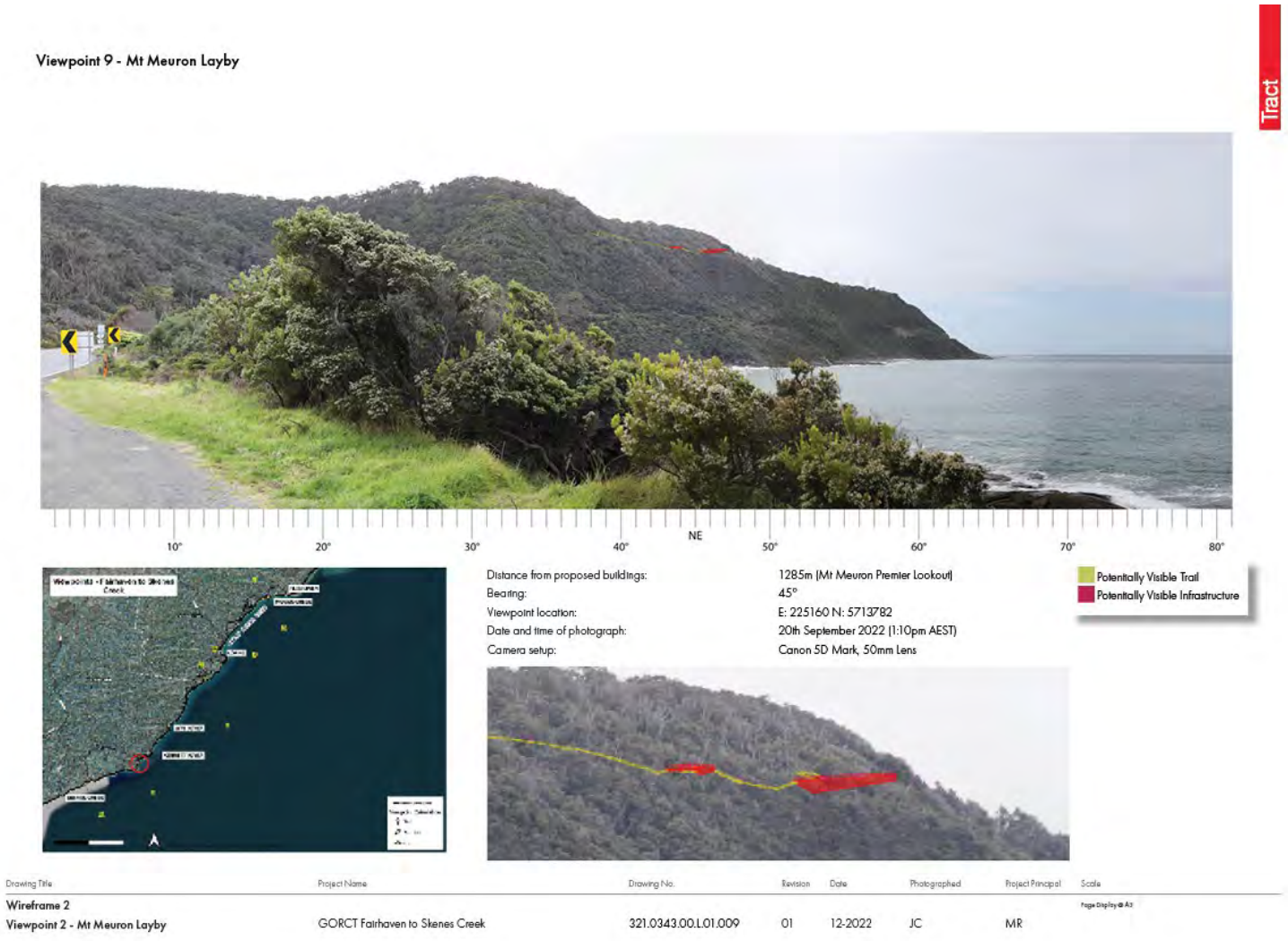


*Figure 99:Wireframe from VP 9*

