



Rye Township Plan

Mornington Peninsula, Victoria

Prepared for:



**MORNINGTON
PENINSULA**
Shire

REALM
studios

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For:





AERIAL IMAGE OF THE RYE TOWNSHIP 2017

EXECUTIVE SUMMARY

INTRODUCTION

After a history of sporadic strategic planning approaches, the Rye Township Plan aims to consolidate and build upon previous work to deliver an outcome that encapsulates the needs and desires of the local community. It has been developed through a deep consultation process with the community, its representative leaders and Council representative and Councilors to deliver on desires to enhance the existing natural assets, engage with the cultural history of the township, and improve the area's ability to continue to take advantage of its enviable position on the bay.

CONTEXT

As a bayside community, the Rye township experiences a large influx of tourists during the summer months, looking to enjoy the existing coastal environment and vibrancy of the township. However, this also results in unsafe and undesirable congestion issues. Conversely, the small businesses that thrive during the summer months, struggle through the cooler months as the pace and vibrancy of the township subsides. Rye's current structure and amenity is not able to cope with this flux and the extreme condition at either end of the cycle.

METHODOLOGY

The development of the Township Plan is supported by a rigorous process that began with a review of the existing strategic documents, before an in-depth analysis of the area's historic, cultural and environmental elements was undertaken to better understand the opportunities, challenges and aspirations of the Rye Township Plan.

Most importantly, the foundations of the Rye Township Plan were formed through a rigorous community engagement processes over the course of two months that saw several workshops and stakeholder meetings take place. These workshops gave the community an opportunity to engage in the processes of the development of the Rye Township Plan and through several iterations, their aspirations underpinned and informed the design overlays and the recommendations.

By placing stakeholders at the centre of the investigations a vision for a liveable, attractive, vibrant, resilient and sustainable township was created.

AN ASPIRATIONAL PLAN

Following extensive community consultations and Public Exhibition, the Rye Township Plan is built around four key principles:

- Preserving the natural environment and promoting Rye as a demonstration Township for sustainability and eco-living,
- Improving connections for pedestrians and cyclists,
- Building on existing culture and heritage to promote a sense of place and local identity,
- Creating a revitalised public domain to establish a thriving destination across all seasons.

These four principles have been translated into four key strategic themes that provide an overview of the aspirational qualities the proposed Rye Township Plan should engage with, these are:

- people & environment
- people & movement
- people & economy
- people & place

Each of these principles engage with different elements, whilst keeping people and the community at the heart of the plan.

TOWNSHIP OVERLAYS

With the four principles and strategic themes driving the analysis and conceptualisation of Rye, the Rye Township plan has been informed through a series of high level township overlays. These overlays analyse the existing conditions of the environment, vehicular access, car parking, pedestrian movement, current land-use zoning, and character and heritage. The strategic themes are then integrated into a series of high-level proposed plans that respond to the local conditions and provide recommendations for achieving the desired aspirations of the community.

The recommendations focus on delivering a successful town centre through the protection and support of local ecologies via strategic replanting of coastal ecologies; enhancing the streetscape with water sensitive urban design elements; reducing the width of Point Nepean Road to two lanes to facilitate an extended public domain and enhance local businesses; a rationalisation of local car parking that employs several flexible arrangements; and the development of several Design Development Controls to support the future development of the area.

MATERIALITY

This is further supported by an assessment of the current materiality of the project area that draws from local cultural assets and environmental concerns to propose a palette of materials, planting and stormwater management precedents.

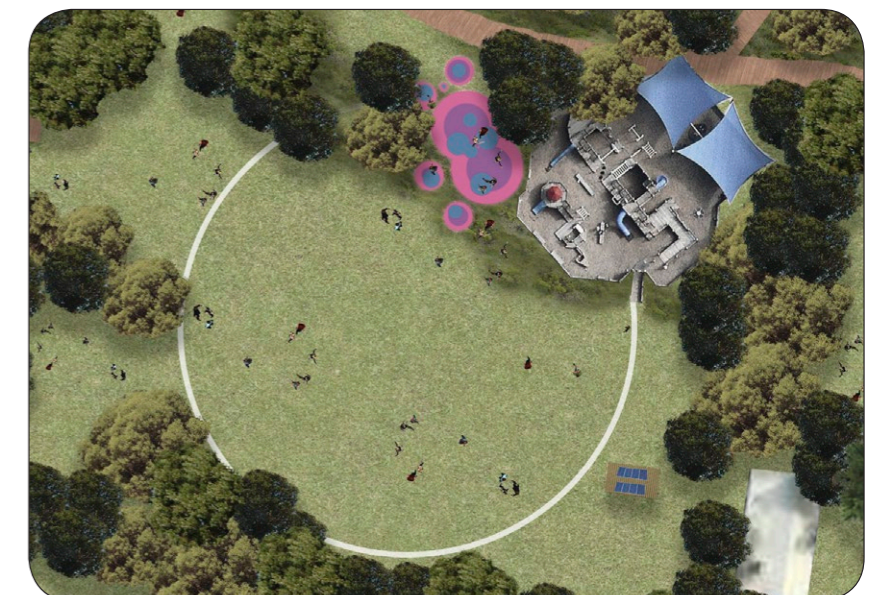
TOWNSHIP PLAN

Building on the feedback of the community, these recommendations are materialised into the Township Plan that comes together around a series of key projects and places that together reflect a new character for Rye. There are nine key places and spaces that are proposed for the creation of a local character that is at once coastal, vibrant, relaxed, and expressive of the community's values towards the environment, sustainability, and the place called Rye. The nine key projects are:

- FORESHORE PROMENADE – provide a sense of arrival as the main 'gateway' to the foreshore
- FORESHORE PARK – create a green, engaging, environmentally sustainable space
- TOWN SQUARE – activate commercial area and provide alternate community amenity back from the foreshore.
- POINT NEPEAN ROAD – improve safety, mobility and connectivity between town centre and the foreshore.
- RYE CAMPING – rationalise the camping area to provide for the campers and the community
- NAPIER STREET PLAZA – activate a new plaza zone
- CAMPBELL LANE - Provide opportunity for new business and pedestrian activation back from the foreshore.
- BIMBLE / COLLINGWOOD / SULLIVAN STREETSCAPE - improved streetscape safety and amenity.
- GATEWAY - announce arrival to the Rye Township.



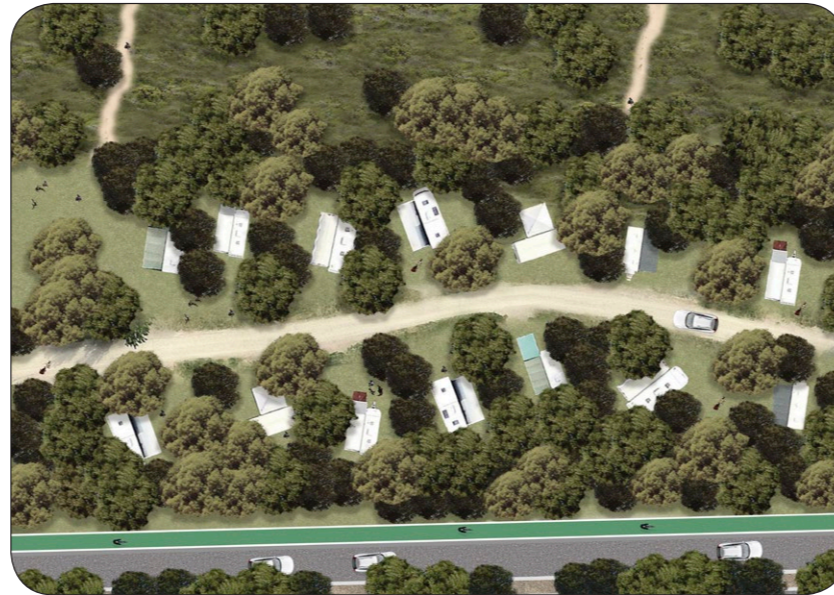
1 FORESHORE PROMENADE



2 FORESHORE PARK



3 TOWN SQUARE



5 RYE CAMPING



7 CAMPBELL LANEWAY



4 POINT NEPEAN ROAD



6 NAPIER STREET PLAZA



8 BIMBLE / COLLINGWOOD / SULLIVAN STREETScape

The project is explored through a series of key principles and associated graphics that embodies a consistent township approach and the values that initial research and community consultation had uncovered.

The report finishes by providing an implementation plan that details actions that can be undertaken in the short term (1-3 years), medium term (3-5 years) and long term (5-10+ years). Included with this is a cost estimate for the elements of the township plan. Together, they contribute to 'This place called Rye'.

RYE TOWNSHIP KEY PLACES & SPACES:

- 1 FORESHORE PROMENADE
- 2 FORESHORE PARK
- 3 TOWN SQUARE
- 4 POINT NEPEAN ROAD
- 5 RYE CAMPING
- 6 NAPIER STREET PLAZA
- 7 CAMPBELL LANE
- 8 BIMBLE / COLLINGWOOD / SULLIVAN STREETScape
- 9 GATEWAY



RYE TOWNSHIP KEY PLACES & SPACES



1.0 INTRODUCTION

1.1 PURPOSE

The Rye Township Plan has been prepared as part of a broader strategy to consolidate all previous strategic planning studies, frameworks and master plans to form an integrated vision for Rye. This consolidated plan builds on Rye's existing culture and environment to promote a sense of place and local identity.

The Township Plan provides a set of specific objectives and recommendations which can be translated into operative planning principles and provisions to support future design and development in the area.

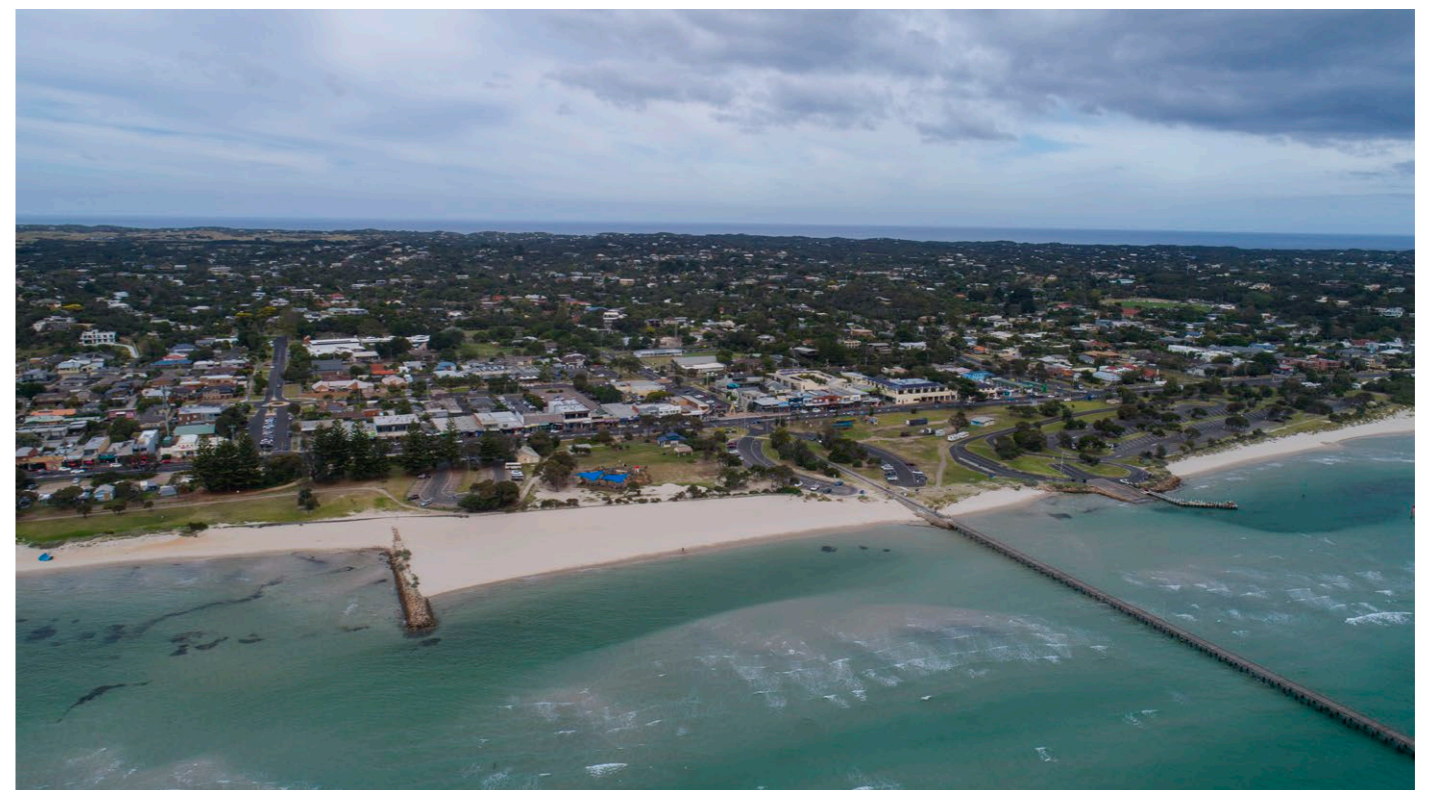
REALMstudios, along with project team consultants **Capire Consulting Group** (community engagement), worked with the **Mornington Peninsula Shire** and its various community and stakeholder groups across a series of presentations and idea workshops to establish the vision for the future of Rye.

This consolidated plan aims to provide for environmental enhancement, improved walkability, increased cycling safety and amenity, traffic calming and a range of connected public spaces to ensure stronger year round economic performance, increased safety, comfort and enjoyment within Rye.

This plan is an opportunity to create a public domain network, that integrates the Foreshore, Point Nepean Road and the broader Town Centre area, to enhance the diversity of offering for people. The Township Plan is needed to pro-actively manage and respond to current growth and the Mornington Peninsula Planning Scheme's desire to:

- *respond to population growth in the area*
- *support a wider range of infrastructure, facilities and services*
- *encourage a stronger employment base*
- *provide greater housing diversity*
- *reinforce a sense of place associated with different townships*
- *support commercial activity centres*
- *consolidate new retail and commercial activity*
- *improve amenity and pedestrian access*
- *encourage tourism development to maximise employment and long-term economic, social and cultural benefits*

The Plan provides a unified vision for an integrated Township through a consolidated yet malleable approach which responds to fluctuating seasons that characterise the Rye township. The Township Plan aims to express a contemporary integrated public domain and at the same time an invigorated place for community.



AERIAL IMAGES OF RYE TOWNSHIP 2017



1.2 RELATED DOCUMENTS & POLICIES

This Township Plan must be read in accordance with other strategic planning documents. They include:

- **Mornington Peninsula Planning Scheme 2017**

The planning scheme must seek to achieve the objectives of planning in Victoria as set out in Section 4(1) of the Planning & Environment Act 1987. These objectives are:

1. To provide for the fair, orderly, economic and sustainable use and development of land.
2. To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.
3. To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
4. To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.
5. To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.
6. To facilitate development in accordance with the objectives set out in the points above.
7. To balance the present and future interests of all Victorians.

- **Mornington Peninsula Localised Planning Statement.**

- **Council Plan 2013-2017 (2017-2021 - forthcoming)**

- **Health and Wellbeing Plan 2013-2017**

- **Arts and Culture Strategy 2012-2015**

- **Bicycle Strategy Ride Safe**

- **Drive Safe Strategy 2008-2018**

- **Economic Development Strategy 2016-2019**

- **Energy and Greenhouse Management Improvement Plan**

- **Mornington Peninsula Development Strategy 2016-2019**

- **Local Food Strategy 2013**

- **Transport MPAMS 2007**

- **Open Space Strategy**

- **Playspace Strategy 2020**

- **Draft Rye Foreshore Master plan Report 2008**

- **Draft Rye Foreshore Landscape Master plan 2016**

- **Draft Rye Movement and Place Streetscape Master plan 2016**

- **Rye Recreational Boating Precinct Plan 2013**

- **Rye Town Centre Urban Design Framework 2002**

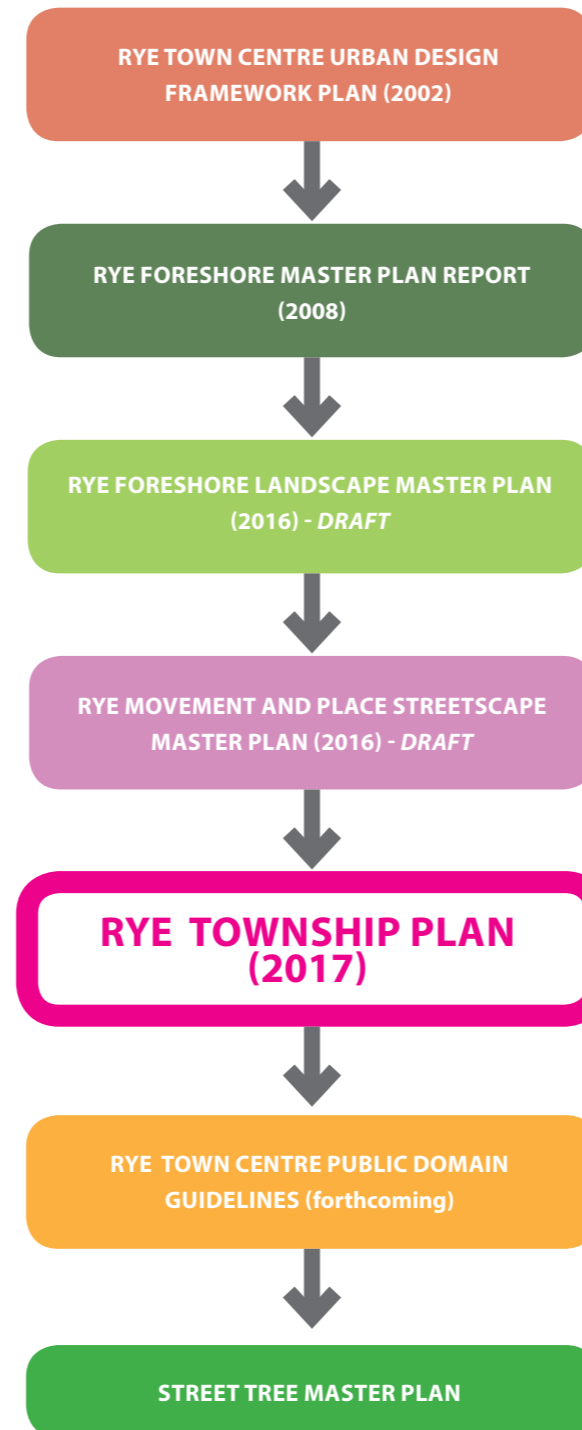
- **Stormwater Management Plan 2002**

- **Sustainable Transport Strategy 2020**

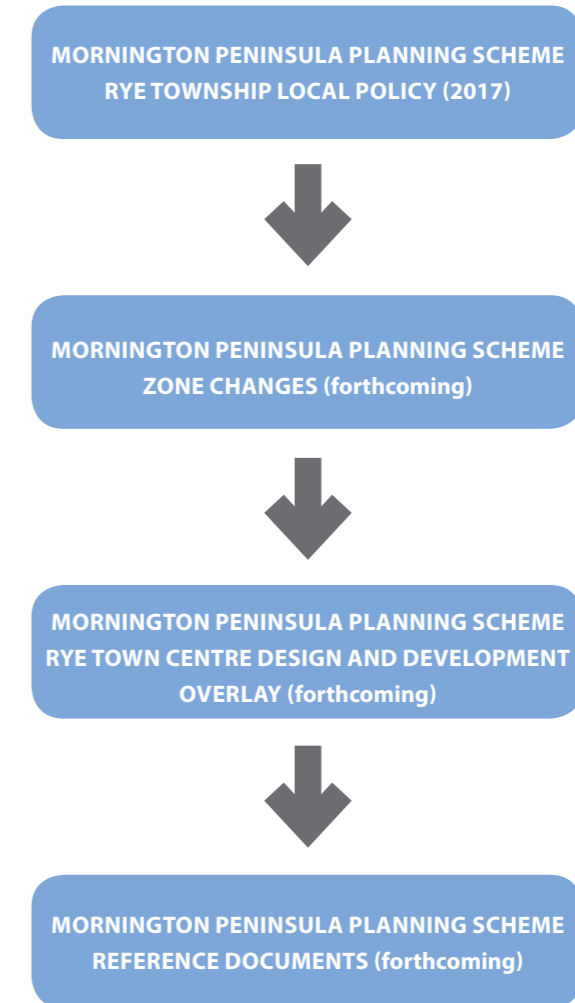
- **Waste Management Strategy 2009**

- **Street Tree Vegetation Policy 2006**

URBAN DESIGN & PUBLIC DOMAIN FRAMEWORK



PLANNING FRAMEWORK



IMPLEMENTATION

FUNDING SOURCES



1.3 PROJECT METHODOLOGY

The Township Plan has been prepared through a six phase process comprising:

Stage 01: Document Review

The objective of this stage was to review the existing strategic documents:

- *Rye Town Centre Urban Design Framework, 2002*
- *Draft Rye Foreshore Landscape Master plan, 2016*
- *Draft Rye Movement and Place Streetscape Master plan, 2017*

This was critical in making sure that the recommendations from all existing plans are critically reviewed and brought forward into the Township Plan in line with current community aspirations.

Stage 02: Research and Analysis

Site analysis and historic and cultural research were undertaken to better understand the opportunities, challenges and aspirations of the Rye Township Plan.

The analysis findings reveal how the project can respond to the existing and future conditions and inform the Strategic Framework, Aspiration, Theming and Design Principles.

Stage 03: Community Engagement and Development of Design Principles

An extensive community engagement process (lead by Capire Consulting group) was carried out over the course of 2 months and included 2 x workshops. The community aspiration and place principles that were formed through the consultation process became the foundation of the Township Plan design overlays and recommendations moving forward. The detailed findings of this consultation are contained in Appendix C.

Stage 04: Draft Rye Township Plan

The conclusions from Stage 3 were refined and developed into a Township Concept Master plan and a series of Key Projects, and associated costings and Implementation plans for each.

