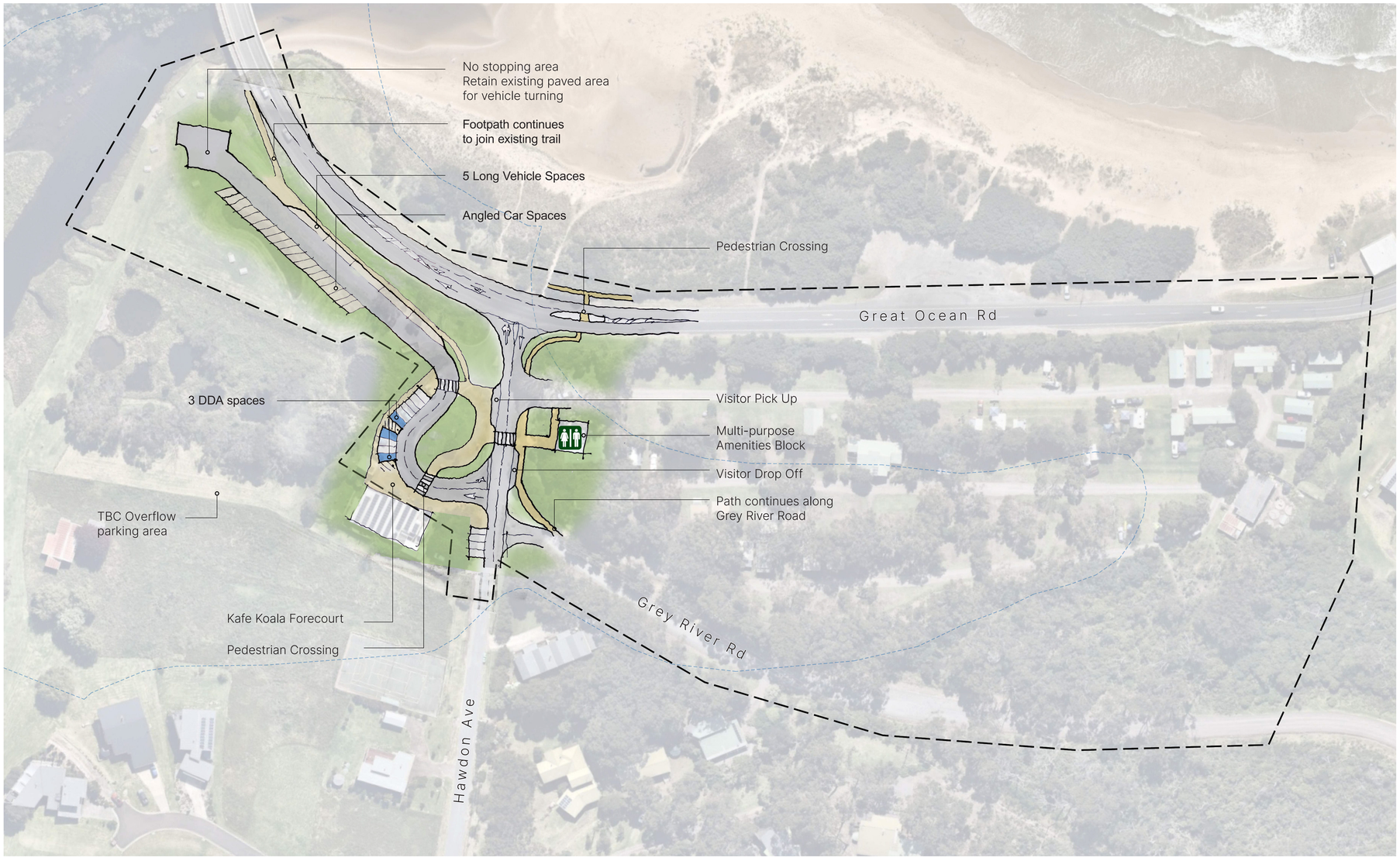
A

Scenario A



Description:

Scenario A envisions a comprehensive upgrade of the Kennett River hamlet, focusing on expanding and connecting attractions around its central green 'island.' The plan involves removing the Hawdon Avenue turn-off, replacing it with a landscaped area to streamline traffic and create a more natural entry.

Grey River Road is realigned for safety, featuring a visitor drop-off zone and arrival area. The central green space offers pedestrian access to key points like the riverfront, Kafe Koala, public toilets, and Grey River Road.