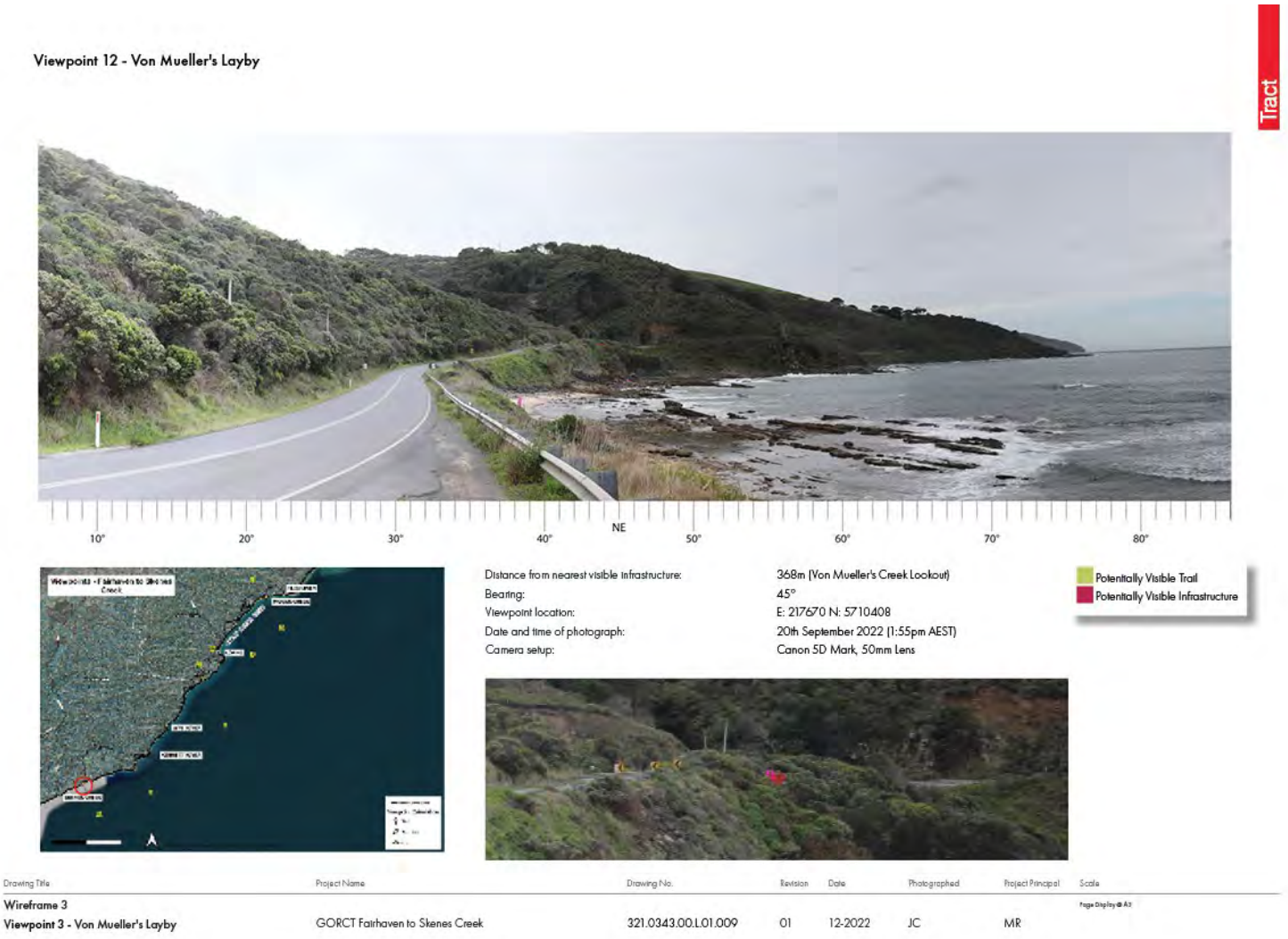


*Figure 100:Wireframe from VP 12*