Stage 05: Public Exhibition

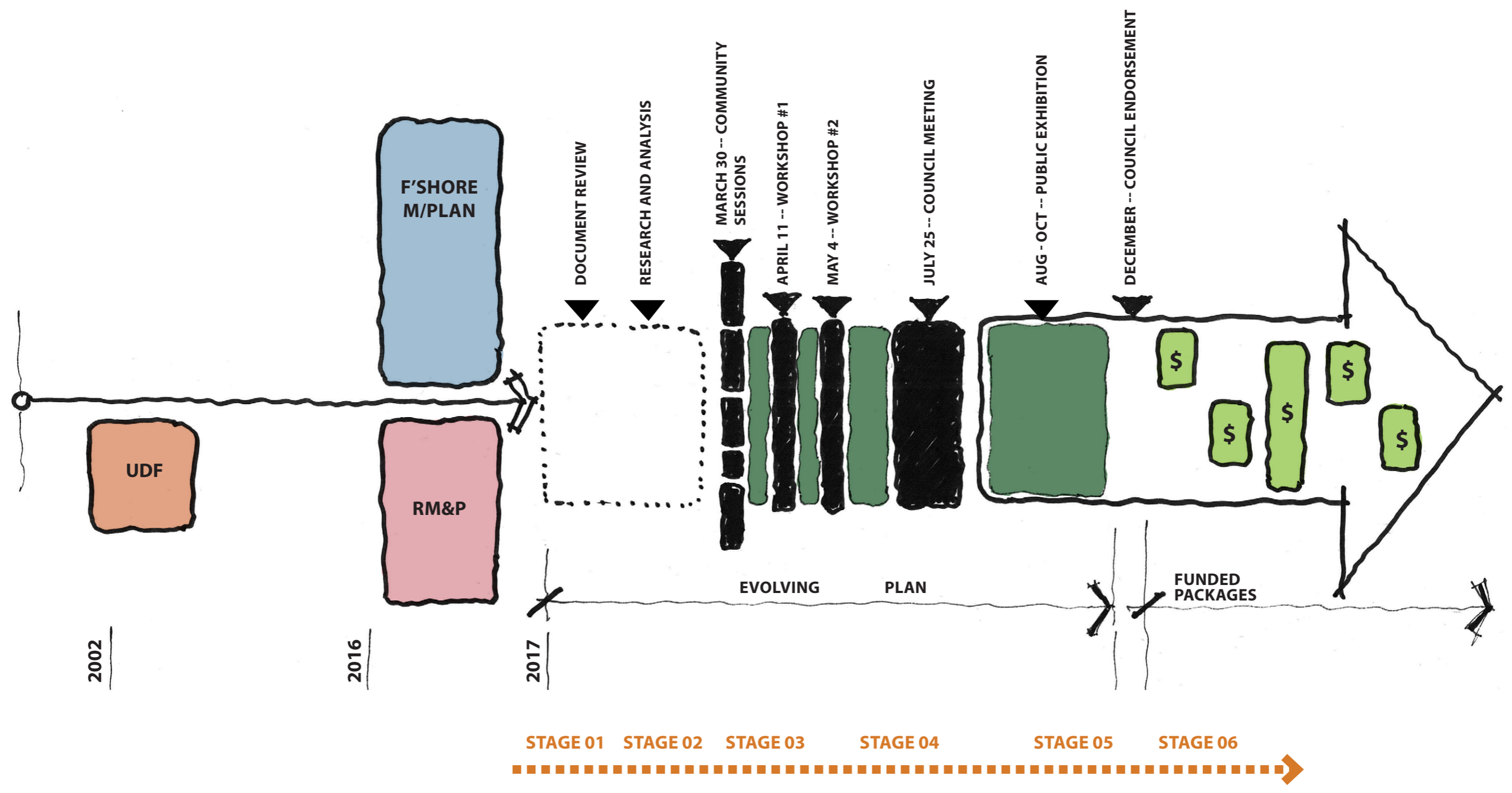
The Draft Rye Township Plan was placed on public exhibition in August 2017.

Stage 06: Final Rye Township Plan

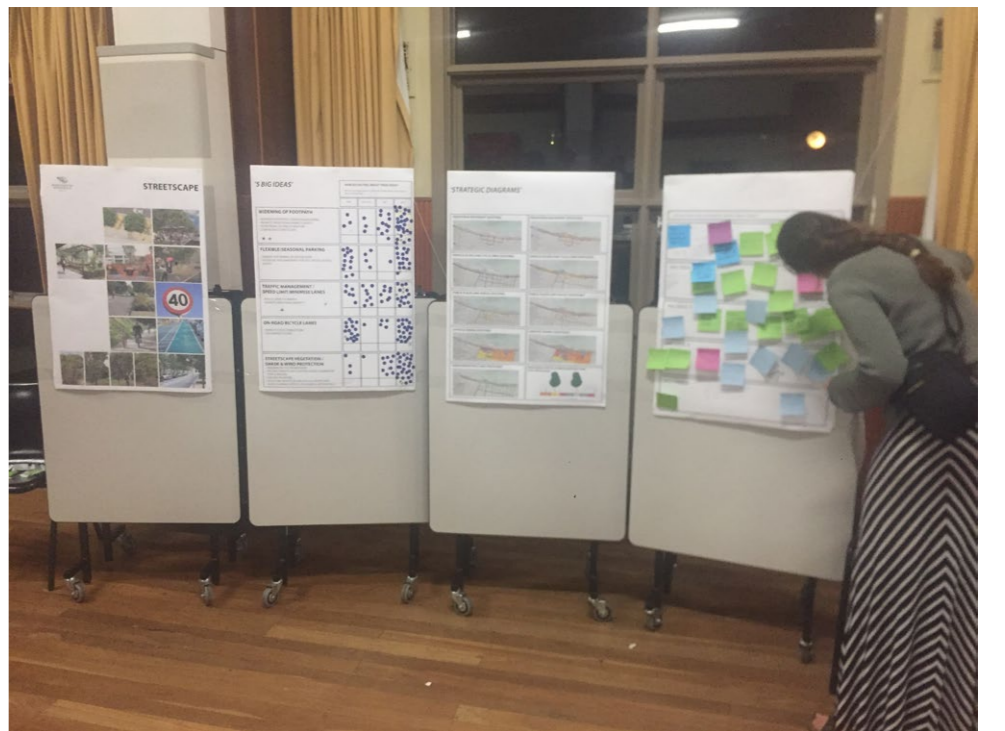
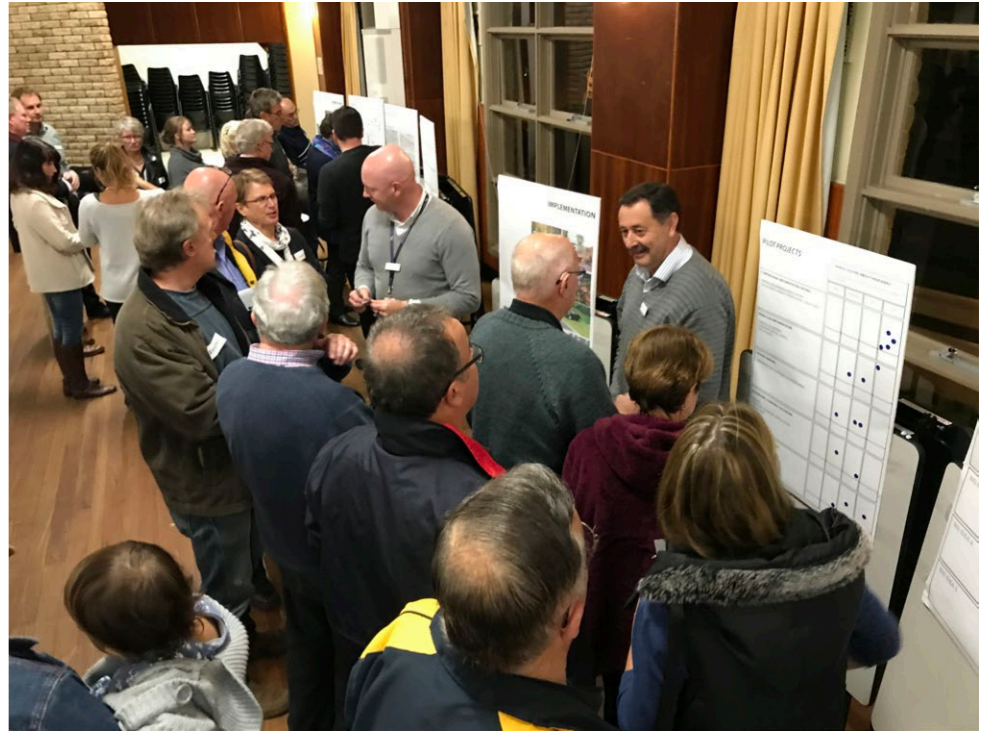
The Rye Township Plan was finalised and adopted by Council following community and stakeholder feedback allowing for specific civic projects to be incorporated and programmed into Council's capital works program.



COMMUNITY WORKSHOP 1



TIMELINE DIAGRAM
 - THIS WAS USED THROUGHOUT THE CONSULTATION PROCESS WITH THE RYE COMMUNITY



COMMUNITY WORKSHOP 1

COMMUNITY WORKSHOP 2



COMMUNITY WORKSHOP 1

By placing the community at the center of the investigations we begin to create a vision for a attractive, liveable, connected, vibrant, sustainable and resilient Township.

2.0 CONTEXT

2.1 SITE CONTEXT

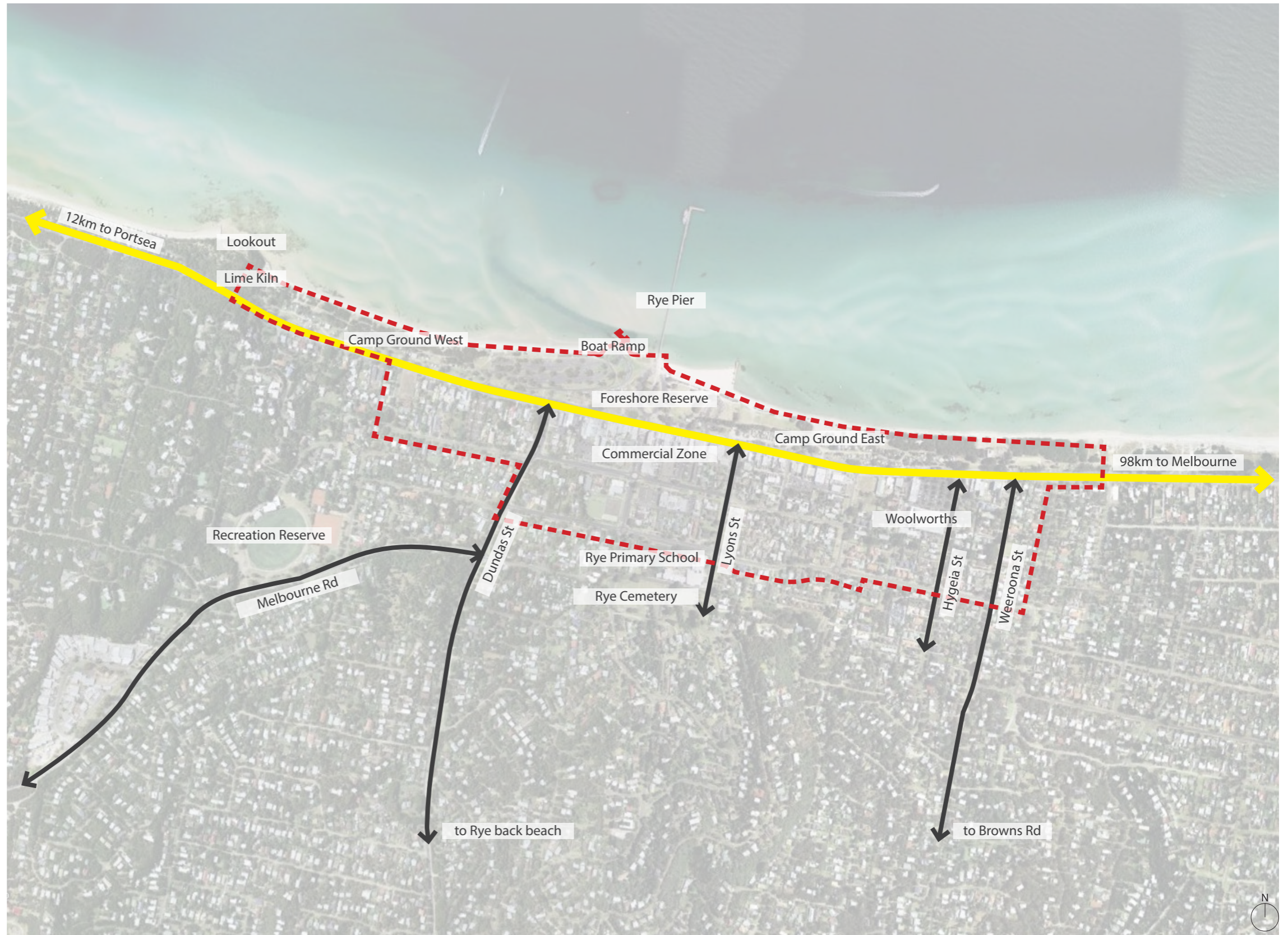
Rye is a bayside township located approximately 98km from the Melbourne CBD. It is a township of approximately 8,000 permanent residents and a place where seasonal flux plays a significant role in how it functions. A popular destination during the warmer months, it sees a surge in residents, campers, visitors and day-trippers making the most of the coastal environment. However, this also puts pressure on the local facilities to the point where the congestion is both unsafe and undesirable. During the winter months, the pace and vibrancy of the township subsides considerably making it difficult for local businesses to survive.

The township of Rye is currently primarily residential with commercial ventures focused along Point Nepean Road. Recent trends in house purchases indicate that there is a steady increase in people moving to Rye to take advantage of the lifestyle benefits it has to offer. The Township Plan needs to respond by providing a framework which supports greater housing diversity, and diversification of the commercial, retail, recreational and tourism offering throughout the Township as a whole. It needs to establish itself with a unique identity and sense of place that sets it apart from other Townships on the Peninsula.

Rye has a strong historic narrative based on Lime Kiln activity and small scale industry, from the mid 1800's to the early 1900's. This has left a strong cultural legacy that received little recognition in the current expression of the town and has the opportunity to play an important role in establishing a strong identity for Rye.



REGIONAL CONTEXT PLAN



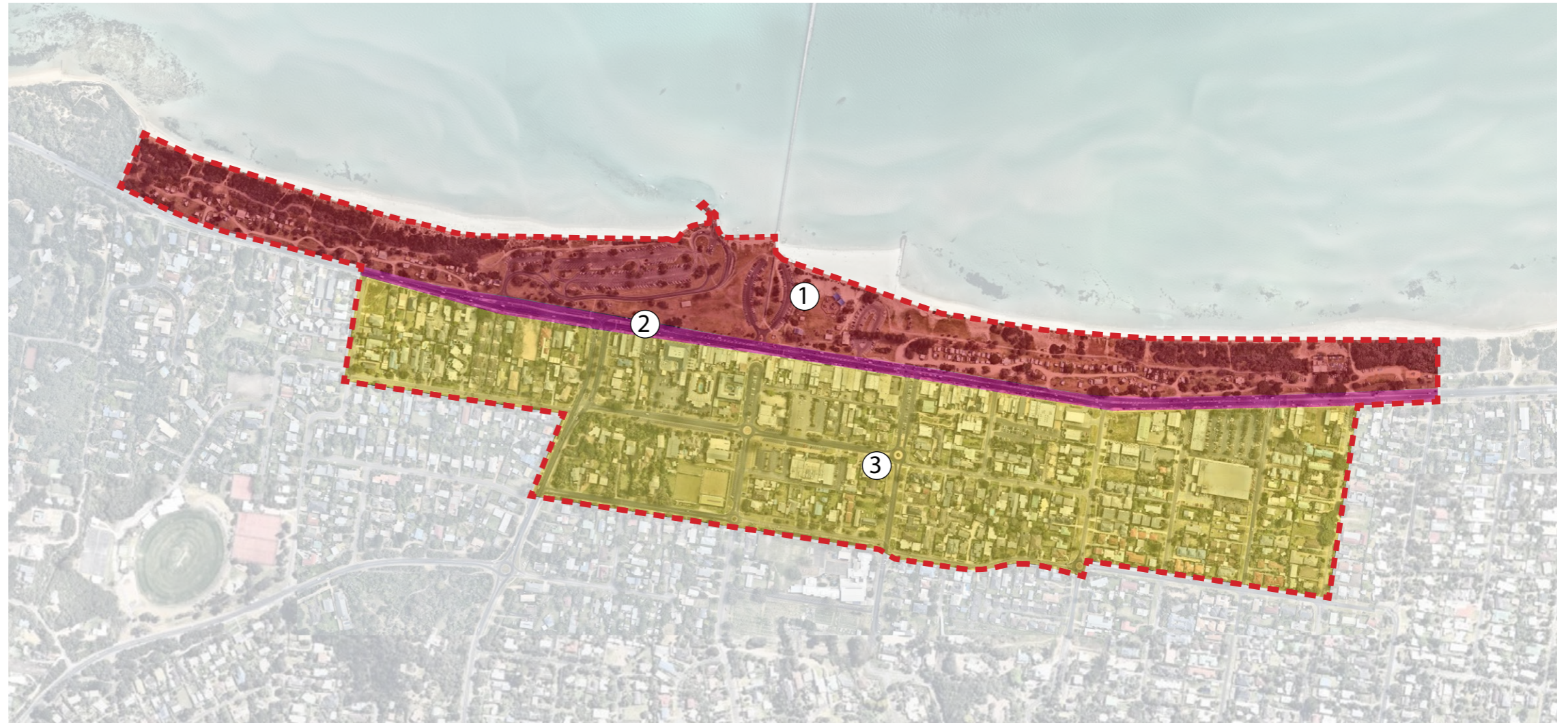
CONTEXT PLAN



2.2 STUDY AREA

The Township Plan works to consolidate 3 areas that have to date undergone separate master planning studies. The extent of land to which this plan applies has been identified in previous plans as the Rye Town Centre Study Area (Rye Town Centre Urban Design Framework September 2002) , Draft Point Nepean Road (Rye Movement and Place Streetscape Master plan 2016) and the Draft Foreshore (Rye Foreshore Landscape Master plan 2016).

The Township Plan aims to represent prevailing community values and views and to enhance the quality of urban design in the Rye Town Centre and its relationship with the Foreshore. This is key to stimulating economic growth in Rye, promoting high value sustainability outcomes, liveability and maintaining and building on the attraction of the area for both visitors and residents.



STUDY AREA PLAN

- ① RYE FORESHORE
- ② POINT NEPEAN ROAD
- ③ RYE TOWN CENTRE

3.0 AN ASPIRATIONAL PLAN

3.1 CREATING A TOWNSHIP FRAMEWORK

The Township Plan has drawn from extensive consultation with the community (refer to appendix) to create a vision for the Township focused on the following key principles:

- Preserving the **natural environment** and promoting Rye as a demonstration Township for sustainability and eco-living,
- Improving **connections** for pedestrians and cyclists,
- Building on **existing culture and heritage** to promote a sense of place and local identity,
- Creating a **revitalised public domain** to establish a thriving destination across all seasons.

By placing stakeholders at the centre of the investigations we begin to create a vision for a liveable, attractive, vibrant, resilient and sustainable township.

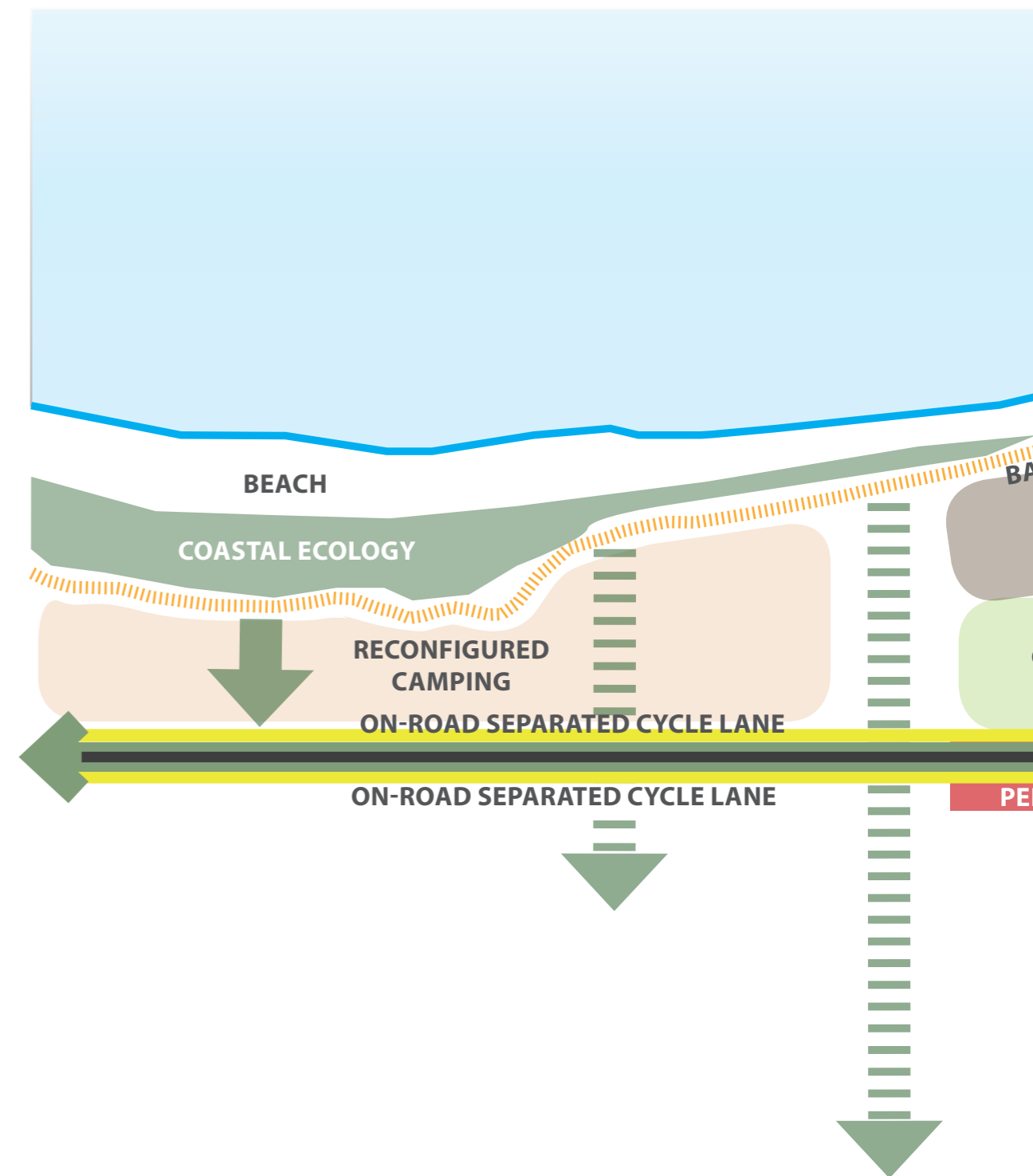
Taking into account community and stakeholder consultations, site and contextual analysis, the strategic planning context and all the recommendations that have come out of the Urban Design Framework, Rye Movement and Place Streetscape Master Plan and the Draft Foreshore Landscape Master Plan, the following 4 key STRATEGIC THEMES were identified to further guide the development of the Rye Township Plan :

- people & environment
- people & movement
- people & economy
- people & place

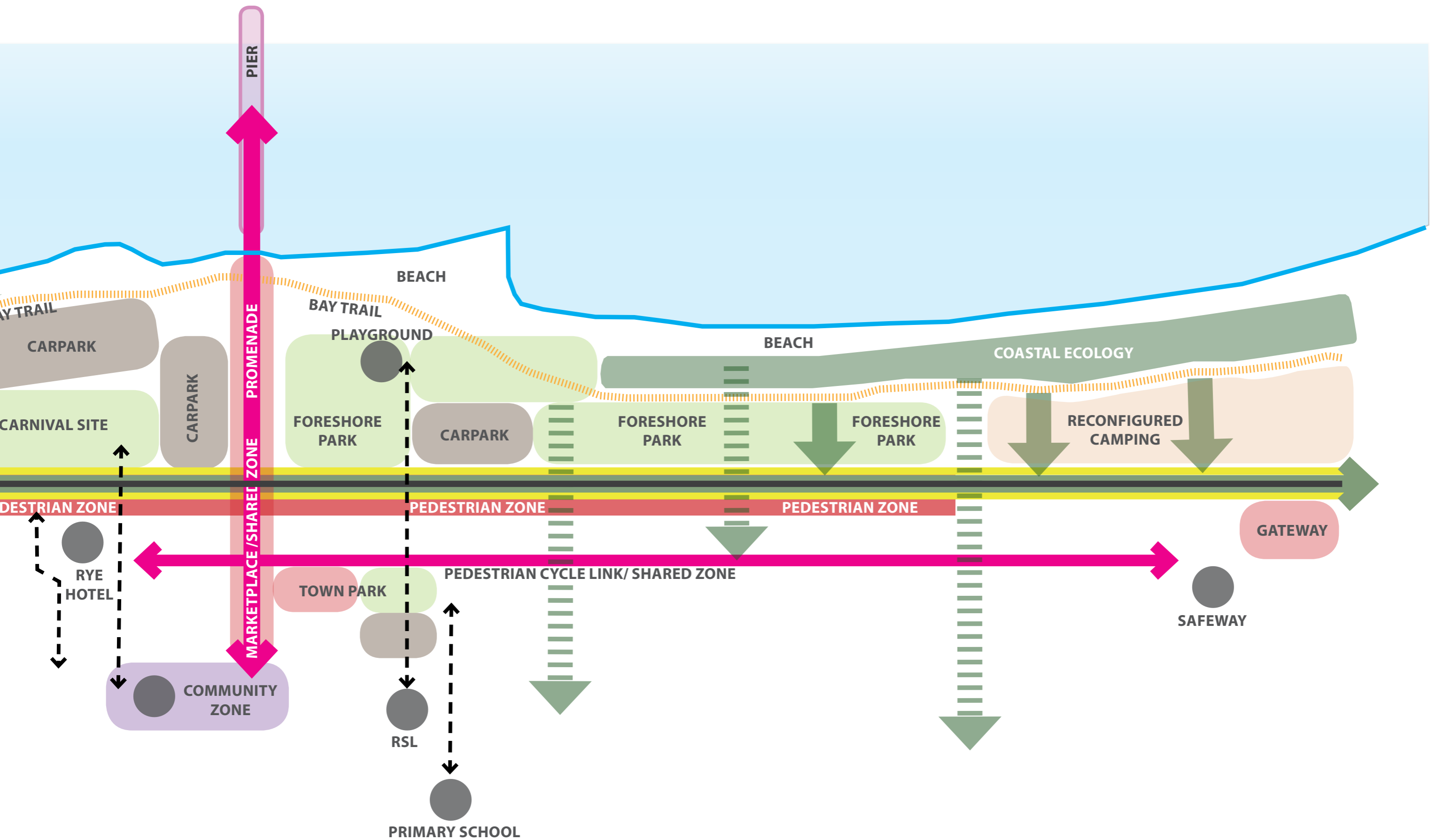
These categories encompass the physical, infrastructural, environmental, economic, social and cultural aspects of place. They also allow for the integration of the three areas of the Town Centre – The Foreshore, Point Nepean Road and the remainder of the Township (which have to date been treated as separate precincts guided by separate planning studies and master plans) to create a unified vision for the Town Centre as a whole.