The existing access road is retained with 45-degree parking, while the end-of-road spaces are converted into a no-stopping area for vehicle turnarounds. The plan accommodates 30 car parking bays and 4-5 long vehicle bays.

A centrally located toilet, replacing the Caravan Park Manager's Residence, consolidates public and caravan park amenities, including post boxes, bike storage, luggage storage, and a viewing deck. This streamlined approach aims to enhance the overall visitor experience and community gathering space.

Features:

- Creates a connected road reserve including safe pedestrian space
- 3-point turn for longer vehicles up to 8m
- Single point for entry and exit
- Potential for DDA / EV allocation
- Additional space in forecourt for motorbikes and bicycle (bicycle storage for detailed plans)

Nominated Car Park No.

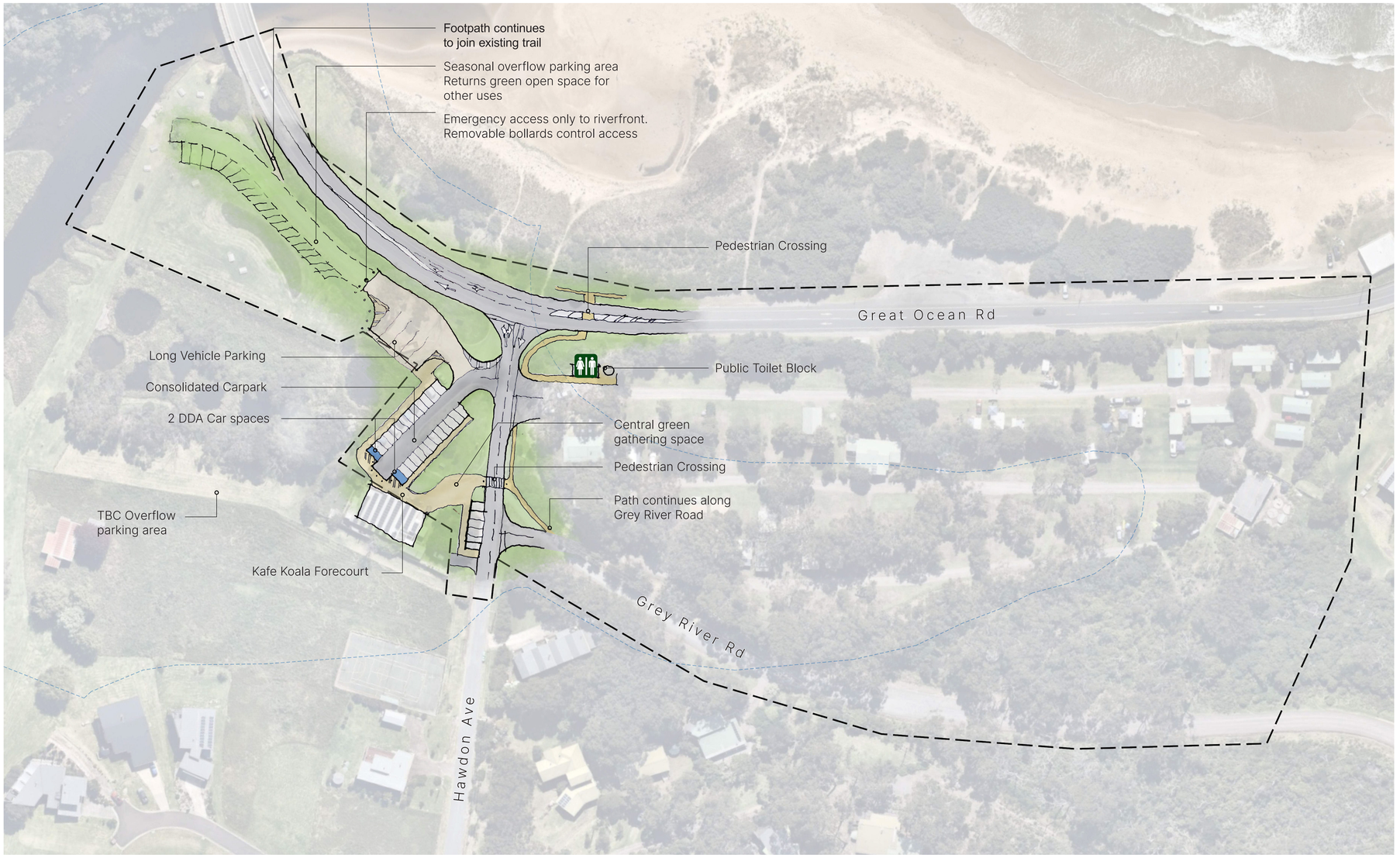
Car Parking	30
Long Vehicle Parking	5
Overflow Parking	0
DDA Parking	3
Total	38