*Figure 101:Wireframe from VP 16*

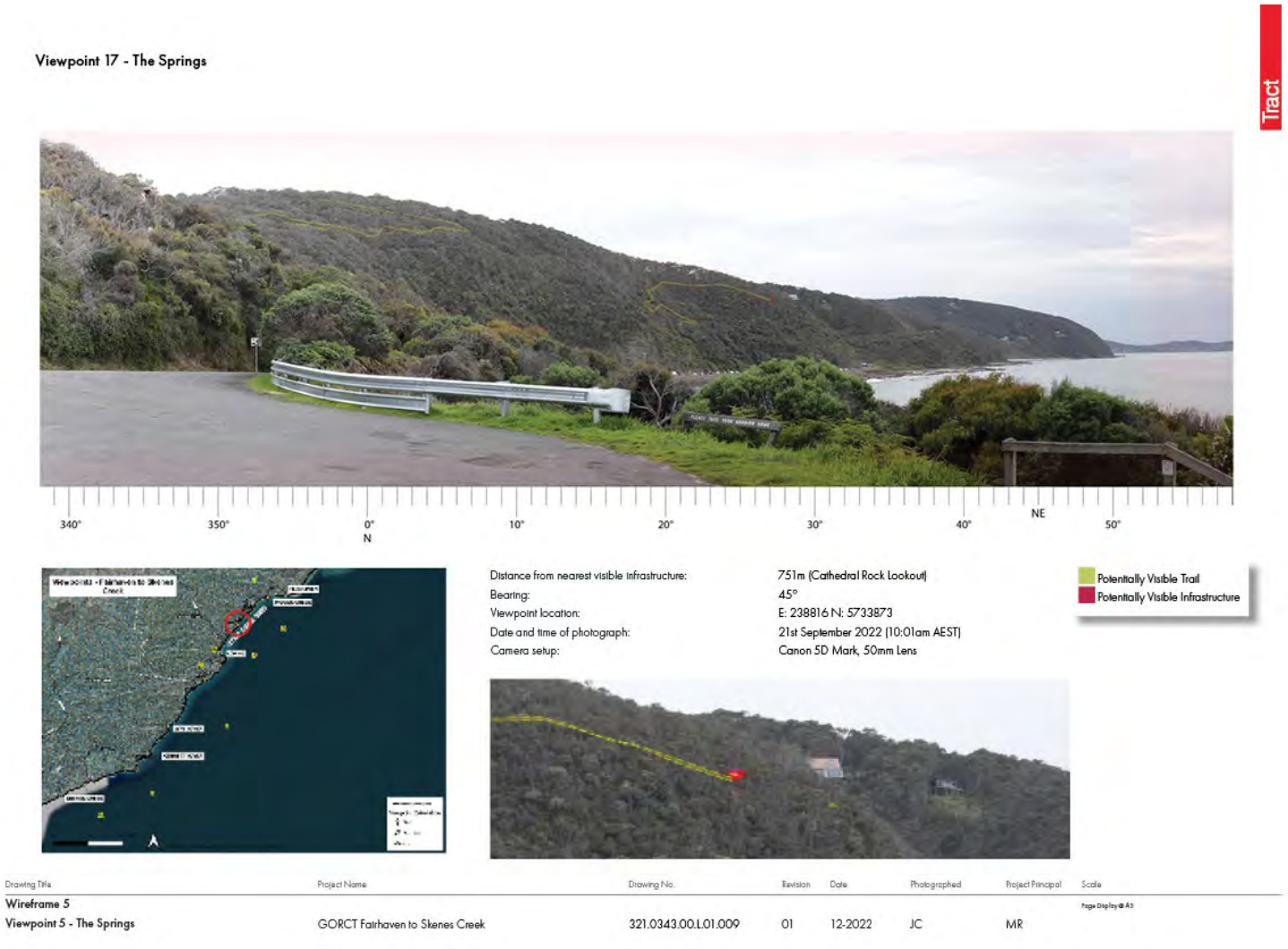


*Figure 102:Wireframe