There are many coastal precedent examples that have successfully responded to these strategic themes, but few that share the same coastal configuration of Rye; its direct relationship with Point Nepean Road, its traditional shopping strip in summer and its tightly constrained pedestrian areas relative to the scale of the road and foreshore beyond. Its localised intensity during the summer months is difficult to compare to other bayside examples, and in turn requires the development of specific principles and reference points for materiality, scale and land-use treatment, that respond to the local condition.

Key to the Rye Township is an emphasis on mixed use spaces that flex to accommodate seasonal population surges as well as temporal functions, such as car parking, fairgrounds etc, where open spaces can become event spaces for the community. Equally important is the Rye town centre character and 'street-life', where simple and robust use of materials, recognisable character/design, shaded trade zones and clear intuitive wayfinding are required in regards to safe traffic management and pedestrian and cycling activities.



ASPIRATIONAL TOWNSHIP DIAGRAM



3.2 PEOPLE & ENVIRONMENT

EXISTING CONDITION

The natural setting of Rye is highly valued by the locals and visitors alike and therefore its protection and enhancement is central to the future attraction of the area to locals and visitors alike. The natural environment was seen by many community members as Rye's most important asset and in turn should be prioritised in the Township Plan.

Foreshore management, energy conservation and waste management were all expressed as important community concerns that need to be addressed.

The foreshore vegetation is highly modified, with only small areas of remnant indigenous vegetation remaining. On the whole there is a distinct lack of street tree planting within the main commercial precinct, with no street trees on the shop side of Point Nepean Road and limited street tree planting throughout the Township.

Certain environmental conditions impact on the experience of the place. The most notable of these are the strong winds from the northwest, that come from the bay and directly hit the Point Nepean Road commercial strip. The existing foreshore screen planting provides limited protection.

A greening strategy needs to be put in place that responds to the local micro-climate by providing a comfortable and welcoming pedestrian environment whilst supporting the protection, adaptation and re-establishment of local ecology.

DESIGN PRINCIPLES

The design principles that have been developed in response to the existing conditions and the community aspiration are as follows:

- 1 SUPPORT AND ENHANCE LOCAL COASTAL ECOLOGY
- 2 MAXIMISE LIVEABILITY BY APPLYING LOCAL ADAPTIVE CLIMATE IMPROVEMENTS
- 3 SUPPORT AND PROMOTE LOW EMISSION ACTIVITIES AND INFRASTRUCTURE
- 4 APPLY BEST PRACTICE WATER QUALITY SOLUTIONS

1 SUPPORT AND ENHANCE LOCAL COASTAL ECOLOGY



RYE COASTAL DUNESCAPE

OBJECTIVES

- Protect and re-vegetate the existing dune scape to prepare and adapt to sea level rise.
- Expand coastal ecology and green corridors through planting of local indigenous vegetation within the streetscape to reduce hard surfaces, improve bio-diversity and connectivity between existing green spaces.
- Enhance visual and physical connectivity to the Bay.
- Apply an integrated approach to water quality management and apply best practice standards to stormwater management for improved water quality, safety and aesthetics.



2 MAXIMISE LIVEABILITY BY APPLYING LOCAL ADAPTIVE CLIMATE IMPROVEMENTS



SUSTAINABLE CAR PARKS

OBJECTIVES

- Provide carefully considered placement of plantings and furniture elements/ screens to reduce impact of strong northwesterly winds on Point Nepean Road, Foreshore Park and Napier Plaza.
- Provide surfaces that limit summer heat build up and that promote sustainable infrastructure and the environment.
- Manage micro-climates by providing canopy trees to improve pedestrian shade protection and canopy cover from the summer heat whilst maximising solar access through the year.
- Promote adaptability to respond to peak parking and environmental pressure.

3 SUPPORT AND PROMOTE LOW EMISSION ACTIVITIES AND INFRASTRUCTURE



GREEN INFRASTRUCTURE

OBJECTIVES

- Select materials with low embodied energy, high recycled content, local provenance, high durability, long service life and low maintenance.
- Encourage design for pedestrian and bicycle use to minimise contribution to greenhouse gas emissions.
- Promote integration of renewable energy sources into existing and new infrastructure.
- Apply energy efficient fittings to existing and new infrastructure.

4 APPLY BEST PRACTICE WATER QUALITY SOLUTIONS



WSUD INTEGRATED CAR PARK

OBJECTIVES

- Improve the health and water quality of our waterways by applying best practice standards to education, collection, filtration and re-use of water.
- Harvest stormwater to irrigate parks, reduce flooding and protect waterways.
- Install water efficient fittings and water saving devices to existing and new council infrastructure to conserve ongoing water use.
- Generate flood mapping information to inform planning decisions and reduce flooding risks.
- Provide path access between the beach and foreshore camping/parking to protect the natural foreshore environment.
- Minimise contaminants to stormwater eg. sewerage, wastewater and other nutrients, by tracing the contaminants back to their source and remediating
- Improve stormwater run-off water quality with the application of Water Sensitive Urban Design (WSUD) approaches - bio-swales, and raingardens, and permeable surfaces - to meet best practice water quality objectives for reuse and/or discharge to receiving waters.

3.3 PEOPLE & MOVEMENT

TRAFFIC MANAGEMENT AND WALKABILITY

Engagement with the local community identified increasing concerns around the existing traffic congestion and accessibility for the community, pedestrians and cyclists.

The width of the road and volume of traffic on Point Nepean Road, (especially in peak holiday periods) is problematic locally and regionally and acts as a barrier; a dividing element that separates the Town Centre from the foreshore. Additionally the speed that cars travel through the town is not conducive to a pedestrian prioritised Town Centre environment.

There are only 3 pedestrian crossing points to Point Nepean Road with almost half of the people crossing at mid block locations without the assistance of signals or pedestrian refuges. Inadequate pedestrian access and amenity creates both safety concerns and ultimately affects the viability of the commercial centers. There has been a high number of cyclist and pedestrian injury from car related incidents.

Furthermore, some of the footpaths are too narrow and the existing crossing points don't link up with the foreshore access, diminishing the connection to the foreshore. There is no clear or continuous footpath/cycle network which diminishes the walkability of the Town Centre and there are no cycling facilities within the commercial centre along Point Nepean Road. The on-road cycle lane terminates either side of Rye Commercial Centre and there is currently only one bike rack available in the Town Centre.

Consequently, the Shire in collaboration with VicRoads have investigated the existing and potential traffic operations for Point Nepean Rd that would be possible. This involved assessing the impact on traffic flows and all road users from various proposed traffic layout options to significantly change Point Nepean Rd, including reducing the number of through lanes between intersections. A preferred preliminary layout including 2 traffic lanes (1 lane each way) and on-road cycle lanes was proposed and debated by the community including traffic management measures such as traffic calming treatments and a speed limit

reduction to improve the overall performance of Rye. VicRoads have provided in principle support based on their initial report that found that traffic flows along Point Nepean Rd will not be significantly impacted (Refer to Appendix for 'Traffic Assessment - Rye Township Plan, May 2017 by Movendo).

A range of sub projects form part of the Pt Nepean Road consideration including; widening and expansion of intersections, street activation, footpath widenings, pedestrian crossing points, improved car parking and ultimately changed lane arrangements to improve traffic flows.

Additionally, beyond Point Nepean Road, a clear and legible pedestrian and cycle network needs to be developed throughout the Town Centre to improve access for all abilities and most importantly linking the township to the foreshore.

CAR PARKING

The Urban Design Framework, 2002 stated that there is insufficient on-street and off-street parking to cater for peak period demands. This has been the longstanding perception and at the extreme demand periods in the summer holidays on warmer days suitable for beach goers, this is certainly the case when there is no spare parking capacity in the foreshore car parks.

However, recent parking surveys undertaken at peak and other times have shown considerable fluctuations in demand even at the peak times throughout the various car parks including the foreshore. These very high parking demands at peak summer periods on the foreshore do not often coincide with high demands for parking within the commercial precinct. Rye has a very dynamic demand for parking generated from the attraction of the foreshore activities, beach, markets, carnival, events, camping, boating combined with the commercial centre demand generated from shops and businesses. Analysis of the parking demand from this diverse range of attractors suggests there are opportunities for improving the present parking management through various measures to provide improved accessibility for more users. Regular spare capacity in some of the on-street and

off-street commercial car parks provide opportunities to consider sharing or utilisation of the spaces for other more potentially desirable activities to improve the Rye Township.

The current character of both the Town Centre and the foreshore is already largely defined by car parks which diminishes opportunities for both open and civic space. A consolidated solution for the car parking of the area needs to be considered to respond to the dynamic parking demands now and into the future whilst facilitating the creation of a more vibrant and pedestrian friendly Town Centre core.

ACTIVE TRANSPORT

Likewise, public transport is not reliable, buses are infrequent and relatively costly compared to other parts of Melbourne (as outlined in the Urban Design Framework, 2002). Existing bus stops are also awkwardly positioned with inadequate pedestrian access and links to existing footpaths and crossing. The community consultation process has identified a considerable dissatisfaction with the availability of public transport in Rye. Many bus services currently finish in Mornington and Rosebud. There is however a community bus which is subsidized. Existing access to public transport in the area is clearly inadequate to support growth and expansion in the area, and should be considered a key component of the pedestrianization strategy.

DESIGN PRINCIPLES

The design principles that have been developed in response to the existing conditions and the community aspiration are as follows:

- 1 PROMOTE WALKABILITY AND CYCLING
- 2 PROVIDE CALMING AND MANAGEMENT OF TRAFFIC FLOW
- 3 PROVIDE A FLEXIBLE CAR PARKING STRATEGY
- 4 PROMOTE ACTIVE TRANSPORT

1 PROMOTE WALKABILITY AND CYCLING



EXPANDED PEDESTRIAN FOOTPATHS

OBJECTIVES

- Provide adequate footpath widths in commercial zones to promote increased amenity and outdoor dining.
- Provide continuous and unobstructed pathways and sight lines.
- Provide a connected and legible pedestrian and cycle network that includes additional pedestrian links, shareways and laneways to facilitate safe, accessible and convenient connections to desirable destinations.
- Improve pedestrian and cycling connectivity between Township, Point Nepean Road and foreshore by providing safe crossing points along Point Nepean Road.
- Provide an improved and continuous bay trail.
- Develop a clear wayfinding strategy for pedestrians, cyclists and motorists.
- Provide appropriate amenities such as seats, bubblers and bike racks to support pedestrian and bicycle use.



2 PROMOTE CALMING AND MANAGEMENT OF TRAFFIC FLOW



TRAFFIC CALMING

OBJECTIVES

- Reduce width of road in areas of high pedestrian activity/ high activity commercial zone
- Provide a low speed 40km/h traffic calmed section of Point Nepean Road allowing for the reconsideration and redistribution of activity across the pavement area and the town centre generally.
- Provide traffic calming devices in local streets that experience high volumes of traffic.

3 PROMOTE A FLEXIBLE CAR PARKING STRATEGY



FLEXIBLE PARKING/ OUTDOOR DINING ZONE

OBJECTIVES

- Provide a car park strategy that allows flexibility with the distribution, provision and style of parking facilities to cater for high demand periods (as assessed through parking surveys undertaken in early 2017) but compliments the high quality foreshore vistas and proposed special town places.
- Provide innovative seasonal parking proposals along Point Nepean Rd to facilitate enhanced streetscaping through footpath widening.
- Ensure convenient, connected and safe parking areas to both foreshore and commercial areas.
- Ensure smarter parking management and car park designs that adapt to changing demand periods even during the same day for varying uses including; beach, shops, carnival, boating and markets.
- Promote the use of parking management technology to efficiently manage and direct traffic to effectively utilise the towns car parks in high demand periods however, still plan for further parking if required.

4 PROMOTE ACTIVE TRANSPORT



SEPERATED ON-ROAD CYCLE PATHS

OBJECTIVES

- Provide additional bus services for local residents in the area to minimise requirements for car parking within the Town Centre.
- Provide good pedestrian access to existing bus stops.
- Investigate Car Share Programs.
- Provide priority car parking spaces for care share programs
- Consider provision of (or monetary contributions toward) alternative transport solutions.
- Provide electric vehicle charging stations.

3.4 PEOPLE & ECONOMY

The future economic prosperity of Rye depends on its ability to be an attractive destination for visitors to the Peninsula, particularly outside of the summer peak period. Equally, an increased residential population in the area would provide stronger support for a greater range and choice of shopping and other services – improving the viability of the town centre and, in turn, creating a more active and vibrant centre.

Achieving these outcomes rests on the clever integration of commercial and residential development within a clear urban design framework that protects and enhances the distinct character of Rye, whilst also allowing new patterns to emerge which support development in the area, particularly within the tourism sector.

POPULATION GROWTH

Recent population projections by id Consulting anticipate an overall increase in the Shire's population by approximately 28,873 people over the next 20 years. In Rye, the current permanent population of approximately 8912 people (2016) is expected to increase to 9,589 by 2036, an increase of 677 people. During the same period the total number of dwellings is expected to increase from 8553 to 9240 (an increase of 687). The apparent inconsistency between the projected population growth and the increase in dwellings is explained by the very high vacancy rate (only 47% of dwellings are classified as permanently occupied), reflecting Rye's historic role as a holiday town with a high proportion of holiday homes. This is a factor across the whole of the Peninsula, and the population is estimated to increase by more than 50,000 people during the summer peak period.

Despite the ongoing strength of the holiday home market and the importance of the peak period to local traders, there is also a steady increase in the number of owner occupiers and permanent residents moving to Rye for lifestyle reasons. This should provide some additional support to the commercial centre.

LANDUSE ZONING, HEIGHT AND DENSITY CONTROLS

Overall planning directions for Mornington Peninsula are included in the Mornington Peninsula Localised Planning Statement and the Mornington Peninsula Planning Scheme. These documents emphasize the importance of respecting and protecting the character of the Peninsula's towns and villages, and anticipate at most moderate population growth, mainly focused around the major activity centres (Rosebud, Mornington and Hastings) and larger towns. The Municipal Strategic Statement acknowledges the need for appropriate consolidation within established areas. Rye is identified as a 'large township' under the hierarchy of activity centres on the Mornington Peninsula (as per Clause 21.07 – Guiding Future

Township Development).

The Rye Town Centre is predominantly included in the General Residential Zone 1 under the Mornington Peninsula Planning Scheme, with the exception being the commercial strip fronting Point Nepean Road, between Weerona and Dundas Streets, and a small section along Nelson Street and Ozone Street, which are included in the Commercial 1 Zone.

Existing Design and Development Overlay controls over the residential areas ensure that new developments have regard to the established streetscape and development pattern in terms of height, scale and siting. These overlays set mandatory height limits between 8-10m and ensure that dwellings are no more than 2 storeys above ground level. However, there are no existing Design and Development Overlay over the Commercial 1 Zone precinct of the town centre. There is currently a discretionary height limit of 8m which is set by local planning policy. Any increase to the existing height limits needs to be carefully considered, so as to avoid new buildings which are incompatible with the consistent low profile character of the Rye Township or which would overwhelm the scale of the vegetated backdrop (which rises dramatically from the 10m contour). However, increasing heights and densities can play a significant role in reinforcing the sense of place of a centre through more distinctive built forms, whilst also supporting growth, new employment opportunities and the increased population base necessary to support a wider range of infrastructure, facilities and services.

It is considered that the Rye Township has scope to accommodate a minor increase in height within the core commercial precinct of the town, with building heights limited to no more than 3 stories (provided the third floor is visually recessive and setback). This could be introduced through a township specific Design and Development Overlay, which can also provide for more appropriate setbacks, use of materials and design that better reflects the preferred coastal character and historical narrative of the township. An increase in building heights should enable views of the foreshore from potential residential and accommodation based developments, which may significantly enhance the investment potential/attraction of the development.

The existing residential height limits to the south of Grace and Nelson Streets (as well as the wider township) should be retained to protect the amenity and integrity of scale in this area.

As at 2017, there is approximately 15,806m² of leasable floor space within Rye, which comprises 10,783 of retail shopfront, 3,107 of non-retail shopfront and 1,916 of non-shopfront floor space. The size of the

township, the projected population growth, potential for additional visitation and role of Rye in the hierarchy of centres suggests scope to support in the order of an additional 2,500 square metres of commercial floor space to 2036.

This level of increase can be achieved through the introduction of mixed-use zoning, coupled with a limited relaxation of density controls within and immediately surrounding the commercial core of the township, and will encourage residential and commercial consolidation, as well as a greater activity within the Town Centre. A mixed use zoning provides for flexibility in building design and use, and may be complemented by local policies indicating the intended outcomes in different locations.

BUSINESS & TOURISM DEVELOPMENT

The Port Phillip coastline and beaches are one of the major attractions the Mornington Peninsula and attracts up to 4.1 million day trippers and 1.2 million overnight visitors in peak season. Existing retail facilities are focused on traditional, strip-style centres located along Point Nepean Road, servicing both the local residents and holiday makers.

The foreshore is also a major attraction for visitors to the Rye Town Centre. However, Rye also serves the day to day needs of residents, businesses and the wider community. The Safeway supermarket is an anchor around which other retail activities occur. The centre also includes a reasonable range of specialty shops, a number of banks, real estate agencies and entertainment facilities. A previous report, the Rye Town Centre Health Check, 2002, identified a need to provide an increased range and quality of entertainment activities and facilities, especially targeted at the youth and elderly in the area. There is already a trend in the increase in quality and range of food and dining opportunities, and entertainment venues which are starting to elevate the standard of offering in the Town Centre.

It is considered that an improved relationship with and connection between the Foreshore and the town centre area, will make the centre more attractive as a destination for both visitors and local residents, leading to flow on improvements in the economic performance of the centre.

The previous UDF outlined that despite the popularity of Foreshore camping, and the existence of boating infrastructure; tourism is an untapped possibility in Rye and it is noted that the 'Rye Week' festival, which was once a successful community festival, no longer takes place. A more specific study needs to be undertaken to evaluate the potential activation opportunities and/ or adverse effects of tourism on the Rye town centre. This may include consideration of a

marketing plan for Rye which encourages the promotion of existing tourism assets along with events such as the Blessing of the Waters and the Rye Carnival. A longer term tourism strategy will need to be developed once business and land development opportunities start attracting investment to fund tourism infrastructure and accommodation. The recommendations in this document aim to facilitate this transition process.

The development of further strategies is critical for lifting the economic performance of the Town Centre. They relate to the quality of the urban realm, walkability, range and quality of commercial, retail, entertainment, tourist facilities, land use and associated development. These strategies will work together to attract a higher yield visitor market and support local business development, ensuring year round economic performance, safety, comfort and enjoyment.

ART & CULTURE

The Community Market on Point Nepean Road has been a significant step towards supporting the expansion of arts and culture in the area. It assists in building a local identity as well as supporting the long term economic, social and cultural development of the local area. However, pedestrian connectivity to and from such a place is critical for its long-term performance. This connectivity could be improved through a potential relocation of the market to within the newly created 'Foreshore Park', which is proposed to be created through the partial relocation of foreshore camping. This is a much more prominent location within the township (directly abutting Point Nepean Road) and would provide for a stronger integration of the foreshore and the town centre.

Encouraging the integration of Public Art throughout the Public Domain in key places and spaces or as part of a public art trail (as to be outlined within the Public Domain Guidelines) will help to improve the "buzz" and liveability of the area and has the potential to translate into measurable outcomes, stimulating tourism and economic growth.

DESIGN PRINCIPLES

The design principles that have been developed in response to the existing conditions and the community aspiration are as follows:

- 1 CREATE A REVITALISED PUBLIC DOMAIN
- 2 PROMOTE DENSITY AND MIXED-USE ZONING
- 3 PROMOTE SHARED STREETS AND LANEWAY ACTIVATION



1 CREATE A REVITALISED PUBLIC DOMAIN



MAIN STREET PARKLET

OBJECTIVES

- Provide a high quality public realm to promote Rye as an attractive, safe, comfortable and welcoming destination.
- Create places and spaces that provide for a range of activities and facilities for all ages, especially the youth and elderly in the area.
- Provide increased opportunity for outdoor dining, temporary installations, public art, pop-ups events in streets, lanes and plazas etc to provide opportunities for social interaction and to stimulate tourism and commercial activity.
- Improved pedestrian and cycle connectivity to the foreshore.
- Support local business development and attract new investment to create a thriving destination.
- Promote and exhibit local Public Art as a means of reinforcing a distinct identity.

2 PROMOTE DENSITY AND MIXED USE ZONING



MIXED-USE LANEWAY

OBJECTIVES

- Encourage appropriate population growth to support a wider range of infrastructure, facilities and services.
- Provide a clever integration of commercial and residential development to allow for an expanded commercial, retail and entertainment, art and culture offering within the Town Centre and to stimulate the local economy.
- Support moderate increases in building height and density in identified locations.
- Support establishment of live/ work capability and innovative local start-ups.
- Encourage active street frontages i.e. avoid blank walls.

3 PROMOTE SHARED STREETS AND LANEWAY ACTIVATION



POP-UP COMMUNITY EVENT

OBJECTIVES

- Encourage ground floor commercial activity to bring vibrancy to Town Centre.
- Stimulate economic activity through increased foot traffic and human scale experience.
- Encourage night time activation.
- Improve Town Centre connectivity and integration with the foreshore to increase community benefit and stimulate commercial activity.

3.5 PEOPLE & PLACE

EXISTING CHARACTER

Rye has direct regional connections and is one of a series of Town Centres on the Port Phillip coast of the Mornington Peninsula, each with their own character and amenity. Community consultation identified that the existing character of the Rye township does not have a strong identity and lacks a defined and obvious visual character. The community's perception of Rye is that it is old and tired. The Township is currently defined by the beach and foreshore, the trailer park, the commercial strip along Point Nepean Road and associated car parking.