100m

Notes:

- Drawing shown not to scale
- Parking numbers are shown are subject to change based on tourism strategy and capacity calculations
- Plan subject to detailed design, traffic engineering, wastewater management and further detailed design
- Great Ocean Road works not part of this scope
- Long vehicle parking for vehicles <8m in length only. No large coaches.

Scenario B



Nominated Car Park No.

Car Parking	30
Long Vehicle Parking	5
Overflow Parking	20
DDA	2
Total	57

100m

Notes:

- Drawing shown not to scale
- Parking numbers are shown are subject to change based on tourism strategy and capacity calculations
- Plan subject to detailed design, traffic engineering, wastewater management and further detailed design
- Great Ocean Road works not part of this scope
- Long vehicle parking for vehicles <8m in length only. No large coaches.

Description:

In Scenario B, the Kennett River hamlet undergoes a strategic road reduction plan, minimising sprawl and bringing the riverfront closer to the town centre. Parking is consolidated at a central node, enabling the re-vegetation of the existing river access road with native plants. This green space is designed for flexibility, accommodating weekend markets, festivals, and events, while also enhancing surface permeability for flood resilience. Removable bollards control access, ensuring the area remains vehicle-free when not in use.

Pedestrian safety is prioritised with dedicated crossings and paths bordered by native plants, guiding individuals to the riverfront and Kafe Koala. By separating vehicle and pedestrian spaces, the risk of accidents is minimised.

Traffic circulation is improved through increased intersection separation, and parking provisions include 32 regular-sized car bays, DDA provisions, and a dedicated long-vehicle parking area. Visual enhancements, such as a natural material palette and native screening vegetation, soften the appearance of parking areas and improve the overall amenity of the hamlet.

Grey River Road is realigned to intersect with Hawdon Avenue at a right angle, enhancing road safety and sightlines. This realignment creates a footpath and gathering area along Grey River Road, catering to the large number of tourists who gather to view wildlife.