from VP 17*

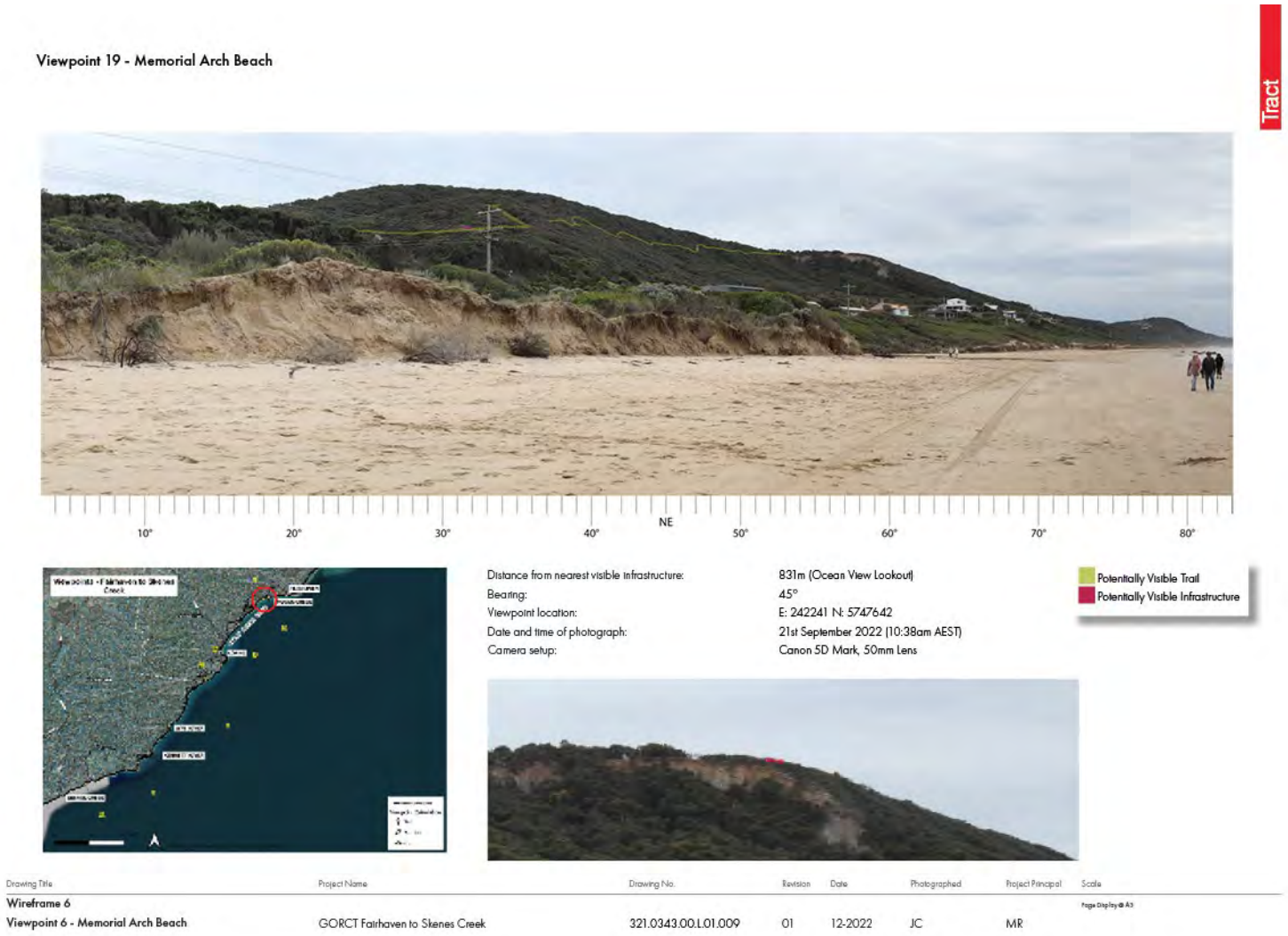


*Figure 103:Wireframe