FORESHORE

The foreshore contributes to the landscape and visual amenity of the area and is significant in defining the character of the area. Improving both physical and visual connections between the Town Centre and the foreshore is key to ensuring safety and accessibility and providing an attractive and livable Town Centre. The planting of street trees and marker trees on the foreshore together with selective clearing has immense potential to create view lines of the bay and reinforce both the character of the Town Centre and the connection between the Town Centre and the Foreshore. The car parks and the trailer park along the foreshore also take up valuable usable open space with fragmented parcels of lawn areas being available for picnic shelters and open space. With careful consideration and consolidation, these spaces have the potential to provide for a diversity of recreational, leisure and community facilities whilst assisting with the creation of a distinct foreshore character that both draws on its cultural narrative and re-builds remnant ecologies.

THE TOWN CENTRE

The commercial strip sits in stark juxtaposition to the foreshore. It is dominated by a range of materials and signage causing visual confusion and its buildings generally have little character or visual distinction. Typically shops are small scale, and mostly single storey, single fronted developments with a few exceptions such as Safeway, The Rye Hotel and Rye RSL. The landscape backdrop of Rye is of a mainly vegetated skyline, with minimal penetration by buildings. The back streets that lead into the Town Centre contain a large number of both private and public parking facilities that service community facilities, hotels and retail.

As outlined in the Urban Design Framework (2002), there is a lack of street tree planting, shade, seating and pedestrian amenity, little sense of community and there is no defined civic space – Town 'hub' within the Town Centre core to act as a place for community gathering.

CREATING A CIVIC HUB AND IMPROVED PEDESTRIAN AND CYCLE CONNECTIONS

Whilst there are existing community facilities such as pre-school, childcare, library, community centre and primary school in the Town Centre, they are largely disconnected from the existing activity nodes. The Urban Design Framework proposes that a consolidation of community uses be considered in the location of the Civic Hall, Bowls Club and RSL - building on location and encouraging the development of a community focus, which does not currently exist in Rye. The community consultation identified a need to consider an a multi-use learning and activity centre to cater for the growing youth population. This could be incorporated into new development within the civic area.

The central location of these community facilities provides a great opportunity for improved cycle and pedestrian connections. An expanded public domain will create a civic hub centred around existing community/ commercial facilities and connecting directly to the foreshore. This approach will further support and strengthen communities and community safety.

BUILDING A STRONG IDENTITY AND FUTURE CHARACTER

It needs to be noted that the Mornington Peninsula is particularly rich in aboriginal cultural heritage. For thousands of years, the Boonwurrung People passed through Sullivan Bay as part of their coastal journey. The shallow water gave the people easy access to a wide rock shelf that made gathering shellfish easy. Extensive coastal shell middens evident on the sandy Nepean Peninsula are evidence of Boonwurrung occupation of this region. On other parts, scar trees and stone tool sites are common and also vegetation communities of edible tuberous plants, once maintained by the women of the Boonwurrung clans.

It also has a strong post-colonial historic narrative of limestone mining and associated lime kilns (of which there were a dozen

or so in the area) for lime burning. This indigenous and cultural heritage needs to be expressed through an integrated design approach with embedded meaning rather than a tokenistic response. The lime kiln operations were concentrated in one large kiln in the 1870's, which was located on the western foreshore joined to the pier (built in 1860) by a tramway. Exploitation of local resources for lime burning led to the extensive invasion of tea-trees which in turn led to tea-tree cutting for bakers ovens. These operations continued into the early 1900's until which time Rye remained a rural community and local fishing settlement. During the 20-30's with the advent of motorised transport Rye developed into a destination for holiday makers and in the 1950's residential settlement expanded in the area consisting largely of holiday houses for Melbourne. In 1948 Rye was described as 'a popular seaside resort with a tree lined foreshore and sheltered spots for picnicking and facilities for campers'. A camping ground has been operating on the foreshore since the early 1940's. Rye's distinct cultural heritage and the associated low-rise built form character that has emerged through its historic development needs to be carefully considered in its ongoing development.

In turn, specific Public Domain Guidelines and Development Controls need to be developed that capture its rich history and protect its existing character whilst building a new narrative that is brought together through specified density and scale, built form, landuse establishing a consistent palette of materials, furniture, signage, art and lighting and street tree planting to create a unified and distinctive identity for Rye as a whole. This distinctive character will be re-reinforced through its adaptive nature and ability to respond to an exploding population during the summer months.

DESIGN PRINCIPLES

The design principles that have been developed in response to the existing conditions and the community aspiration are as follows:

- 1 BUILD ON EXISTING CULTURE
- 2 PROMOTE A STRONG IDENTITY AND SENSE OF PLACE
- 3 CREATE A COMMUNITY FOCUS
- 4 PROMOTE PUBLIC LIFE

1 BUILD ON EXISTING CULTURE



LOCAL LIVE MUSIC VENUE (BAHA)

OBJECTIVES

- Support growing arts and music culture in the local area by expanding range and diversity of commercial/ community art space throughout the Town Centre.
- Encourage Community Involvement in Public Art Projects.
- Reinforce the coastal culture by drawing holidaymakers into the Town Centre by improving pedestrian and visual links between Township and Foreshore.
- Provide a balanced integration of camping and public open space within the Foreshore Reserve Area to enhance recreational and leisure opportunities for the community and holiday makers.
- Express indigenous and cultural heritage through an integrated design approach with embedded meaning rather than a tokenistic response.
- Provide a balanced commercial, retail, entertainment, recreational and leisure offering to service both local residents and holiday makers and a growing population.
- Provide for a range of recreation, play and entertainment to support a growing youth population.



2 PROMOTE A STRONG IDENTITY AND SENSE OF PLACE



PIER PROMENADE

OBJECTIVES

- Develop a suite of attractive and robust street furniture to be installed and evenly distributed within the Township to provide comfort and amenity.
- Create a specific materials palette and built form narrative that reinforces sense of place, heritage and local character.
- Provide opportunities for collaboration between local artists and designers in the development of creative, innovative, memorable, integrated and sustainable public art projects both permanent and temporary that define sense of place.
- Enhance visual and physical links to the foreshore to reinforce the existing character, landscape and visual amenity.

3 CREATE A COMMUNITY FOCUS



YOUTH SKATE PARK/ TOWN SQUARE

OBJECTIVES

- Provide a civic hub and integrated public domain network of shared streets, laneways, plazas, promenades and parks, strengthening the link between existing community facilities and the foreshore.
- Provide a central open space of high public amenity and distinct design quality to serve as a destination for community gathering and become the social and cultural heart of the Town Centre.
- Provide for consolidated community facilities.
- Provide multi-use learning and activity facilities for a growing youth population.

4 PROMOTE PUBLIC LIFE



COMMUNITY GATHERING SPACE/ FORESHORE PARK

OBJECTIVES

- Provide improved streetscapes and pedestrian connectivity to create more vibrant, livable and connected communities.
- Achieve a variety of scales and types of public spaces and places, plazas and parks throughout the Township that provide for a diversity of activities and encourage social interaction and use by everyone.

4.0 TOWNSHIP OVERLAYS

4.1 GREEN ENVIRONMENT

Following a thorough review of the Rye Town Centre Urban Design Framework (2002), the Draft Foreshore Master plan (2016), and the Draft Rye Movement and Place Streetscape Master plan (2016), we have identified a series of township overlays which encompass all recommendations to date and respond to the established key strategic themes and guiding principles. Along with each overlay we have listed the key recommendations based on our findings and comprehensive stakeholder and community engagement.

KEY RECOMMENDATIONS FOR THE TOWNSHIP PLAN:

1. Protect and support local coastal ecologies through dune revegetation and extension of the existing foreshore plantings (native trees, shrubs and groundcovers) into the streetscapes of the Rye Township to promote diversity and habitat. All vegetation within the Township should be selected from local indigenous EVC's, and any revegetation/ restoration should reflect the natural zoning of the EVC's.
2. Prepare a Town Centre 'Street Tree Master plan' to include all residential streets in the Town Centre. Street tree plantings should strive to reflect local indigenous coastal vegetation as much as possible.
3. Plant native Street Trees along Point Nepean Road (commercial edge). They are to be strategically integrated with infrastructure and car parking. This will assist to buffer the commercial strip from the north western winds whilst providing shade and a continuous green edge to the expanded Public Domain.
4. Provide a central planted median strip along Point Nepean Road (where traffic has been reduced to one lane each way) The selected trees will act as visual markers signifying the township and increase character and sense of place without significantly impacting on bay views.
5. Plant marker trees along the foreshore edge of Point Nepean Road at key intersections to further assist to buffer the winds whilst framing views of the bay.

6. Upgrade the foreshore stormwater outlet aligned with Elgan Avenue to a water sensitive urban design solution to collect and filter roof and road stormwater run-off for improved water quality flowing to Port Phillip Bay.
7. Photovoltaic solar panels cells are to be installed where practicable on community buildings to reduce greenhouse gas emissions and promote renewable energy use.
8. Revegetate existing campgrounds with remnant indigenous vegetation to create pockets of protection and use.
9. Green existing car parks where practicable with reinforced turf and planting to reduce heat island effect and provide flexible open spaces when not experiencing peak demand.
10. Provide streetscape furniture elements/ screens in strategic locations to assist with wind amelioration and allow for protected outdoor dining zones.
11. Provide a formalised flexible car parking zone in new expanded foreshore park area (from which camping has been relocated).



















EXISTING GREEN ENVIRONMENT

- | | | | |
|---|---|---|---|
|  | EXISTING COASTAL VEGETATION (TO BE RETAINED AND PROTECTED) |  | EXISTING CAMPING AREAS |
|  | EXISTING OPEN SPACE WITH SCATTERED TREES |  | HISTORIC LINE OF ARAUCARIA SP. TO BE RETAINED |
|  | EXISTING CAMP SITES (WITH LARGE CLEARED AREAS AND SCATTERED TREES) |  | EXISTING BAY TRAIL |
|  | EXISTING ERODED DUNES |  | SEA LEVEL 2009 |
|  | EXISTING STREET TREE PLANTING (POINT NEPEAN ROAD - COMMERCIAL EDGE) |  | SEA LEVEL 2100 (RISE OF 82CM) |



PROPOSED GREEN ENVIRONMENT

- | | | |
|--|--|---|
|  EXISTING COASTAL VEGETATION (TO BE RETAINED AND PROTECTED) |  AREA OF PROPOSED SELECTIVE REMOVAL OF TREES/ VEGETATION (VIEW CORRIDORS) |  PROPOSED STREET TREE PLANTING (POINT NEPEAN ROAD - COMMERCIAL EDGE) |
|  EXISTING CAMP SITES (WITH LARGE CLEARED AREAS AND SCATTERED TREES) |  RE-VEGETATED ZONE (TO INCLUDE RECONFIGURED CAMP SITES) (RETAIN ALL EXISTING TREES VEGETATION IN THESE AREAS) |  PROPOSED STREET TREE PLANTING (COLLECTOR ROADS) |
|  HISTORIC LINE OF ARAUCARIA SP. TO BE RETAINED |  EXISTING + PROPOSED OPEN SPACE WITH GROVES OF CLEAN TRUNKED SHADE TREES (RETAIN ALL EXISTING TREES/ VEGETATION IN THESE AREAS) |  PROPOSED STREET TREE PLANTING (LOCAL STREETS/ LANES) |
|  SEA LEVEL 2009 |  PROPOSED DUNE RE VEGETATION |  PROPOSED MEDIAN STREET TREE PLANTING |
|  SEA LEVEL 2100 (RISE OF 82CM) |  RECONFIGURED BAY TRAIL |  PROPOSED RE-INFORCED GRASS CAR PARK |
| | |  PROPOSED VEGETATED CAR PARK/ WSUD |




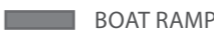








4.2 VEHICULAR ACCESS AND CYCLE LINKS

KEY RECOMMENDATIONS FOR THE TOWNSHIP PLAN:

1. Adjust the configuration of Point Nepean Road to allow for an extended public domain pavement area, opportunities for street tree planting and improved traffic management.
2. Engage in a 'soft' rollout of structural changes to Pt Nepean Road through line marking and temporary treatment strategies as a means of progressing through a series of stages.
3. Upgrade and widen all signalised intersections to increase traffic flow.
4. Create a central tree planted median between Lyons and Hygeia Streets. This further assists with calming and managing traffic.
5. Provide a separated Cycle Facility on the southern and northern side of Point Nepean Road with landscape buffer to provide protection from vehicular traffic.
6. Establish a shared pedestrian/ vehicle zone at the rear of Point Nepean Road shops, between Lyons and Napier Streets.
7. Provide additional on-street cycle links to ensure the prioritisation of pedestrians and cyclists over vehicles in the town centre core, promoting walkability and increasing cycling safety and amenity.
8. Provide continuous cycle link between Napier Plaza and Safeways as an extension of Campbell Lane (subject to detailed study/ design).
9. Provide Streetscape Typologies as part of a Public Domain Plan for each of the existing and proposed street types - arterial road, collector road, local street and shareway as part of new Rye Town Centre Public Domain Plan (subject to Council approval).
10. Downgrade Nelson Street and part of Lyon Street to a Local Streetscape Typology.
11. Provide a primary signliased pedestrian connection between the Napier Street Plaza and the Rye Pier. The width of the crossing should be at a scale that can deal with large numbers of people crossing during the summer months.
12. Rationalise and reposition bus stops to provide more appropriate access and loading points, creating a legible streetscape while also improving the traffic flow for buses.
13. Consider downgrading of Point Nepean Road to a 40km/ hour speed limit between Elgan Avenue and Hygeia Street.
14. Provide traffic calming measures along Bimble/Collingwood and Nelson Streets to improve pedestrian/ cycle safety.
15. Consider extending the community bus operation to provide an improved service within the Rye Township.



EXISTING VEHICULAR ACCESS AND CYCLE LINKS

- | | | | |
|---|---------------------------------|---|--------------------------------|
|  | EXISTING ARTERIAL ROAD |  | BOAT RAMP |
|  | EXISTING COLLECTOR ROAD |  | EXISTING BUS STOPS |
|  | EXISTING LOCAL STREET |  | EXISTING SIGNALISED CROSSING |
|  | EXISTING LANEWAY |  | EXISTING MEDIAN HAVEN CROSSING |
|  | EXISTING CAMPING ACCESS ROAD | | |
|  | EXISTING BAY TRAIL / CYCLE LINK | | |



PROPOSED VEHICULAR ACCESS AND CYCLE LINKS

- EXISTING COLLECTOR ROAD (TO BE CONVERTED TO LOCAL STREET)
- ↔ RECONFIGURED BAY TRAIL BAY TRAIL / CYCLE LINK
- PROPOSED ON-ROAD SEPARATED CYCLEWAY
- PROPOSED ON-ROAD CYCLE LINK
- PROPOSED TRAFFIC CALMED SECTION OF POINT NEPEAN ROAD (40KM/H)
- PROPOSED PEDESTRIAN/ CYCLE CROSSING
- EXISTING SIGNALISED INTERSECTION WITH PEDESTRIAN CROSSING
- ⦿ EXISTING SIGNALISED CROSSING (TO BE RELOCATED)
- PROPOSED MEDIAN HAVEN CROSSING
- PROPOSED ON-GRADE PEDESTRIAN CROSSING



4.3 CAR PARKING

KEY RECOMMENDATIONS FOR THE TOWNSHIP PLAN:

1. Initially test (through temporary bollards and pop up stalls) the creation of a seasonal car-parking scheme along point Nepean Road which incorporates removable bollards to allow for increased pedestrian pavement (up to 10.7m) for multi-functional spaces that can cater for spill-out, markets/ events during the busier months but then to provide car parking during the winter months, benefiting the local traders and improving the use of the high activity areas from season to season.
2. Reconfigure beach front car parks and relocate closer to Point Nepean Road where possible (without any net loss of car parking) to reclaim beach front recreational public open space and promote a green and sustainable foreshore park. (Subject to further detailed study/ design).
3. Reconfigure existing car parks spaces to create flexible entertainment spaces.
4. Remove on-street parking from bottom end of Napier Street and convert to flexible event space, market place/ outdoor dining zone.
5. Convert portion of public car park along Campbell Lane to Town Park (subject to further detailed study/ design).
6. Prepare a Precinct Parking Plan which identifies the most appropriate parking rates for future development.
7. Improve signage related to on-street and off-street car parking areas, particularly those at rear of shops.
8. Improve links between off-street car park areas and improve the layout of these to improve their appearance and circulation within them.
9. Consider introduction of pay parking lot at all longer term parking areas within the precinct (to apply December to

April).

10. Contain vehicular access points to the foreshore to three entries relating to the proposed repositioned car parks and other foreshore amenities.
11. Investigate a review of parking controls; fee paying; shared use with boat trailers; low impact foreshore overflow parking; seasonal flexibility with on-street parking in Point Nepean Road; enhanced signalised access to foreshore car parks; improved directional signage to car parks; shared zone parking; real time parking availability information; and increasing on-street parking capacity in wider streets.









EXISTING CAR PARKING

- EXISTING PRIVATE CAR PARK
- EXISTING PUBLIC CAR PARK
- ON STREET PARKING



PROPOSED CAR PARKING

-  EXISTING PRIVATE CAR PARK (TO BE RETAINED)
-  EXISTING PUBLIC CAR PARK (TO BE RETAINED)
-  EXISTING PUBLIC CAR PARK (TO BE PARTIALLY REMOVED)
-  PROPOSED RATIONALISED FORESHORE PARKING
-  PROPOSED INFORMAL / SEASONAL PARKING WITHIN THE FORESHORE PARK
-  ON STREET PARKING










4.4 PEDESTRIAN MOVEMENT

KEY RECOMMENDATIONS FOR THE TOWNSHIP PLAN:

1. Widen pedestrian pavements along Point Nepean Road - high activity zone streetscape – providing outdoor dining opportunities, street furniture including bicycle storage, seating lighting and general public use.
2. Connect foreshore reserve with Rye shopping strip via at-grade feature pedestrian crossing.
3. Establish a shared pedestrian/ vehicle zone at the rear of Point Nepean Road shops, between Lyons and Napier Streets.
4. Create new dedicated shared zones along Napier Street linking Town Hall to Campbell Lane, along Hunt Avenue and adjacent to the existing Rye Hotel.
5. Create a new pedestrian zone linking proposed Town Square, Napier Plaza and the Pier, and update the pier entry access path to become a feature promenade.
6. Provide continuous pedestrian link between Napier Plaza and Safeways as an extension of Campbell Lane (subject to detailed study/ design).
7. Provide a primary signliased pedestrian connection between the Napier Street Plaza and the Rye Pier. The width of the crossing should be at a scale that can deal with large numbers of people crossing during the summer months.
8. Additional pedestrian crossing points should be provided at Hunt, Ozone, Weir, and Weroona Streets to provide adequate and safe crossing points along a busy road. (Council to determine the type and location of pedestrian safety treatments including refuges, pedestrian signals and intersection signals).
9. Create new pedestrian links to break down blocks and link key destinations (subject to further detailed study/ design).
10. Create an expanded network of shared streets and lanes to break down blocks and link key destinations.
11. Provide new path connections from the northern edge of Point Nepean Road, opposite residential streets, and at pedestrian crossing points linking with existing facilities (toilets, BBQ's etc.) and the Bay Trail.
12. Rationalise and maintain beach access paths to prevent access over dune system.



EXISTING PEDESTRIAN MOVEMENT

-  EXISTING PEDESTRIAN LINK/ PIER
-  INFORMAL PEDESTRIAN PATHS
-  EXISTING BAY TRAIL
-  EXISTING SIGNALISED CROSSING
-  EXISTING MEDIAN HAVEN CROSSING
-  KEY PEDESTRIAN DESTINATIONS
-  EXISTING PUBLIC TOILETS



PROPOSED PEDESTRIAN MOVEMENT

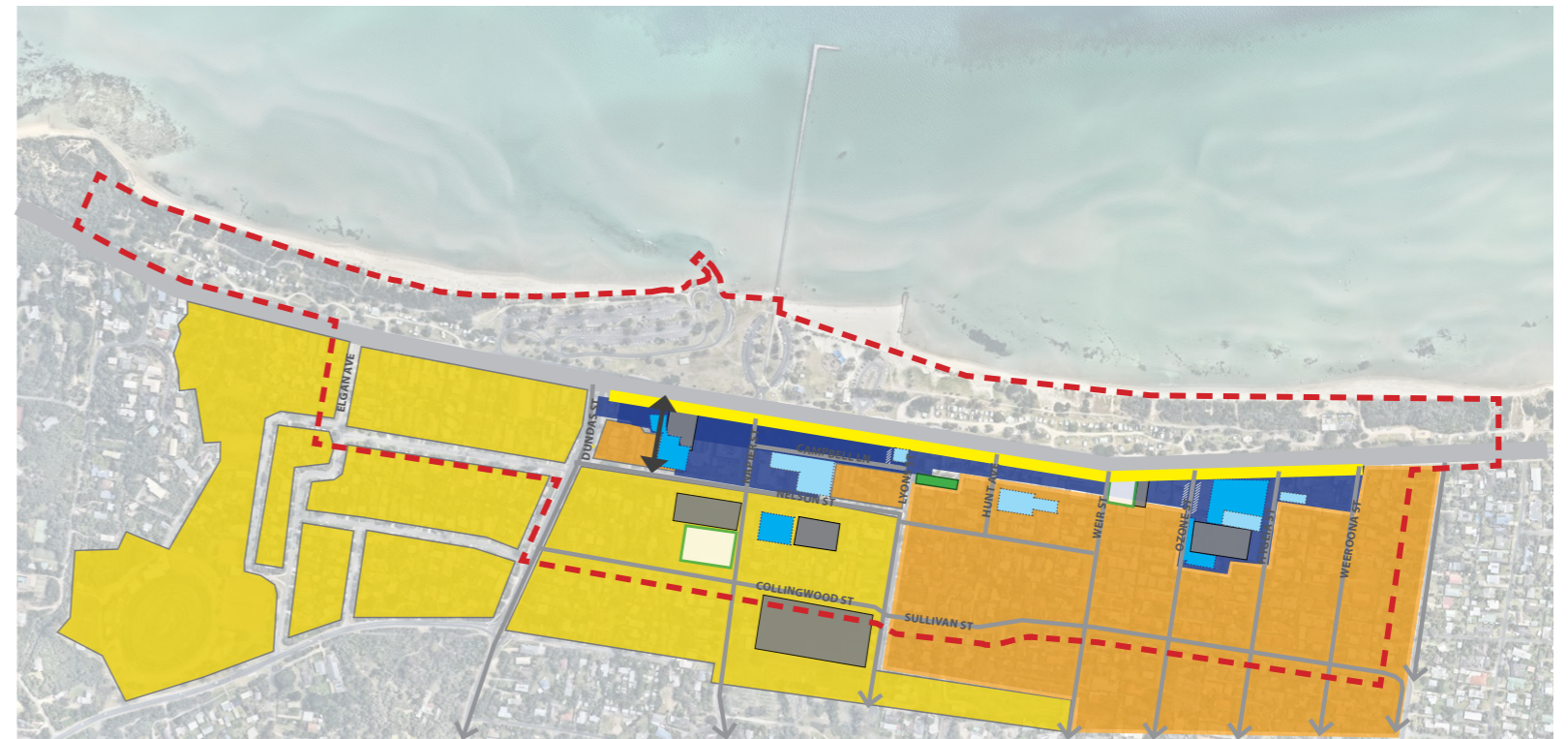
- | | | | |
|--|---|--|--|
| | EXISTING SIGNALISED INTERSECTION WITH PEDESTRIAN CROSSING | | RECONFIGURED BAY TRAIL |
| | EXISTING SIGNALISED CROSSING (TO BE RELOCATED) | | PROPOSED PEDESTRIAN LINKS |
| | PROPOSED MEDIAN HAVEN CROSSING | | KEY PEDESTRIAN DESTINATIONS |
| | PROPOSED ON-GRADE PEDESTRIAN CROSSING | | INFORMAL BEACH ACCESS TO BE RATIONALISED |
| | PROPOSED PEDESTRIAN / SHARED ZONES | | PROPOSED PEDESTRIAN LINKS |
| | PROPOSED PUBLIC TOILETS | | KEY PEDESTRIAN DESTINATIONS |
| | | | PROPOSED BOARDWALK |



4.5 LAND-USE ZONING

KEY RECOMMENDATIONS FOR THE TOWNSHIP PLAN:

1. Develop Design Development Controls for Rye Town Centre - They are critical for setting up clear principles and objectives a part of a broader vision to guide future development of the Town Centre and are key to supporting the business development in the area. They define built form, traffic, access, pedestrian amenity, environmental controls and public domain.
2. A built form analysis of the town centre. This is to inform the content and structure of a Design and Development Overlay which is to apply over the commercial and mixed use precinct within the central core of the town.
3. Following preparation of necessary background information (such as a detailed built form analysis) to meet the requirements of Practice Note 59 (Role of Mandatory Provisions in Planning Schemes). Introduce mandatory height controls over the existing commercial and proposed mixed use precinct within the central core of the town. This will limit development to a maximum of three storeys, with the third floor being highly recessive.
4. Amend the Design Development Overlay to provide for increased densities and no minimum lot size between Dundas and Lyons Street and no further south than Nelson Street.
5. Encourage appropriate zoning to support a wide range of infrastructure, facilities and services, increasing quality and range of dining, retail, commercial and entertainment opportunities.
6. Re-zone to promote mixed use in Town Centre Core – Amend the Design Development Control Overlays to provide rezoning to south and east of the current commercial centre business zone to become part of the Bayside and Village Precinct. This precinct is to become a mixed use precinct encouraging ground floor commercial uses and allowing for development up to 8m in height to maintain low-rise built form character.
7. Encourage consolidation rather than dispersal of new residential development.
8. Encourage civic and community uses around the Nelson Street and Napier Street junction to include a multi-use learning facility to cater to the growing youth population.
9. Encourage activated edges ground floor commercial facilities fronting the proposed Town Square, and along adjoining side streets and shared streets and lanes as part of the new expanded public domain network.
10. Development of a Short-Term and Long-Term Tourism Strategy, supporting the development of a range of well designed and sited tourist facilities including integrated resorts, hotel, host farm, bed and breakfast and retail opportunities
11. Consider the development Contributions Plan - A mechanism should be put in place to obtain a contribution from developers for the improvement of the streetscapes within the Town Centre.
12. Encourage development with provides a range of amenities for shoppers and visitors including through site pedestrian connections within the Town Centre core and walkways to off-street parking areas.
