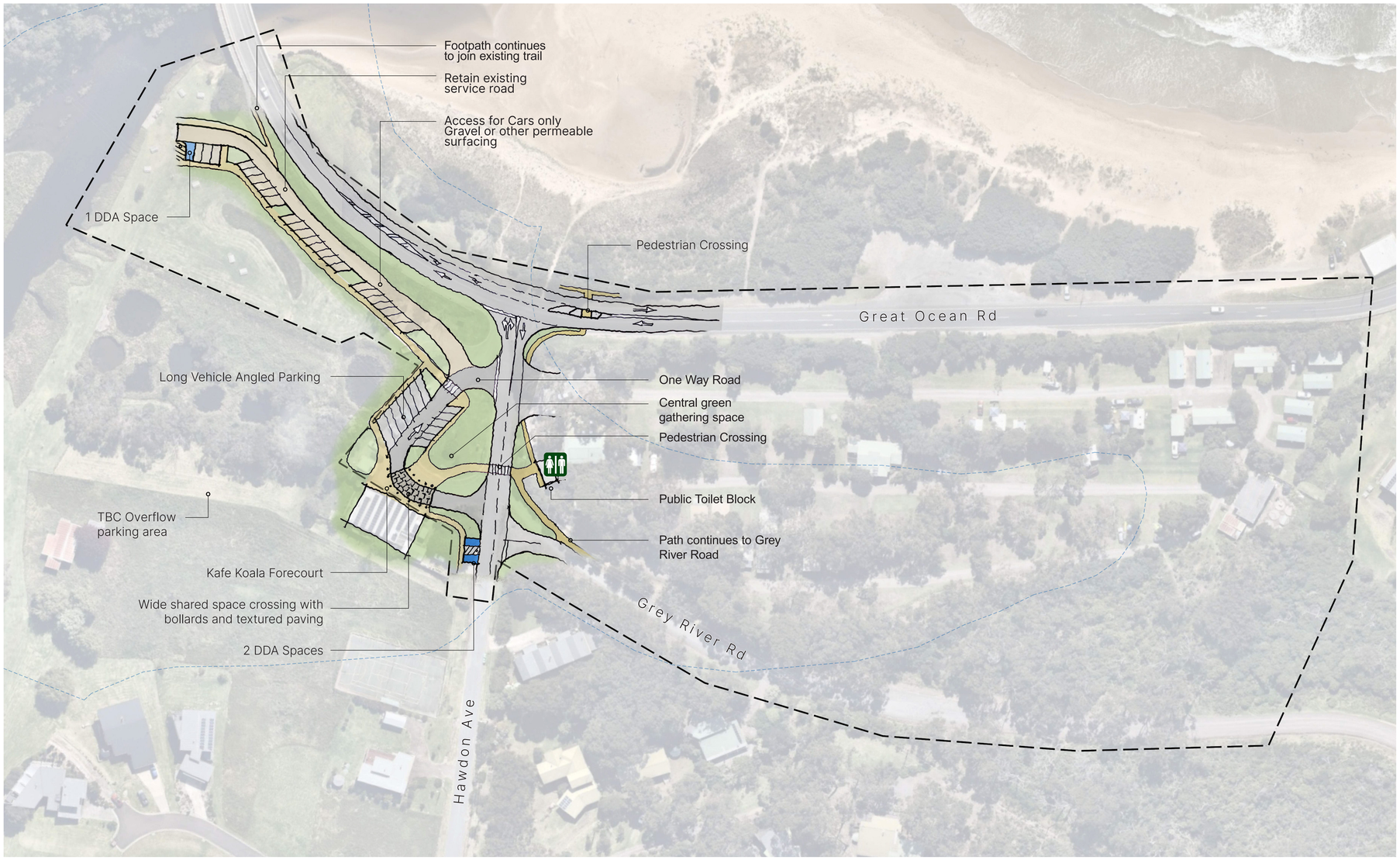
Additionally, a strategically placed public toilet in the caravan park entry area serves both beachgoers and hamlet visitors without causing inconvenience. This location ensures accessibility and convenience while maintaining an unobtrusive presence.

Features:

- Promotes hamlet footprint, minimising traffic sprawl
- Creates a consolidated parking area
- Creates a retail precinct
- Separates pedestrian activity and vehicle movements
- This scenario lends itself to timed parking within the retail precinct
- Restricted access to service road (peak periods eg. Weekends and holidays)

C

Scenario C



Nominated Car Park No.

Car Parking	30
Long Vehicle Parking	7
Overflow Parking	0
DDA	3
Total	40

100m

Notes:

- Drawing shown not to scale
- Parking numbers are shown are subject to change based on tourism strategy and capacity calculations
- Plan subject to detailed design, traffic engineering, wastewater management and further detailed design
- Great Ocean Road works not part of this scope
- Long vehicle parking for vehicles <8m in length only. No large coaches.

Description:

In Scenario C, Kennett River's hamlet character is maintained through targeted interventions, particularly focusing on the existing 'round-a-bout.' By enforcing one-way circulation around it, traffic flows are simplified, enhancing road safety. Designated parking for long vehicles, like buses and caravans, eliminates the need for reversing manoeuvres, streamlining movement in and out of Kennett River.

The upgraded 'round-a-bout' becomes the central hub, connecting Kafe Koala, the riverfront, Grey River Road, and proposed public toilets. This enhancement transforms the area into a vibrant community space, elevating the overall visitor experience through thoughtful landscaping and amenities. A wide, shared pedestrian crossing extending to Kafe Koala's forecourt not only signifies an entry point but also prioritises pedestrian safety by slowing down traffic.

The existing river access road sees formalised angled car spaces to reduce erratic parking, while Grey River Road's realignment at a right angle with Hawdon Avenue improves safety and sightlines. This realignment also provides space for a footpath and gathering area along Grey River Road, catering to the considerable number of tourists observing wildlife.

The strategic placement of public toilets in the caravan park's road access area, behind screening trees, minimises disturbance to visitors while offering convenient access from the pedestrian crossing at Hawdon Avenue. These landscape and hardscape decisions collectively enhance the local and visitor experience, emphasising safety, aesthetics, and vehicular considerations.

Features:

- Retain hamlet character
- Simplifies traffic movement
- DDA access to riverbank, corner store, and amenities
- Centralised public amenities
- One way circulation