from VP 19*

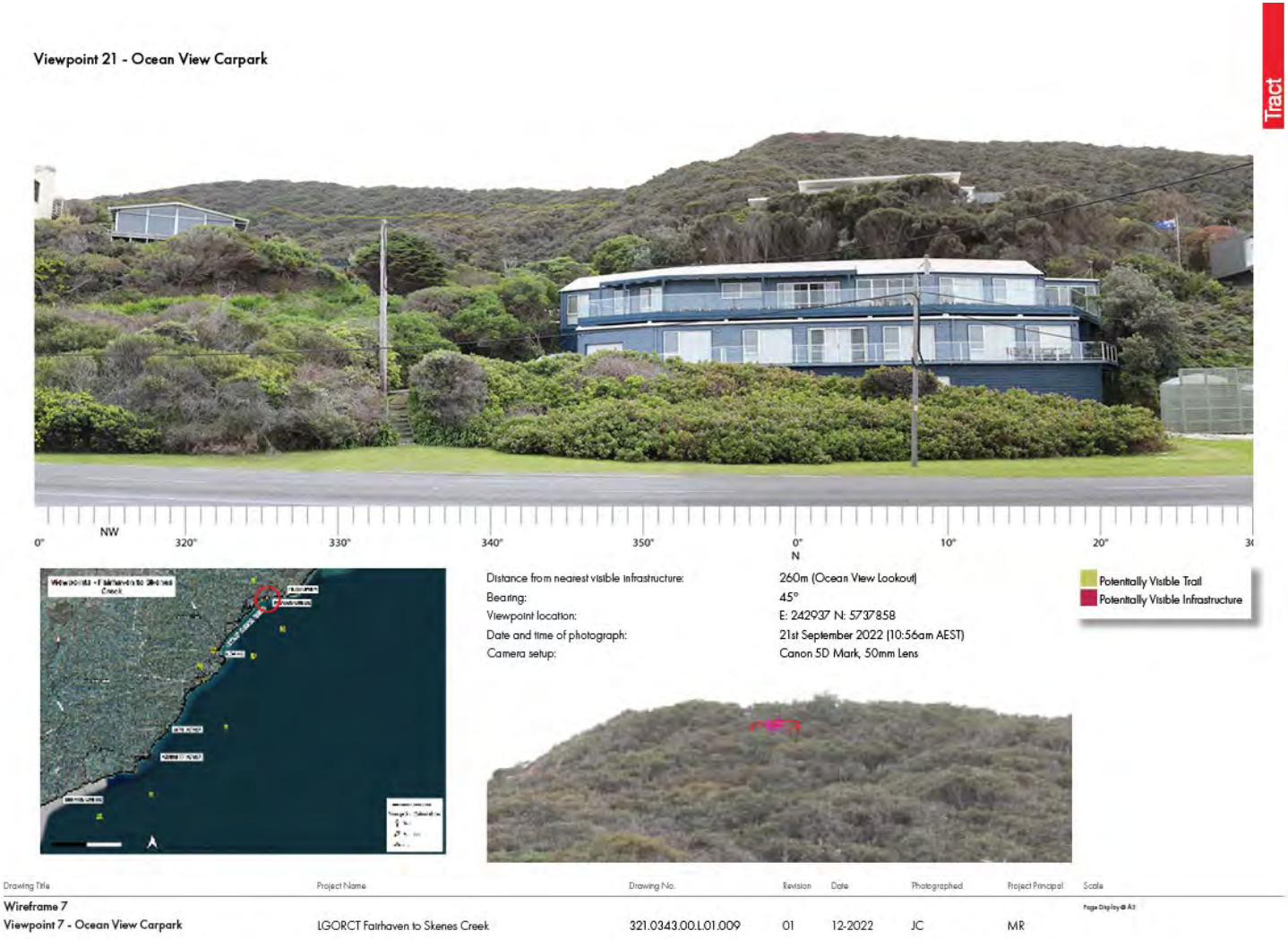


*Figure 104:Wireframe from VP 21*