EXISTING LAND-USE ZONING

- EXISTING COMMERCIAL CENTRE
- EXISTING COMMERCIAL STRIP
- DD01 - RESIDENTIAL 1 ZONING - (NO MINIMUM LOTS SIZE - 10M MAX. HEIGHT)
- DD02 - RESIDENTIAL 1 ZONING - (MINIMUM 1500M2 LOT SIZE - 8M MAX. HEIGHT)
- EXISTING ACTIVATED EDGES (COMMERCIAL/ RETAIL AT GROUND FLOOR)
- EXISTING SITE THROUGH LINKS
- EXISTING COMMUNITY FACILITIES/ ACTIVITY GENERATORS



PROPOSED LAND-USE ZONING

-  EXISTING COMMUNITY CENTRE
-  EXISTING COMMERCIAL STRIP
-  EXISTING COMMUNITY FACILITIES/ ACTIVITY GENERATORS
-  DD01 - RESIDENTIAL 1 ZONING - (NO MINIMUM LOTS SIZE - 10M MAX. HEIGHT)
-  DD02 - RESIDENTIAL 1 ZONING - (MINIMUM 1500M2 LOT SIZE - 8M MAX. HEIGHT)
-  PROPOSED MIXED USE ZONING (3 STOREY MAX. HEIGHT)
-  AREA PROPOSED FOR DDO (3 STORY MAX WITH 3RD STORY TO BE HIGHLY RECESSIVE)
-  EXISTING PRIVATE CAR PARK ASSOCIATED WITH FACILITY
-  EXISTING PUBLIC CAR PARK
-  EXISTING OPEN SPACE
-  POTENTIAL OPEN SPACE/ COMMUNITY GARDEN
-  PROPOSED ACTIVATED EDGES (COMMERCIAL/ RETAIL AT GROUND FLOOR)
-  PROPOSED SITE THROUGH LINKS



4.6 KEY PLACES AND SPACES

KEY RECOMMENDATIONS FOR THE TOWNSHIP PLAN:

1. Consolidate car parking within the Township to allow for the creation of town square/ park/ community hub surrounded by medium density development with a commercial ground floor and opportunities for outdoor dining. The square would offer a range of outdoor activities including passive recreation and play. A distinctive character and memorable place would be achieved through elements such as iconic built form features, landscaping, special public domain furniture and lighting.
2. Create a pedestrian promenade and expanded foreshore park by consolidating the car parking directly opposite Napier Street. The pedestrian promenade will link the historic pier with the township core and reconnect people with the waterfront, whilst the expanded Foreshore Park will function as a formal and informal event space and expand recreation and leisure opportunities along the foreshore.
3. Partially remove car parking in Napier Street to create an expanded Napier Plaza - the pedestrian promenade would extend across Point Nepean Road to create a pedestrian zone stretching all the way from the existing Town Hall to the pier. This plaza space could function both as an open air market, event space or outdoor dining zone/ eat street.
4. Campbell Lane is proposed as a shareway with opportunities for outdoor dining and activation through the promotion of ground floor commercial uses and other local pop-up events and installations.
5. A community garden is proposed either in the existing pocket park or on private vacant land adjacent to the existing community/ art market. This would encourage local food production, community interaction and participation and highlight and support the culture and arts of the area.
6. Re-configured camp ground - the area between Weir Street and Lyon Street is to be relocated to the remaining east and west campground areas. This area will become a passive open space and seasonal parking area as part of the expanded foreshore park and could become the new location for the foreshore market. The reconfigured camp sites will become integrated into clearly designated re-vegetated zones, providing shelter and buffering from Point Nepean Road.
7. Promote diversity of program/ amenity to service the local demographic as well as visitors. This becomes particularly important for stimulating the provision of youth and elderly activities and facilities which have been identified as lacking in the area.



EXISTING KEY PLACES AND SPACES

EXISTING PUBLIC / COMMUNITY / TOURIST FACILITIES

- ① TOWN HALL / COMMUNITY CENTRE / PRE-SCHOOL
- ② PRIMARY SCHOOL
- ③ COMMUNITY MARKET
- ④ RYE HOTEL
- ⑤ RSL
- ⑥ YACHT CLUB
- ⑦ SAFEWAY SUPERMARKET
- ⑧ CAMPGROUND
- ⑨ BOWLING CLUB

EXISTING OPEN SPACES

- ① RYE BEACH (INCLUDING NATURAL BUSHLAND ZONE)
- ② RYE PIER
- ③ FORESHORE PARK
- ④ RYE CARNIVAL SITE
- ⑤ POCKET PARK



PROPOSED KEY PLACES AND SPACES

EXISTING PUBLIC / COMMUNITY / TOURIST FACILITIES

- | | | | |
|---|---|---|---------------------|
| 1 | TOWN HALL / COMMUNITY CENTRE / PRE-SCHOOL | 6 | YACHT CLUB |
| 2 | PRIMARY SCHOOL | 7 | SAFEWAY SUPERMARKET |
| 3 | COMMUNITY MARKET | 8 | CAMPGROUND |
| 4 | RYE HOTEL | 9 | BOWLING CLUB |
| 5 | RSL | | |

EXISTING OPEN SPACES

- | | |
|---|---|
| 1 | RYE BEACH (INCLUDING NATURAL BUSHLAND ZONE) |
| 2 | RYE PIER |

PROPOSED CIVIC & OPEN SPACES

- | | | | |
|---|---------------------------------------|----|---|
| 1 | NAPIER STREET PROMENADE / SHARED ZONE | 7 | UPGRADED POCKET PARK |
| 2 | TOWN PARK/ SQUARE | 8 | POTENTIAL OPEN SPACE / COMMUNITY GARDEN |
| 3 | CAMPBELL LANE | 9 | INTERPRETIVE GATEWAY ENTRY/EXIT ART PIECE |
| 4 | POINT NEPEAN ROAD | 10 | RELOCATE CAMPING |
| 5 | EXPANDED FORESHORE PARK | 11 | EXTENDED FORESHORE PARK & INFORMAL PARKING SPACES |
| 6 | RECONFIGURED RYE CARNIVAL SITE | | |



4.7 CHARACTER AND HERITAGE

KEY RECOMMENDATIONS FOR THE TOWNSHIP PLAN:

1. Prepare a Design Development Overlay for new development to determine preferred built form and encourage sustainable/eco living linking the coast and the village ambience.
2. Develop a Public Domain Guidelines in order to create a consolidated vision and integrated identity for the Rye Township. The public domain encompasses all the publicly accessible, shared spaces within the Rye Town Centre including streets, lanes, squares and parks. The guidelines will provide a set of specific objectives, consistent standards and technical information to guide the design and future character of the area and assist with Council's ongoing management and maintenance. They will identify:
 - Street Design (including Layout, Typology and Sections).
 - Materials Palette and Application (including paving, street trees, WSUD, furniture, lighting, signage)
 - Wayfinding strategy - focusing on eliminating free standing signage - signage to be integrated into built elements and directly on awning where possible.
 - Lighting strategy - to include the installation of thematic lighting as part of the visual signature of Rye between Weerona and Dundas Streets.
 - Public Art strategy to consider the opportunity to establish a Gateway into the Township, whether in the form of public art, lighting feature etc. or groups of banner poles - near the corner of Weeroona Street and Point Nepean Road and near the corner of Elgan Avenue and Point Nepean Road.
3. Develop a Heritage Interpretation Strategy to include the acknowledgment of key historical locations along the foreshore reserve.
4. Develop a Street Tree Master plan to include:
 - A single line of signature trees in the central median of Point Nepean Road.
 - Marker trees on the northern side of Point Nepean Road at the junction of each crossroad, making sure to maintain and create views to the bay.
 - Street tree planting along Point Nepean Road.
 - A perimeter street tree theme, through the use of a single specie on Hygeia, Bimble, Sullivan and Collingwood Streets.
 - A secondary theme tree consistent to all streets within the township.
5. Modify and selectively remove some existing non-indigenous vegetation on the foreshore to improve visual and physical connection to the foreshore.
6. Develop an identity around the lime kiln using the circular motif in the public realm and limestone as an expression in the built form.
7. Develop a Marketing Plan for Rye which encourages the short terms promotion of existing tourism assets along with events such as the Sand Sculpting Event, Blessing of the Waters and the Rye Carnival.
8. Develop longer term Tourism Strategy.



RYE BEACH AND PIER



BRICK FINISH OF LIME KILN



RYE CARNIVAL



RYE HISTORIC SEA WALL



HIGH QUALITY URBAN REALM



HERITAGE INTERPRETATION - JEZZINE BARRACKS, TOWNSVILLE

5.0 MATERIALITY



5.1 MATERIALITY & FURNITURE

Materiality and furniture is proposed as a simple and consistent palette. The surface treatment for the hardscape pavement is exposed aggregate concrete to express the tonality of place. A specific colour scheme needs to be developed to reflect the distinctive and unique environment of Rye. The concrete aggregate is an ideal textured surface for a range of pedestrian uses within the coastal environment, it is also prominently used throughout the Mornington Peninsula. It is a material that is simple to install, match and maintain whilst being cost-effective and has a resilience to withstand both vehicular and pedestrian traffic.

A light coastal coloured concrete and aggregate will make up a majority of the pavement with a darker tone highlighting seasonal car parking areas and creating some visual modulation, similar to waves on the shore.

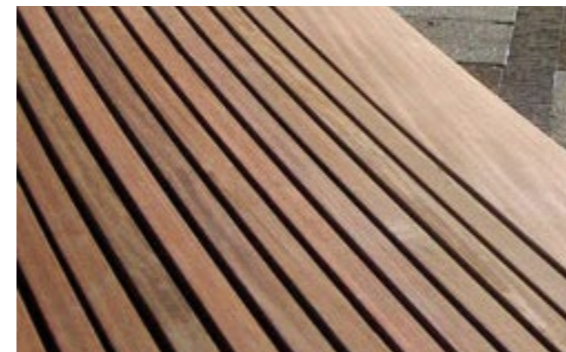
The furniture used throughout the streetscape will be a simple recognisable palette of timber and steel to ensure a coherent and contemporary public space is created. Other urban features such as the lighting poles and detailed strip drain will contribute to a vibrant and interesting seasonal streetscape by day or by night.



SURFACE TREATMENT

BOARDWALK / PROMENADE

STRIP DRAIN



SAFE CYCLE LANES

TIMBER SEATING

BOLLARDS



SUSTAINABLE CAR PARKING

5.2 PLANTING

The planting throughout the streetscape looks to the wider and local coastal area of Mornington Peninsula to inform the vegetation selection. Mixed plantings of *Banksia integrifolia*, *Allocasuarina verticillata* and *Acacia melanoxylon* should be considered throughout the township to promote the foreshore in the town centre and to build on the coastal identity and environmental values.

Other detailed planting will provide a range of textured and colourful options to make up the planting within the WSUD beds and planting beds along the foreshore.

The Rye Township Plan offers an opportunity to protect, enhance, embrace and celebrate the valuable Coastal Moonah Woodland vegetation community that is unique to the Nepean Peninsula.

Vegetation should strive to reflect local indigenous coastal vegetation as much as possible and be selected from local indigenous EVC's. Any re-vegetation/ restoration should reflect the natural zoning for these EVC's - Coastal dune Grassland EVC, Coastal Dune Scrub EVC, and Coastal Moonah Woodland (AKA Coastal Alkaline Scrub EVC).

TREES



Melaluca lanceolata
MOONAH



Acacia melanoxylon
BLACKWOOD



Banksia integrifolia
COAST BANKSIA



Allocasuarina verticillata
DROOPING SHE-OAK

PLANTING



Leucopogon parviflorus
COAST BEARD-HEATH



Alyxia paludosa
SEA BOX



Poa labillardierei
COMMON TUSSOCK-GRASS



Poa poiformis var. *ramifer*
DUNE POA



LEUCOPHYTA BROWNII
CUSHION BUSH



Correa alba
WHITE CORREA



Atriplex cionerea
COAST SALTBUCH



Dianella Revoluta
BLACK-ANTHER FLAX-LILY



Rhagodia candolleana
SEABERRY SALTBUCH



Tetragonia implexicoma
BOWER SPINACH



5.3 STORMWATER MANAGEMENT

Stormwater management and treatment is crucial in coastal zones where stormwater and its pollutants can potentially enter the marine environment. The direct discharge of stormwater to marine or freshwater receiving waters can have a significant impact on receiving water ecosystem health. The Township Plan aims to remove all drainage outfalls to the beach.

To meet best practice water quality objectives for reuse and/or discharge to receiving waters, stormwater management in the Rye streetscape will be achieved by passive watering of streetscape trees as well as bio-swales, raingardens and permeable surfaces. Street trees are located in connected tree vaults. The connected tree vaults have been designed to water and maintain tree health, treat stormwater to best practice standards, and to retain, retard and convey stormwater runoff from both the road and footpath.

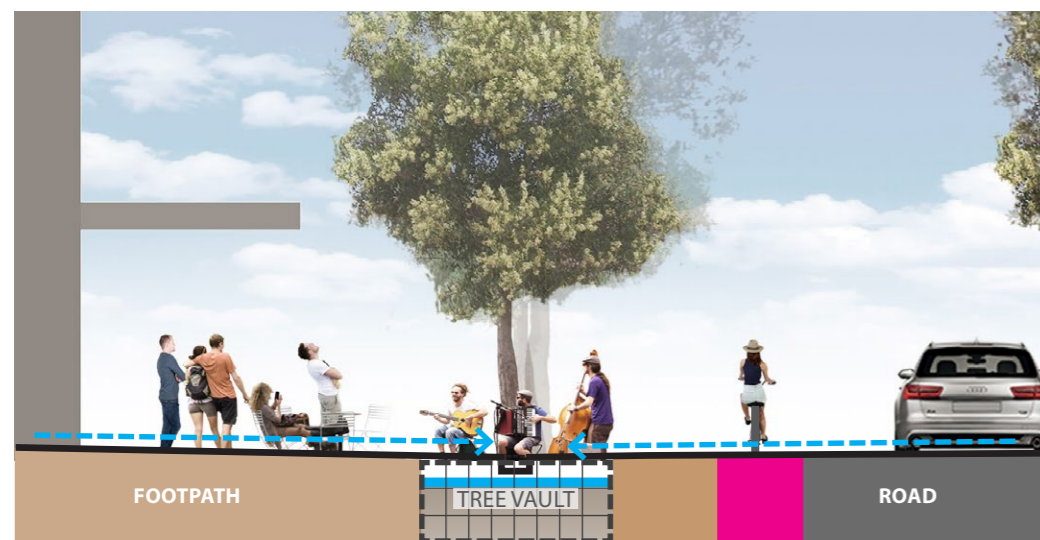
The proposed concept design integrates streetscape landscape with the minor and major drainage systems. As with conventional drainage, the minor drainage flows will be conveyed underground. Major drainage will be conveyed as surface flow in designed zones above the minor drainage pathway. Because the minor drainage system (connected tree vaults) has greater flood storage than a conventional system, surface flows are expected to be significantly reduced in frequency.



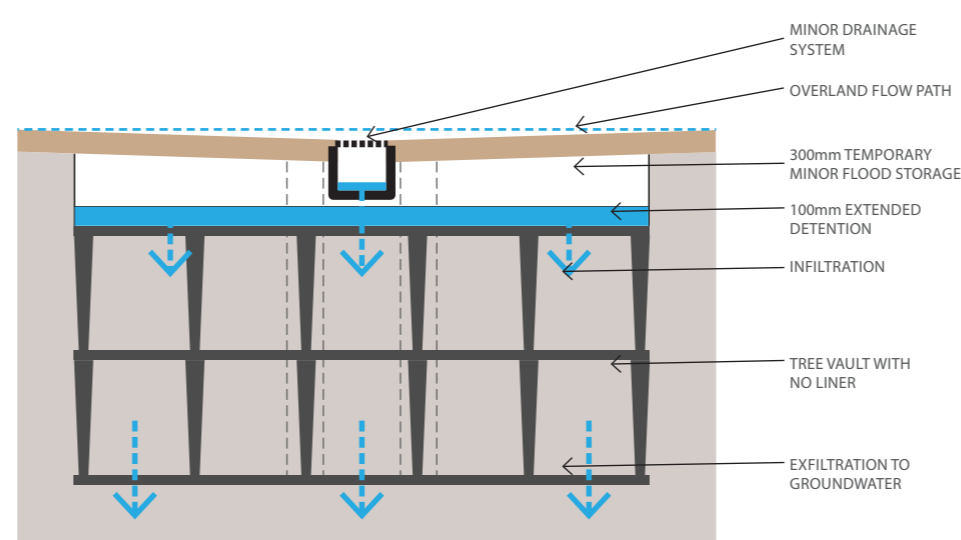
STREET TREE BIO-FILTER



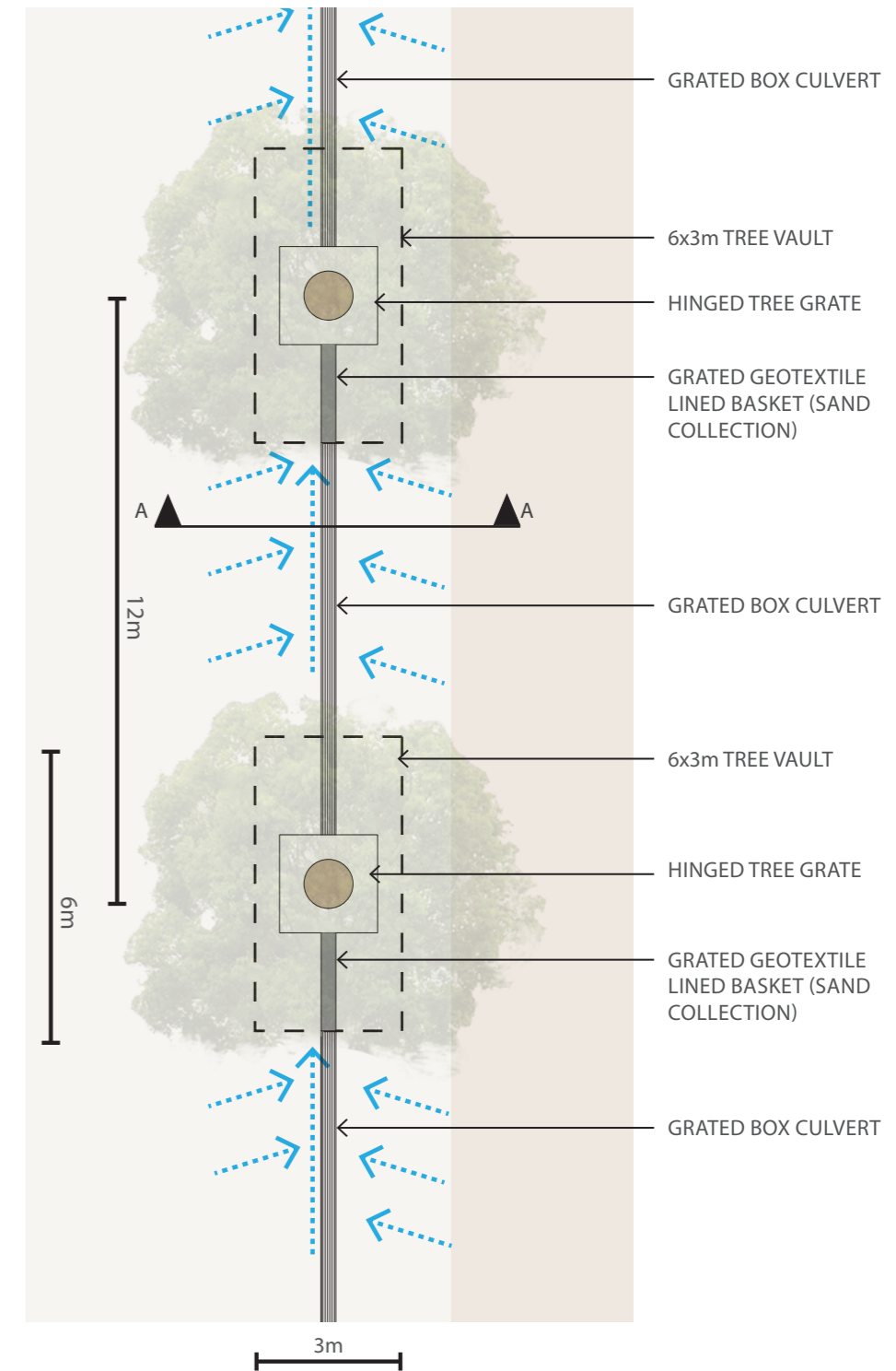
TYPICAL STRATA-CELL SYSTEM



SECTION OF STREETScape



SECTION AA



PLAN OF TREE VAULT AND DRAINAGE SYSTEM

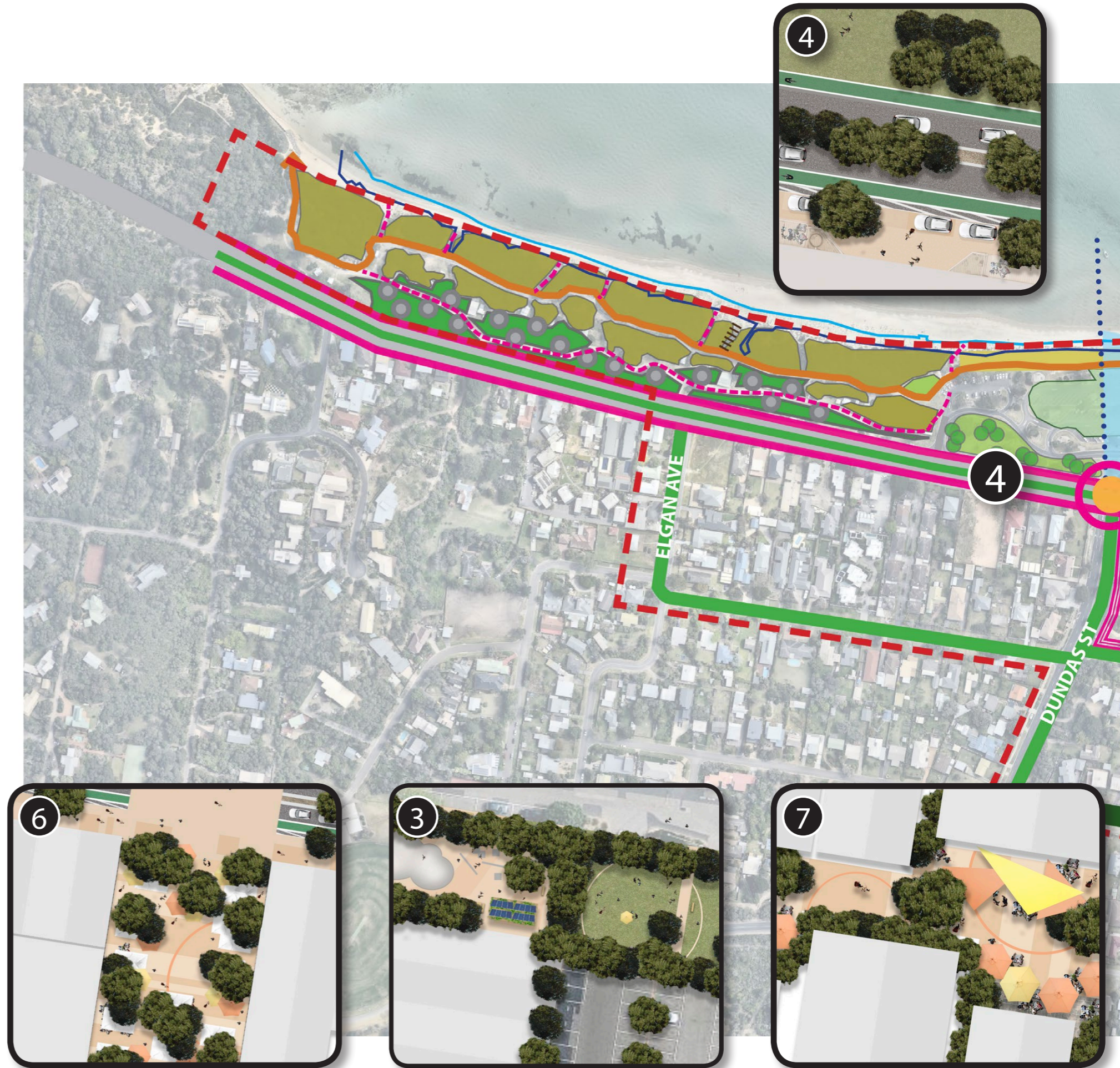
6.0 TOWNSHIP PLAN

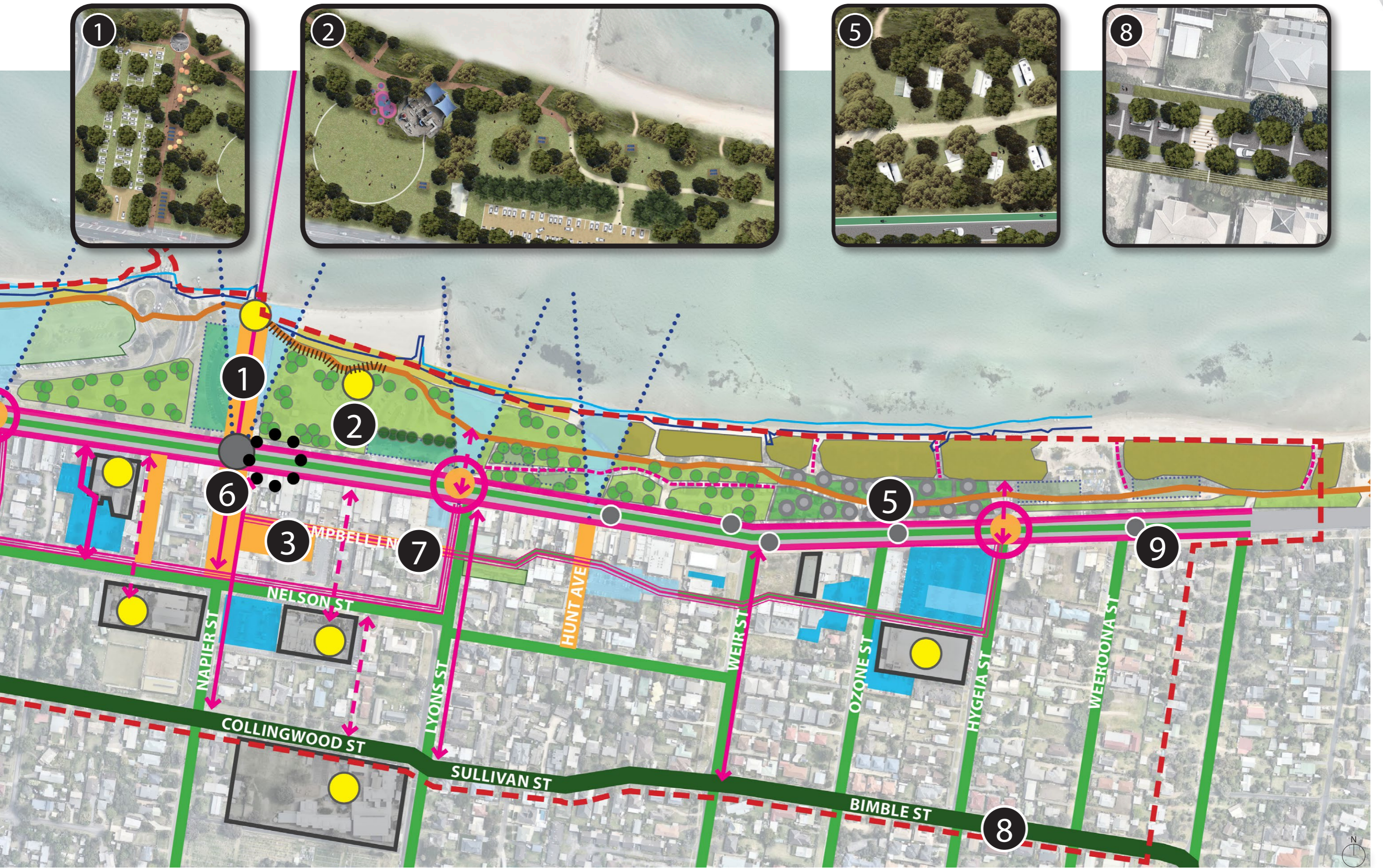
6.1 KEY PROJECTS

The Township Plan comes together around a series of key projects and places that together reflect a new character for Rye. A character that is at once coastal, vibrant and relaxed, expressive of its communities and their values in environment, sustainability and the place called Rye. The key projects identified graphically in the following pages are:

KEY PLACES & SPACES:

- 1 FORESHORE PROMENADE
- 2 FORESHORE PARK
- 3 TOWN SQUARE
- 4 POINT NEPEAN ROAD
- 5 RYE CAMPING
- 6 NAPIER STREET PLAZA
- 7 CAMPBELL LANE
- 8 BIMBLE / COLLINGWOOD / SULLIVAN STREETScape
- 9 GATEWAY





TOWNSHIP PLAN SHOWING KEY PROJECTS

6.2 FORESHORE PROMENADE

The foreshore promenade will provide both a physical and visual extension of the pier, expressing its local cultural significance and becoming a key attractor for the township. A railway line originally ran along the pier, across Point Nepean Road, then along Napier Street, crossing the Bowls Club to the big kiln. The Foreshore Promenade forms the beginning of the historic axis which is carried across Point Nepean Road to Napier Plaza. It provides a significant opportunity to redefine, redesign and interpret this important space for pedestrian priority.

Carefully considered placement and design of urban furniture, lighting and built form features will both enhance visual and physical connections whilst helping to frame views out to the bay and creating pedestrian zones of respite, play and social interaction.

As a gateway to main attraction in Rye - the foreshore - it provides a unique place-making opportunity to cultivate a sense of arrival, design excellence and urban life that embodies the spirit of Rye. This can be achieved through special public domain furniture and public art or an iconic built form feature/ anchor, that speaks to the historic sheds 'that sat at the end of the pier containing equipment needed for the operation of a busy shipping stop' (Rye Historical Society). Additional public amenities, change rooms and beach side cafe snack outlets can help to enhance this by catering to locals and visitors.

Key Principles:

1. Create a sense of arrival through the use of public domain elements and integrated architectural form.
2. Design for a high quality pedestrian environment.
3. Provide public domain elements that will not restrict visual and physical desire lines.
4. Foster community engagement and understanding of the site's history/ site interpretation.
5. Provide a flexible and functional space, that can be programmed to accommodate multiple uses.
6. Provide public amenities such as kiosks, change rooms and bike storage.
7. Provide unique materials and furniture palettes for the spaces to define their special function.
8. Integrate lighting and public art.
9. Promote integration of renewable energy sources into proposed built structures.
10. Expand coastal ecologies through use of coastal plantings.

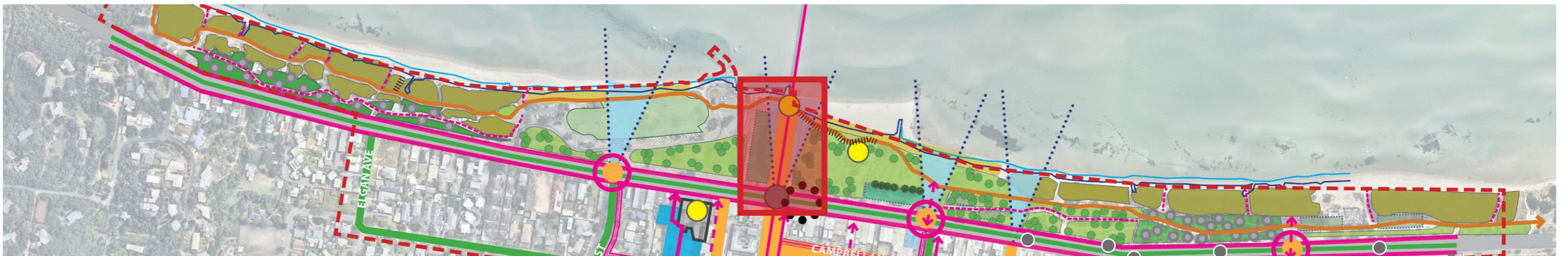
1



PERSPECTIVE OF PROMENADE LOOKING NORTH



PLAN



KEY PLAN

6.3 FORESHORE PARK

The foreshore is currently the main attraction for the Rye township, however the park itself is fragmented by infrastructure (namely car parks) to cater for the holiday makers in peak season. This significantly reduces the usability and attraction of the park. Through a reconfigured and consolidate greening of the parking and camping arrangement, the area surrounding the pier, which was once the hub of the town's activities, can now become a local community passive recreation hub that offers an attractive large open space for formal and informal events and a range of recreation and leisure opportunities.

The park can maximise connection with surrounding streets, the beach, and the broader area through clear entry points, improved pedestrian and cycle links, and an upgraded Bay Trail. Strategically planted groves of trees will provide both shade and shelter and contribute to re-instating the coastal ecology whilst still allowing for clear views of the bay from Point Nepean Road.

The site presents opportunities for enhancing and preserving the existing heritage character of the area along with additional site interpretation. The park will enable a range of community uses including open lawns for active play, a splash park, seating areas, shade structures and picnic facilities that can cater for a broad range of community groups and visitors. This can be enhanced by the further development and integration of the well loved and highly used community playground.

Key Principles:

1. Provide a well defined open green space to allow for different passive and recreation activities.
2. Foster community engagement and understanding of the site's history/ site interpretation.
3. Ensure safe and direct pedestrian desire lines through the park.
4. Ensure safe and legible connections are made between the town centre and the foreshore - Provide safe pedestrian crossings at key entry points into the park.
5. Provide functional spaces, programmed to support a variety of public programs and events.
6. Provide clear views into the park and through to the bay.
7. Provide planting along Point Nepean Road to frame the park and act as a buffer to the main road.
8. Respond to micro-climate by providing additional shade and shelter.
9. Provide shade structures associated with play, picnic and BBQ facilities.
10. Promote integration of renewable energy sources into proposed built structures.

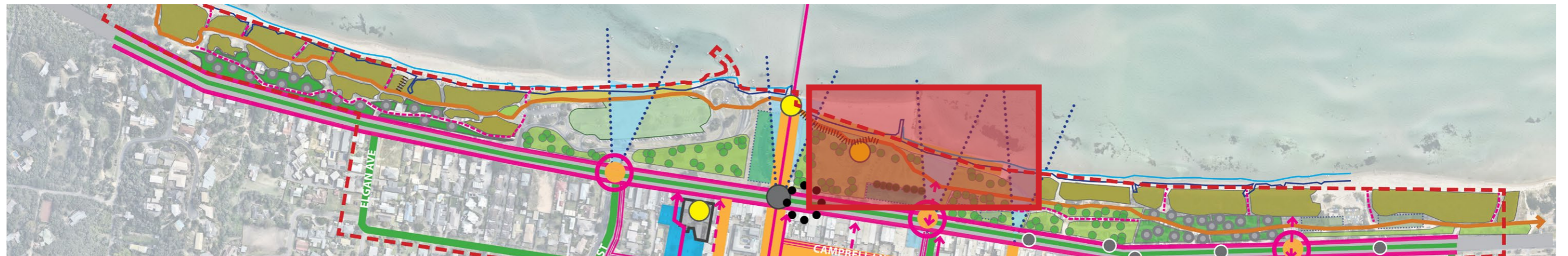
2



DETAIL PLAN



PLAN



KEY PLAN

6.4 TOWN SQUARE

Sitting adjacent to the civic axis of Rye and the existing Town Hall, an existing car park will be partially converted into a Town Square which will form the heart of the township. The Town Square will be comprised of a Town Park offering a communal space for a diversity of outdoor activities including recreation play, learning and cultural events in response to the needs of a growing population. It will also include a youth skate park to support a growing youth population.

The Town Square public domain presents opportunities to create a distinctive character and memorable place achieved through elements such as iconic built form features, landscape including large shade trees, special public domain furniture and lighting, consistent flush paving, and public art.

The Town Square will front an activated laneway to the north linking directly to Napier Plaza. A new pedestrian link is also proposed as a site through link through the Town Square and the commercial zone along Point Nepean Road providing a direct connection to the foreshore. The northern and western edge will consist of private mixed-use development that creates an active interface with the public domain and provides opportunities for commercial activities and outdoor dining, adding to the safety of the township around the clock.

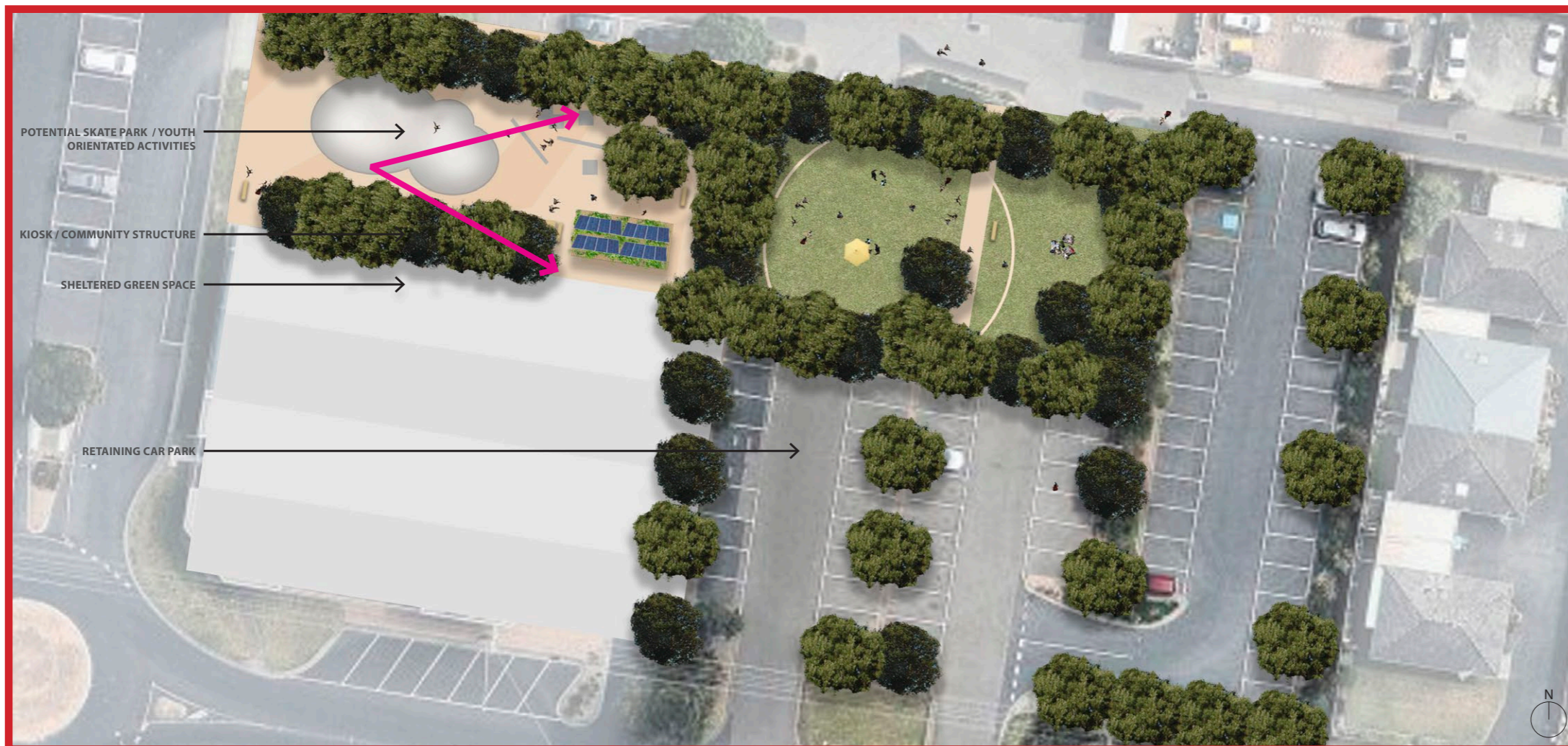
Key Principles:

1. Activate frontages with fine grain commercial activities with opportunities for outdoor dining.
2. Integrate all pedestrian desire lines across the site.
3. Maximise and utilise sun penetration at ground level where possible.
4. Provide flexible and functional spaces, that can be programmed to accommodate multiple events types and programs.
5. Provide a mix of passive and active uses.
6. Provide public amenities such as public toilets, change rooms and bike storage.
7. Provide unique materials and furniture palettes for the spaces to define their special function.
8. Integrate public art.
9. Extend canopy/ vegetation cover.
10. Promote integration of renewable energy sources into proposed built structures.

3



PERSPECTIVE OF TOWN SQUARE LOOKING EAST



PLAN



PRECEDENT EXAMPLES



KEY PLAN

6.5 POINT NEPEAN ROAD

Point Nepean Road is the main commercial strip within the township. Carrying all traffic through Rye and at the same time accommodating large numbers of pedestrians and their activities. A combination of road infrastructure improvements including reduction in traffic lanes, on street cycle links, additional signalised pedestrian crossings and reduced traffic speed will allow for a more accessible and safe Township. (See Appendix E for a detailed plan of this proposal).

Reducing the road width down to two-lanes at the mid block sections and increasing the lanes at signalised intersections will allow for improved traffic conditions, provide extended public domain pavement and a central median which will act as a pedestrian refuge and allow for additional street tree planting, whilst maintaining views to the Bay. Trees will provide shaded pavement areas during summer and aid in wind amelioration. Tree vaults are proposed to be installed within the pavement extension to allow for full tree growth, water collection, passive irrigation and pollutant removal. A seasonal car parking scheme will be created along Point Nepean Road which incorporates removable bollards to allow for increased pedestrian pavement (up to 10.7m) during the busier months, whilst also providing car parking in close proximity to the shops during the winter months.

SUMMER CONDITION - The summer condition would provide a seamless, at grade pedestrian environment where bollards prohibit cars from parking. The extension of pavement allows for multi-functional spaces that can cater for cafe spill-outs, and markets/ events while providing a comfortable streetscape environment.

WINTER CONDITION - The winter condition would provide for a dual condition to deal with the varying car parking and accessibility requirements from season to season. Seasonal car parking is provided through movable bollards that provide close-to-shops car parking whilst reducing the otherwise vacuous pavement areas when there are fewer pedestrians. This will help to reduce the scale of the pavement areas, improve vehicular access and ultimately aid traders within this zone.

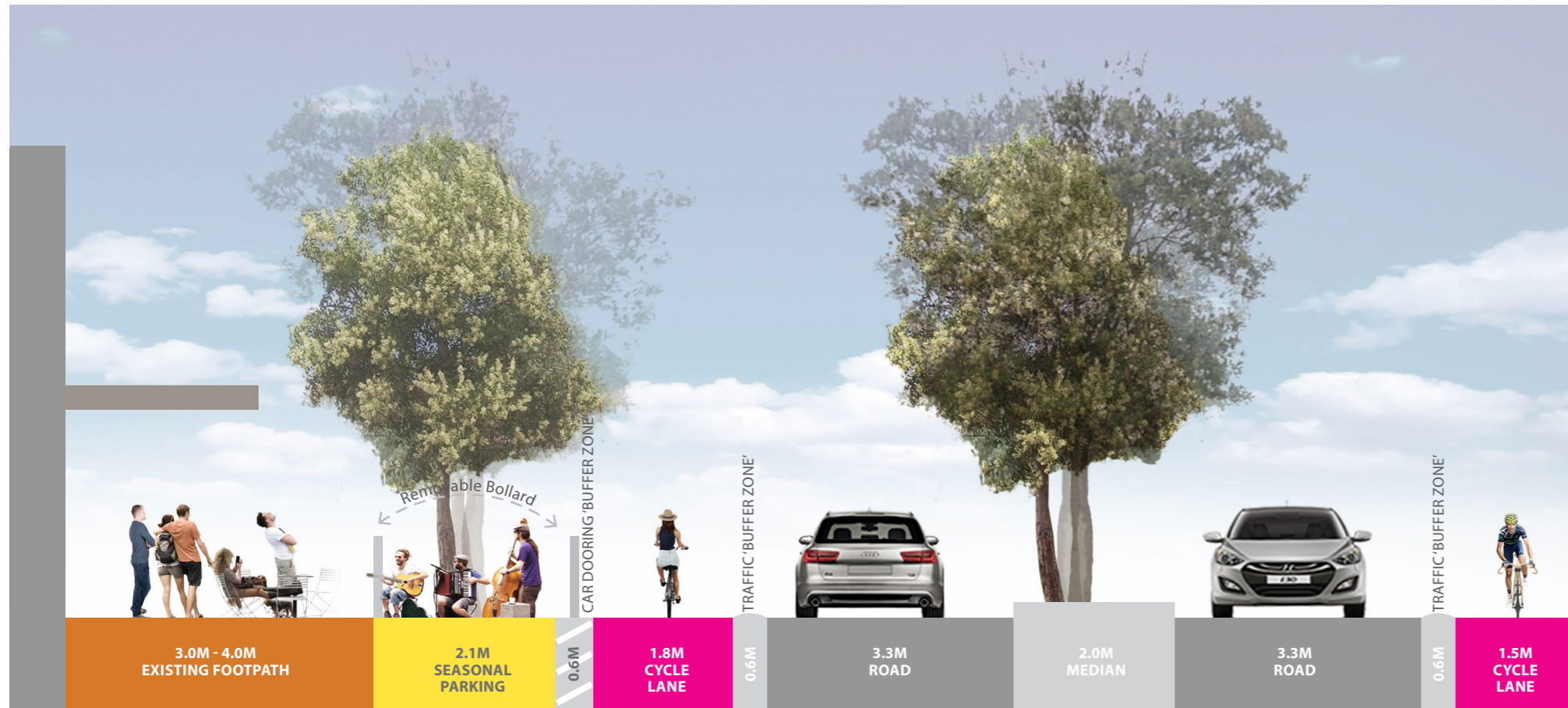
Key Principles:

1. Improve connectivity between town centre and foreshore.
2. Improve connections for pedestrians and cyclists.
3. Express a contemporary public realm in terms of spatial, material, furniture, lighting and signage response.
4. Provide for a high activity streetscape environment.
5. Expand coastal ecologies through additional street tree planting.
6. Provide integrated WSUD.
7. Reduce traffic speed to 40km/h.
8. Manage micro-climate by providing greening and streetscape furniture elements/ screens in strategic locations to assist with wind amelioration and allow for protected outdoor dining zones.