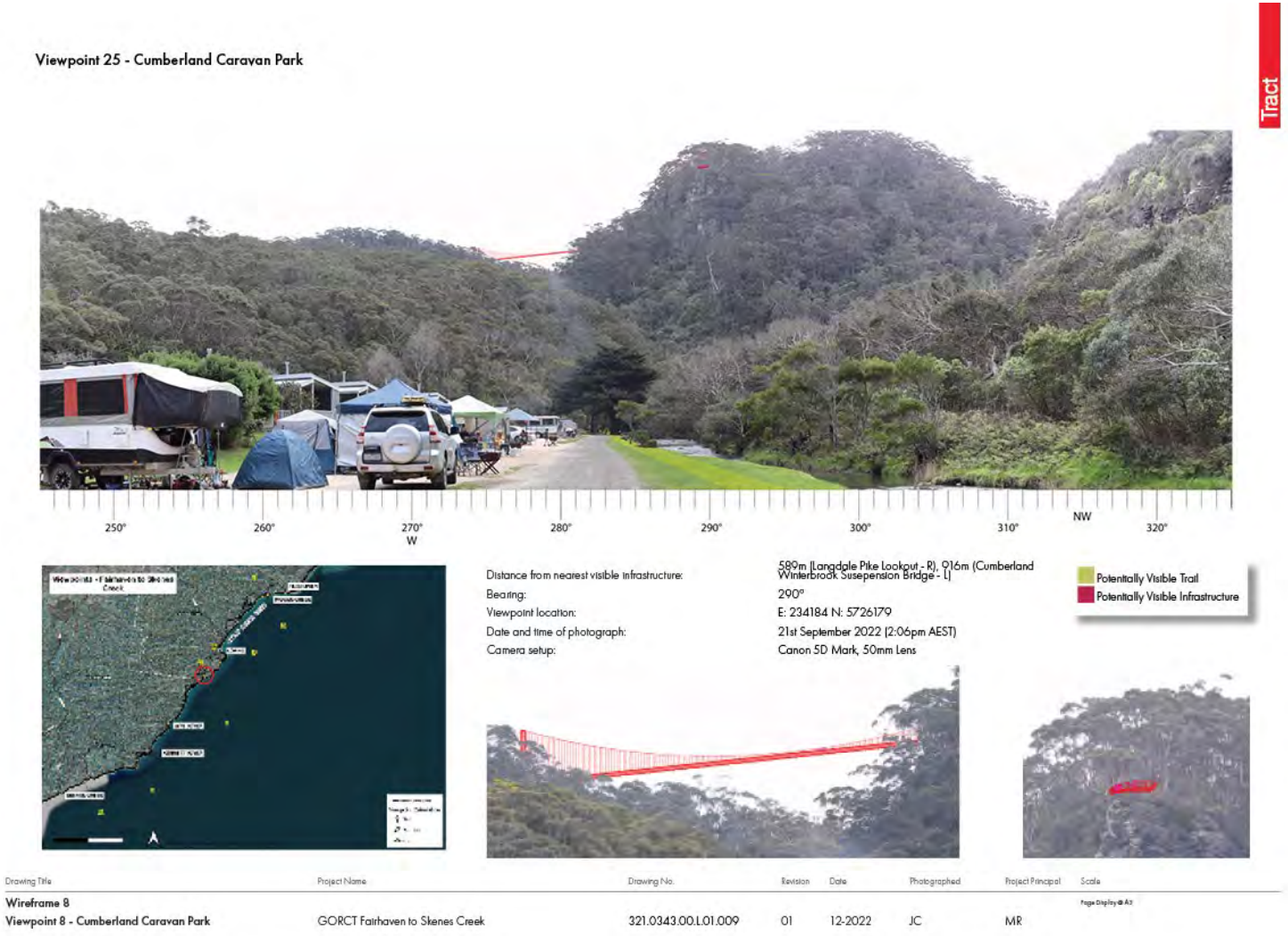


*Figure 105:Wireframe from VP 25*