4

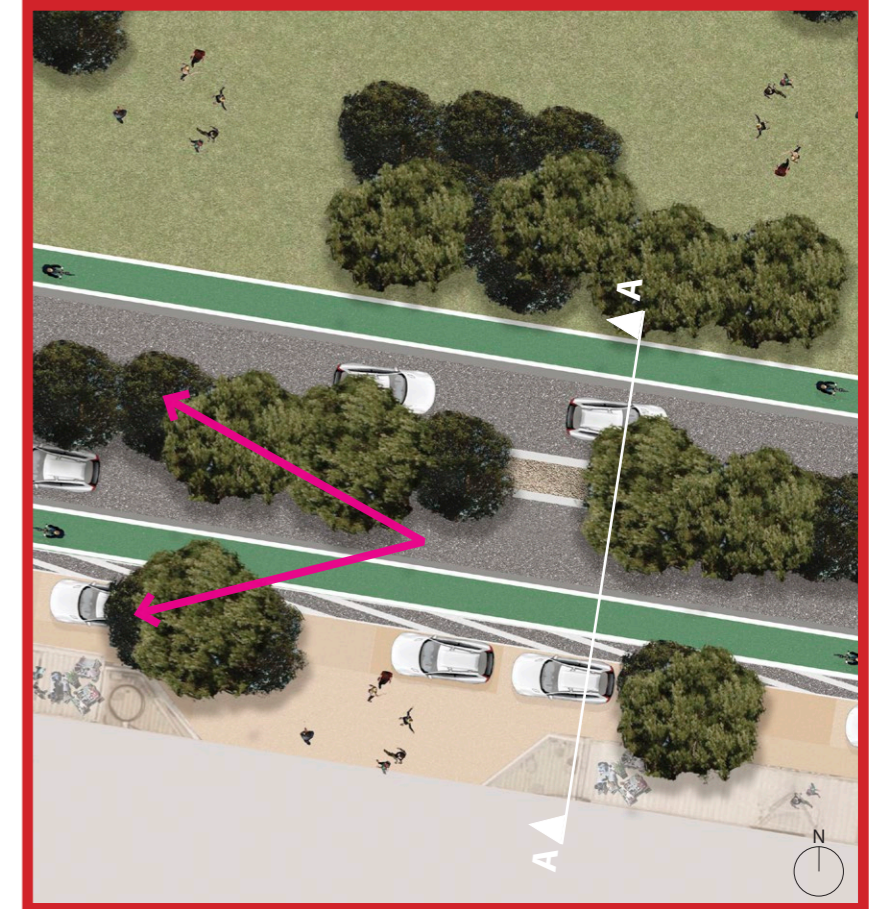


PERSPECTIVE OF POINT NEPEAN ROAD - SUMMER CONDITION



SECTION AA
(SEE APPENDIX FOR EXISTING STREETSCAPE CROSS-SECTIONS)

MIN. 15.8M ROAD RESERVE



DETAIL PLAN



KEY PLAN

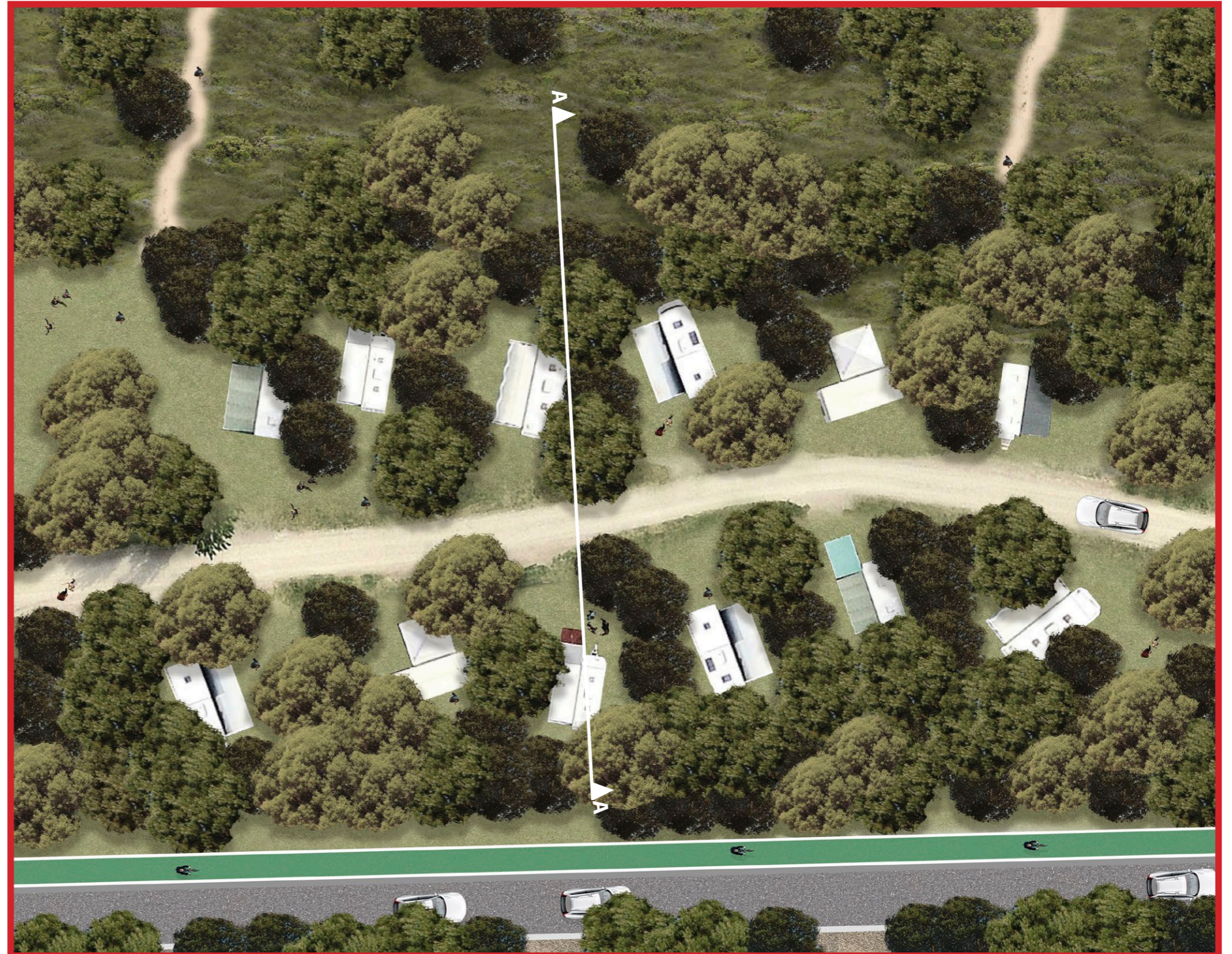
6.6 RYE CAMPING

The foreshore campground currently takes up a large portion of the Foreshore Reserve. The popularity of camping in Rye has increased significantly since its beginning in the 1940's and has become ingrained in the local culture of the place. However the current extent of the campgrounds limits the potential of the Foreshore Park and its associated camping and passive activities have resulted in clearing of the Coastal Moonah Woodland vegetation community with only a small number of isolated trees remaining (of which only a few indigenous species remain) and fragmented garden beds with low shrubs and groundcovers. The camper vans currently sit very close to Point Nepean Road with no planted buffer representing both an eye sore, and a physical and visual barrier between the township and the Bay. In order to address current concerns and balance the needs of the campers, holiday makers and the community, it is proposed to re-locate existing campsites between Weir Street and Lyon Street and consolidate within the remaining east and west campground areas. This would allow for the creation of an expanded foreshore park, opening up views of the Bay and increasing the recreational and leisure opportunities along the foreshore. It is also an opportunity to rationalise access and improve movement through the foreshore and re-configure the campgrounds with opportunities for standardised camp-site size and substantial re-vegetation to create pockets of usable space within a protected setting offering shade and shelter and creating a green buffer both to and from the main road.

Key Principles:

1. Providing functional open spaces programmed to cater to the needs of the campers.
2. Provide substantial area of re-vegetation with remnant indigenous plantings. Ensure safe and legible connections are made between the township and the campground and the beach - provide safe pedestrian crossings at key entry points into the campground.
3. Provide dense planting along Point Nepean Road to act as a buffer to the main road.
4. Respond to micro-climate by providing additional shade and shelter.
5. Provide shade structures associated with picnic and BBQ facilities and upgrade existing amenities.
6. Upgrade existing amenities including toilets, security and safety and water and sillage points.
7. Promote integration of renewable energy sources into proposed built structures.

5



DETAIL PLAN



SECTION AA



PRECEDENT EXAMPLES



KEY PLAN

6.7 NAPIER STREET PLAZA

Napier Street Plaza will become the main pedestrian promenade within the township. It forms the extension of the historic pier axis/ foreshore promenade to create a plaza space linking the township and existing community facilities back to the foreshore. It will become the main pedestrian promenade within the township. One end of the plaza will become a shared zone specifically designed for pedestrian priority whilst being wide enough to accommodate through traffic into the shared zone on Campbell Laneway.

The plaza will be framed by mixed use development creating an active interface with the public domain. This plaza space could function both as an open air market, event space or outdoor dining zone/ eat street, complimenting the program in the adjacent town square.

The Plaza presents opportunities to reconnect the civic heart of the township to the bay. Carefully considered placement of low plantings, trees, urban furniture, lighting and built form features will both enhance visual and physical connections and help to frame views out to the bay whilst assisting to ameliorate strong coastal winds. This will create pedestrian zones of respite and social interaction.

Key Principles:

1. Provide a plaza by removing kerbs and road surface markings to enhance pedestrian environment.
2. Activate frontages with fine grain commercial activities within opportunities for outdoor dining.
3. Provide sheltered seating areas protected from coastal winds.
4. Maximise and utilise sun penetration at ground level where possible.
5. Provide flexible and functional spaces, that can be programmed to accommodate multiple events types and programs.
6. Provide a distinct pavement surface linking to the on-grade pedestrian crossing at Point Nepean Road to highlight the pedestrian environment.
7. Accommodate wayfinding and public art.
8. Provide prominent features such as signs, architectural or landscape features to indicate a change in street environment and to highlight start and finish of shared zone.
9. Manage micro-climate by improving canopy cover. whilst maximising solar access through out the year.
10. Expand coastal ecologies through use of coastal plantings.
11. Promote integration of renewable energy sources into proposed built structures.

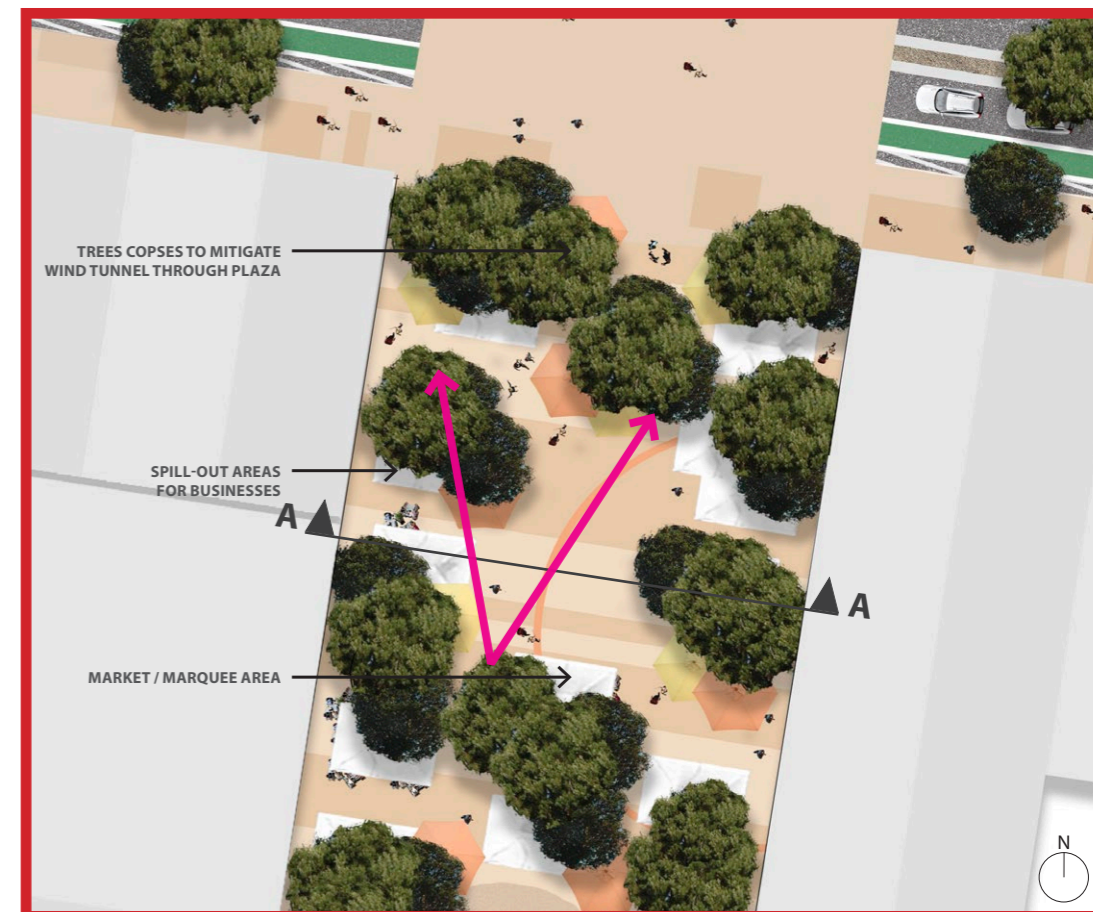
6



PERSPECTIVE OF NAPIER STREET PLAZA LOOKING NORTH



SECTION AA



DETAIL PLAN



KEY PLAN

6.8 CAMPBELL LANEWAY

An expanded network of shared streets and lanes is proposed to break down blocks and link key township destinations. Campbell Lane is proposed as a shareway that extends as a pedestrian/cycle link all the way to Safeway. It becomes an alternative wind protected local commercial zone in contrast to that of Point Nepean Road, which is open to the harsh sun and prevailing winds.

Fronted by mixed used development it provides an opportunity for outdoor dining and activation through the promotion of ground floor commercial uses and other local pop-up events and installations.

Strategic greening and placement of trees, special public domain furniture and lighting, and public art will contribute to creating a pedestrian zone with a distinctive character, offering opportunities for social interaction and respite, creating a varied and welcomed alternative human scale experience.

Key Principles:

1. Provide a shared zone by removing kerbs and road surface markings to enhance pedestrian environment.
2. Activate frontages with fine grain commercial activities within opportunities for outdoor dining.
3. Express a contemporary public realm in terms of spatial, material, furniture, lighting and signage response.
4. Provide for a high activity streetscape environment.
5. Provide a distinct pavement surface and prominent features such as signs, architectural or landscape features to indicate a change in street environment and to highlight start and finish of shared zone.
6. Accommodate wayfinding and public art.
7. Manage micro-climate by providing greening whilst maximising solar access through out the year.
8. Consider building setback, gradation and articulation of built form to provide usable and inviting spaces at ground level and maximise sun penetration.

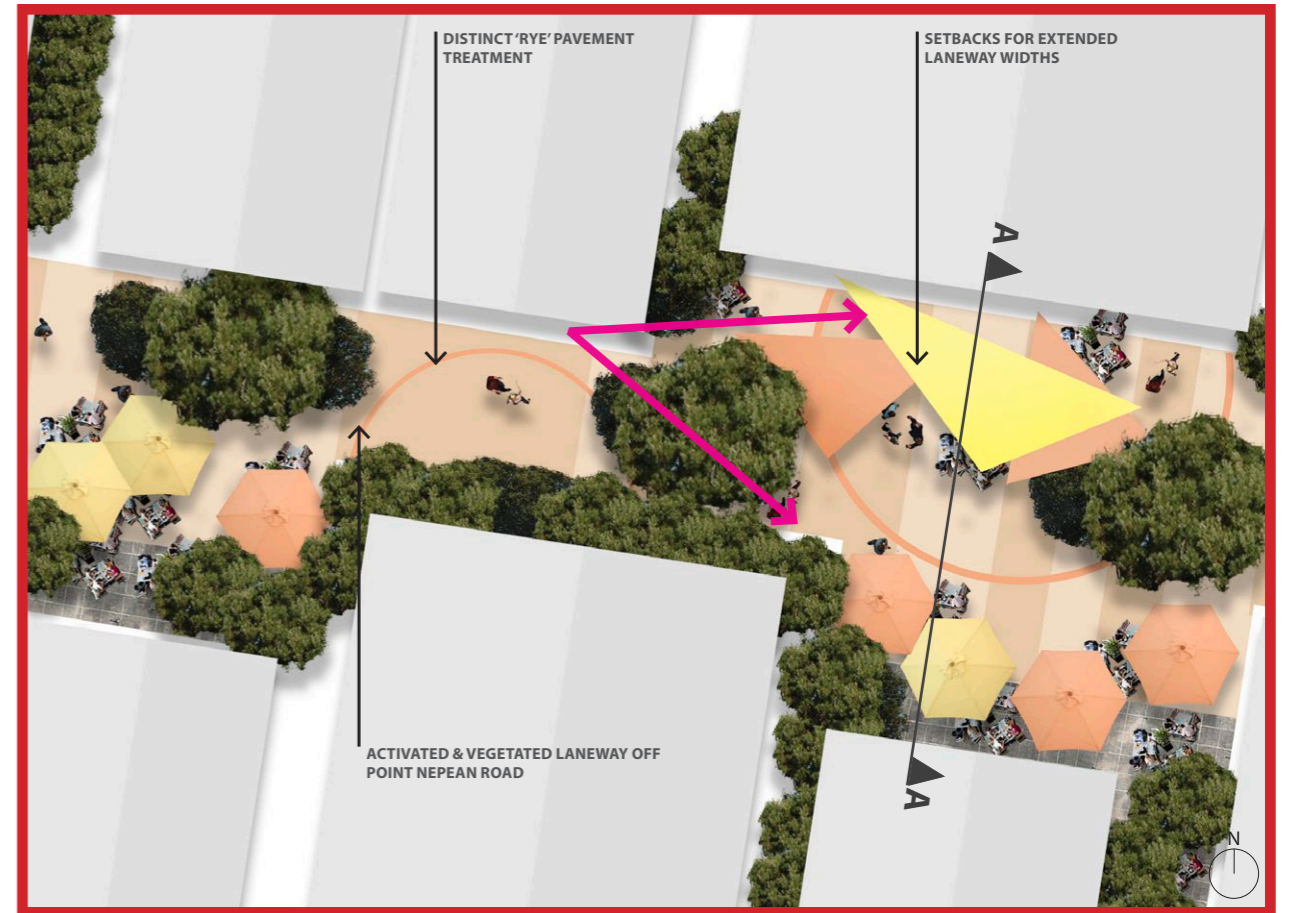
7



PERSPECTIVE OF CAMPBELL LANEWAY LOOKING EAST



SECTION AA



DETAIL PLAN



KEY PLAN

6.9 BIMBLE / COLLINGWOOD / SULLIVAN STREETScape

Bimble, Collingwood and Sullivan Roads function as collector roads, serving as the secondary vehicular through route/ linkage, connecting the arterial road - Point Nepean Road - to the local system. Due to the high volumes of traffic experienced on these roads, especially a peak times, the local community has expressed concerns regarding safety and movement functions for pedestrians and cyclists.

These roads present an opportunity to upgrade the streetscape to further separate the vehicle and pedestrian zones and promote walkability through increased footpath widths and adequate pedestrian crossing points/ thresholds. These measures will also assist with traffic calming to further promote pedestrian safety and permeability.

There is a further opportunity to expand the coastal ecology through additional street tree planting. Mixed plantings of *Banksia integrifolia*, *Allocasuarine verticillata* and *Acacia melanoxylon* should be considered in these streets along with all the streets in Rye to promote the foreshore in the town centre and to build on the town's coastal identity and environmental values.

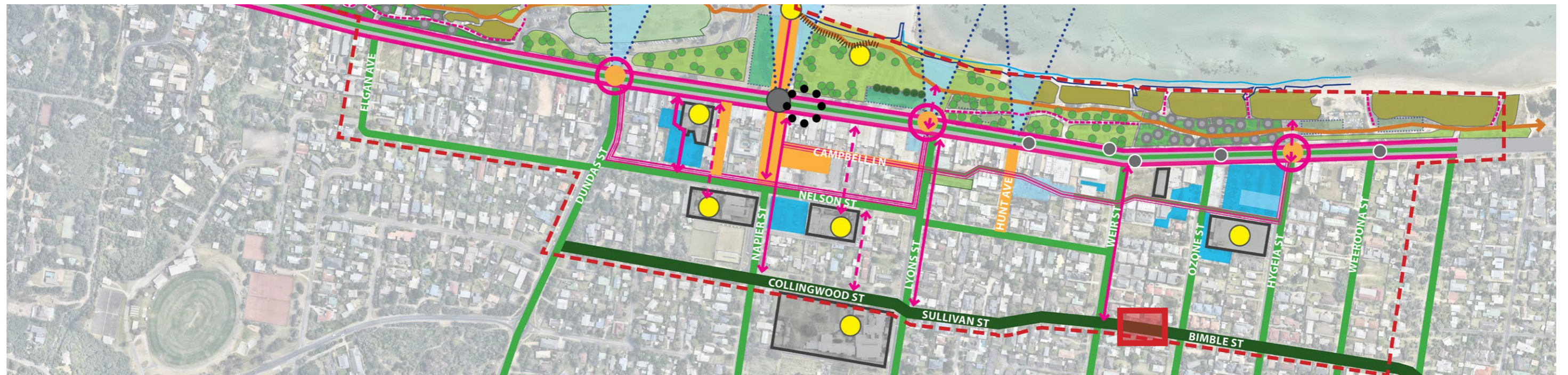
Key Principles:

1. Provide traffic calming measures to support a high balance of function for vehicular traffic whilst providing adequate and safe movement functions for pedestrians and cyclists.
2. Create widened footpaths and safe and legible pedestrian crossing points to promote walkability.
3. Improve connections for pedestrians and cyclists.
4. Expand coastal ecologies through additional street tree / understorey planting and mass planted verges.
5. Establish trees suited to the local climate and that will positively contribute to the micro-climate and built form character of the street.
6. Satisfy the objectives of the Rye Township Street Tree Master plan (forthcoming).

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DETAIL PLAN OF BIMBLE STREET



6.10 A GATEWAY INTO RYE

There is an opportunity to establish a gateway into the township in association with the development of the road reconfiguration and future projects throughout. A gateway can be a sculpture or form that signifies arrival or frames an important aspect. This has the potential to add to the identity and character of Rye in a broader context and create a memorable feature along the journey through the peninsula.

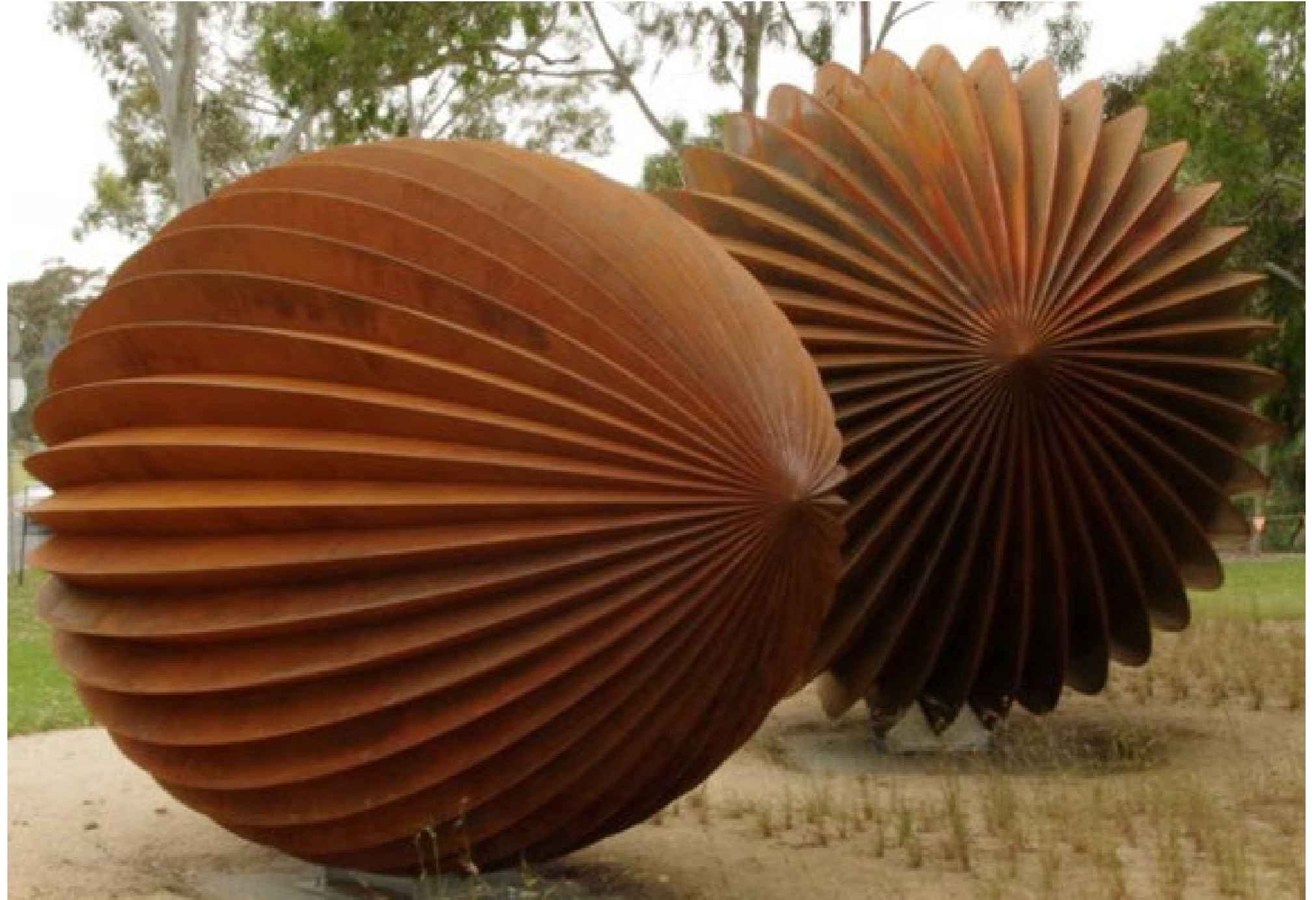
The gateway has a further opportunity to become a physical expression of the local natural environment so cherished by the community. This could take the form of a static or kinetic work that responds to the strong winds, tidal movement and local materiality, capturing the seasonal qualities that define place.

Encouraging the integration of public art in key locations will embed meaning into the public domain, encourage and support local art, culture and community participation and in turn improve the buzz and liveability of the township.

Key Principles:

1. Provide a visual marker along Point Nepean Road at the entry point into the Township.
2. Provide a gateway entry statement that contributes to the identity and character for Rye
3. Establish a strong connection to the Bay.
4. Respond to local cultural heritage and natural environment
5. Promote and exhibit local public art.
6. Encourage participation from the local community.

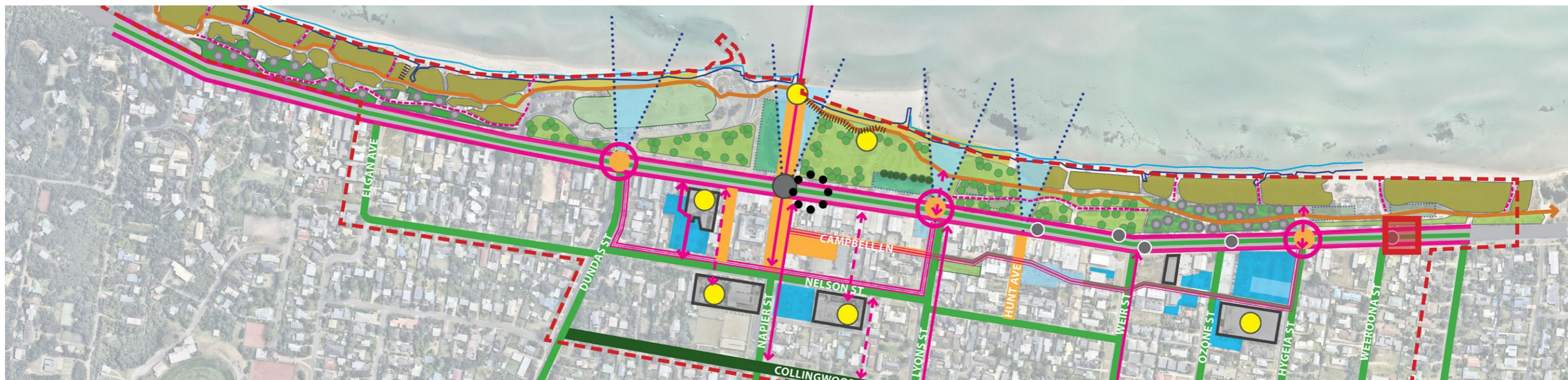
9



INDICATIVE GATEWAY SCULPTURE (ARTIST: MATTHEW HARDING)



EXAMPLES OF GATEWAY AND STREET SCULPTURE



7.0 IMPLEMENTATION PLAN AND COSTING

7.1 IMPLEMENTATION PLAN

This section will guide the implementation of the Rye Township Plan. A proposed schedule of planning, design and construction works and associated costs will ensure the staging and implementation of the recommendations made within the plan.

Achievement of the objectives identified in the identified in the plan will require a co-ordinated management approach by the Mornington Peninsula Shire Council and an on-going commitment to a program of construction, trialling, maintenance, review and improvement.

The list of priorities set out here are recommendations going forward.

The staging and implementation of the proposed works will be influenced by:

The priorities within the Rye Township Plan have been set through consultation and feedback with the local community. During the public exhibition period there was significant resistance to the reconfiguration of Point Nepean Road. In response to this, the reconfiguration of Point Nepean Road is to be staged over a longer period and the most significant elements in the plan (such as the reduction to a single lane) will not be carried out until the finalisation of the project.

Based on the community feedback, the key priority of the Rye Township Plan is now the re-engagement of the township with the foreshore. Several projects within the plan have had their priority elevated to ensure this goal is achieved. These projects include improved foreshore parking, Napier Street plaza and promenade and reconfiguring the foreshore camping.

Additionally, there is a significant amount of community interest and good will towards working collaboratively to the betterment of the township. To harness this, some of the key projects can be partially (or wholly) implemented by the community themselves. For example, this could include working bees involving the planting of significant amounts of indigenous vegetation. This will build on the community's 'ownership' over Rye and further strengthen their engagement with the township.

PROJECT AREAS	PROJECT	PROJECT DETAILS	KEY STAKEHOLDERS	COST	PRIORITY
ADVOCATE AND PROMOTE	ADVOCATE FOR EXTENSION OF MORNINGTON PENINSULA FREEWAY	Establish action group.	VICROADS	-	HIGH
	PROMOTE LOCAL POP-UP EVENTS AND MARKETS	Appoint project manager and liaison officer.	TRADERS ASSOCIATION / MPSC	\$20,000	HIGH
	PROMOTE COMMUNITY IMPLEMENTATION OF ASPECTS WITHIN RYE TOWNSHIP PLAN	Appoint project manager and liaison officer.	COMMUNITY / MPSC	\$20,000	HIGH
	ESTABLISH AND MAINTAIN REVIEW PANEL TO OVERSEE TOWNSHIP PLAN ROLLOUT	Appoint panel members and establish structure,	COMMUNITY / MPSC	\$50,000	MEDIUM
COASTAL	FORESHORE PROMENADE	Re-configure car parking and entries, creation of a promenade (incl. paving/decking/drainage/tree planting/lighting/electrical services/furniture/seats/bins/bubblers/wayfinding signage/art)	COMMUNITY / MPSC / DELWP	\$1,500,000	HIGH
	FORESHORE PARK	Re-configure car parking and entries, upgrade of park (incl. paving/drainage/tree planting/lighting/electrical services/furniture/seats/bins/bubblers/wayfinding/signage/picnic shelters)	COMMUNITY / MPSC / DELWP	\$1,500,000	HIGH
	RYE CAMPGROUND RECONFIGURATION	Creation of re-configured camping ground to include coastal re-vegetation/tree planting/lawn shelters/lighting/new amenities/wayfinding	MPSC / DELWP / FORESHORE CAMPING LIASION COMMITTEE	\$750,000	HIGH
	RATIONALISE AND MAINTAIN BEACH ACCESS PATHS	Path creation, community revegetation.	MPSC / DELWP	\$300,000	MEDIUM
POINT NEPEAN ROAD STREETSCAPE	1. POP-UP OUTDOOR DINING WITHIN SELECTED ON-STREET CAR PARKING AREAS	Temporary bollards and furnishing.	COMMUNITY / LAND OWNERS / MPSC / VICROADS	\$150,000	HIGH
	2. INTERSECTION WIDENING AND UPGRADES TO THREE MAIN SIGNALISED INTERSECTIONS (LYONS, DUNDAS AND HYGEIA STREET).	Civil and infrastructure works.	COMMUNITY / LAND OWNERS / MPSC / VICROADS	\$3,000,000	HIGH
	3. TEMPORARY LINE MARKING FOR A SINGLE LANE IN EACH DIRECTION.	VicRoads approval and linemarking	COMMUNITY / LAND OWNERS / MPSC / VICROADS	\$150,000	MEDIUM
	4. FORMAL CONSTRUCTION OF SINGLE LANE IN EACH DIRECTION THROUGH MID BLOCK SECTIONS	VicRoads approval and construction incl. reformed pedestrian pavements, tree planting and drainage.	COMMUNITY / LAND OWNERS / MPSC / VICROADS	\$2,000,000	MEDIUM
	5. RE-INSTATE NORTH SOUTH PEDESTRIAN LINK BETWEEN TOWN SQUARE AND FORESHORE	Relocation and upgrading of signalised pedestrian crossing.	COMMUNITY / LAND OWNERS / MPSC / VICROADS	\$500,000	LOW



PROJECT AREAS	PROJECT	PROJECT DETAILS	KEY STAKEHOLDERS	COST	PRIORITY
TOWNSHIP	NAPIER STREET PLAZA AND SHAREWAY	Creation of Shared Zone and Plaza (incl. paving/ drainage/ tree planting (incl. pits/ tree grates/ planting/ WSUD/ sub-surface drainage/ lighting/ electrical services/ furniture (seats/ bins, cycle racks, bubblers), wayfinding signage/art/built structures.	MPSC / COMMUNITY / LAND OWNERS	\$2,500,000	HIGH
	TOWN SQUARE	Partial removal of existing carpark, creation of a Town Square (incl. paving/ drainage/ tree planting/ lighting/ electrical services/ furniture (seats/ bins, cycle racks, bubblers), wayfinding signage/ art/ kiosk/ amenities.	MPSC / COMMUNITY / LAND OWNERS	\$2,500,000	MEDIUM
	CAMPBELL LANEWAY / SHAREWAY	Creation of a Shared Zone (incl. paving/ drainage/ tree planting / pits/ tree grates/ planting/ WSUD/ sub-surface drainage/ lighting/ electrical services/ furniture/ wayfinding signage/ art.	MPSC / COMMUNITY / LAND OWNERS	\$1,500,000	LOW
	BIMBLE / COLLINGWOOD / SULLIVAN STREETScape	Streetscape Upgrade/new at-grade shared crossing/ traffic calming measures/ footpath upgrade/ tree planting (incl. plantings/ WSUD)	MPSC / COMMUNITY	\$700,000	LOW
STATUTORY FRAMEWORK	PREPARE PUBLIC DOMAIN GUIDELINES FOR THE TOWNSHIP AREA	Prepare RFP and develop guidelines.	MPSC / COMMUNITY	\$45,000	HIGH
	PREPARE URBAN DESIGN FRAMEWORK PLAN FOR THE TOWNSHIP AREA	Prepare RFP and develop Urban Design Framework.	MPSC / COMMUNITY	\$50,000	HIGH
	PREPARE A PRECINCT PARKING PLAN	Prepare RFP and develop parking plan.	MPSC / COMMUNITY	\$30,000	MEDIUM
	AMEND THE DESIGN AND DEVELOPMENT OVERLAY	Prepare overlay.	MPSC	\$30,000	HIGH
	REZONE LAND WITHIN THE TOWNSHIP AREA	Prepare rezoning documents	MPSC	\$25,000	MEDIUM

IMPLEMENTATION TABLE

HIGH 1-5 years;

MEDIUM 5-10 years

LOW 10+ years.

MPSC = Mornington Peninsula Shire Council

DELWP = Department of Environment, Land, Water and Planning

APPENDIX A

BACKGROUND ANALYSIS



EXISTING VEGETATION

The Rye foreshore has been extensively modified from its natural state through various coastal structures since the 1970's.

The diagram highlights how the coast has changed and where the vegetation and high water line previously sat in 1972. Remnant vegetation and established trees still stand along this line and characterise the foreshore area.

The diagram also highlights the existing vegetation within or adjacent to the study area.

(See Vegetation Assessment - Appendix F)



SITE PHOTOS OF VARIOUS SPECIES AND COPSES OF TREES

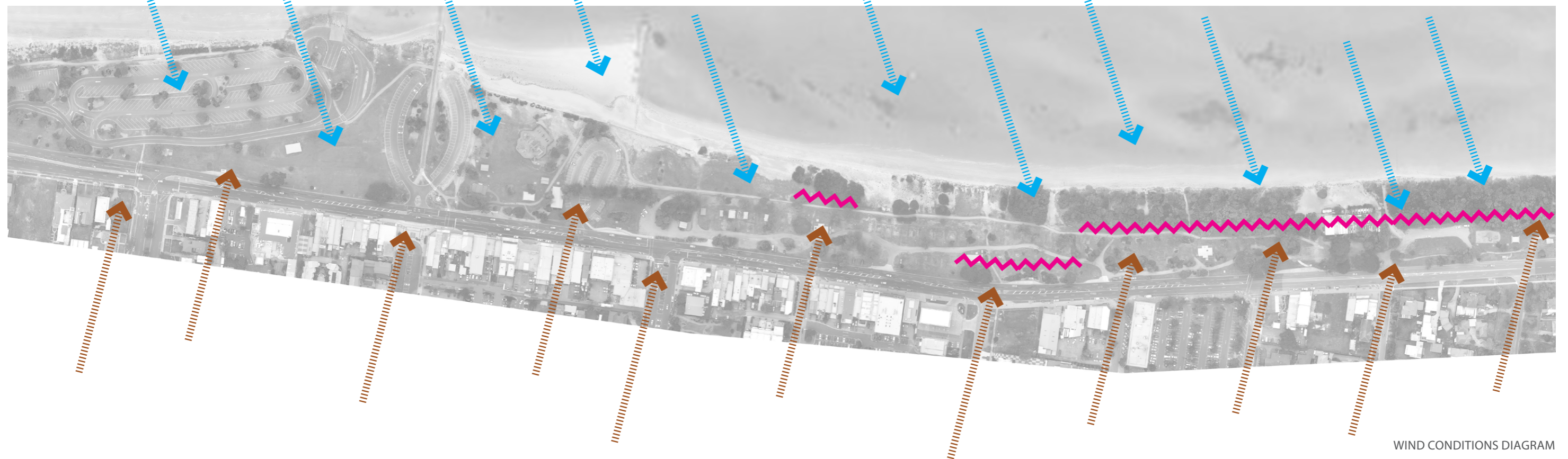
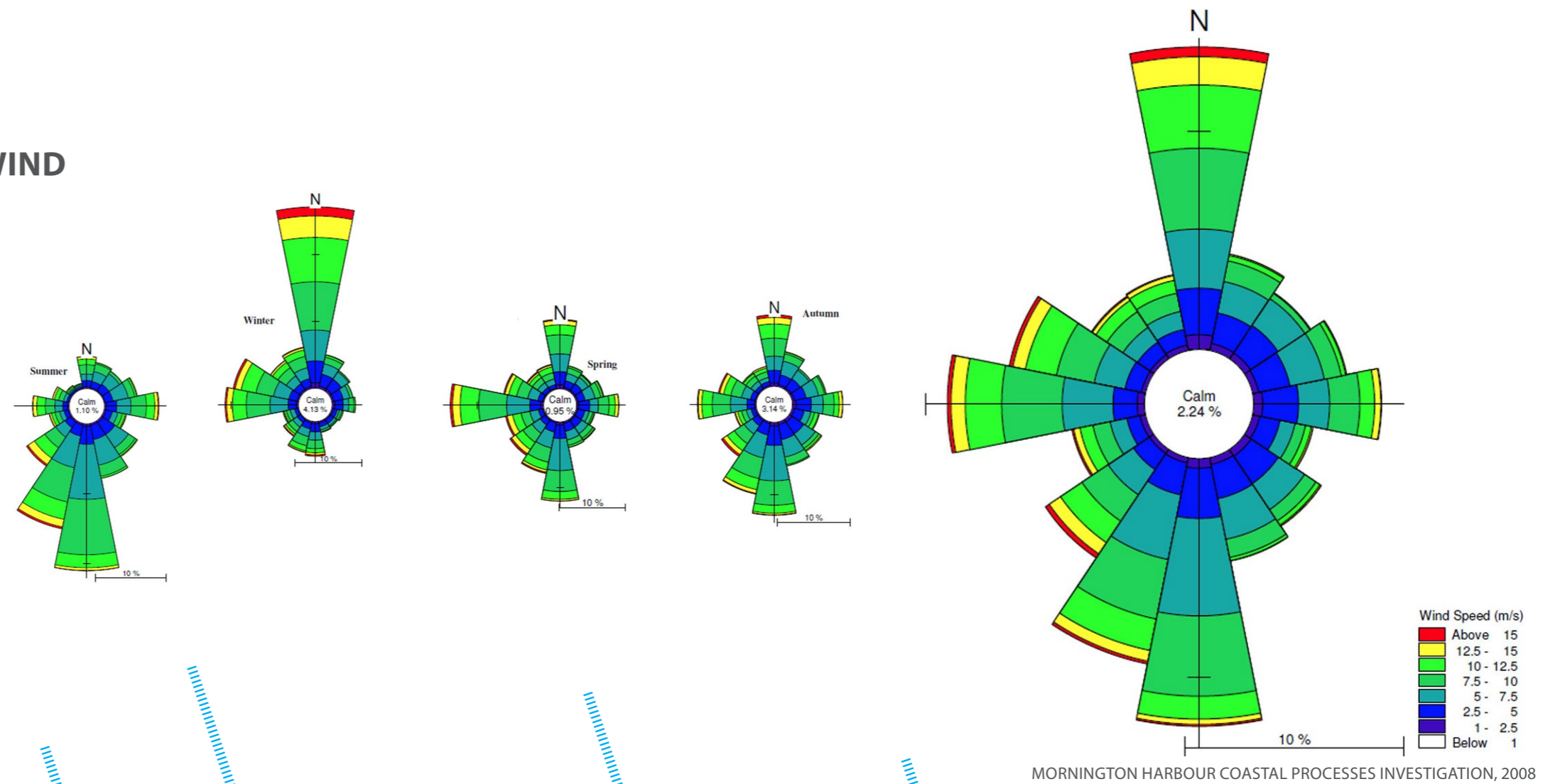


ENVIRONMENTAL CONDITIONS - WIND

The wind rose data shown was taken from South Channel Island which sits within Port Phillip Bay. Data was recorded from this location as it provided a realistic representation across the whole Mornington coastline.

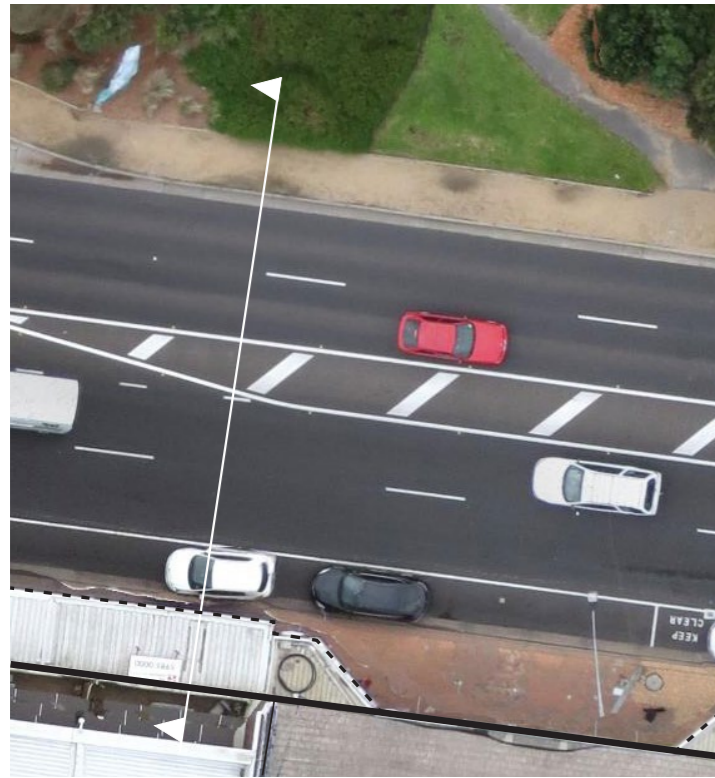
The data unveils findings showing the predominant winds are a northerly during winter and a southerly throughout the summer months. Autumn and Spring has a comparable spread.

Vegetation that is currently along the foreshore provides relief from the prevailing winter winds. There are fewer wind breaks as you enter the main commercial node where car parks/boat ramps make up the foreshore.





EXISTING STREETScape TYPOLOGY



CAMEO PLAN



TYPICAL SECTION - DUNDAS TO LYONS



CAMEO PLAN

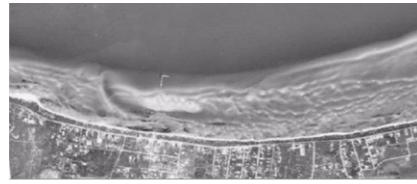


TYPICAL SECTION - LYONS TO HYGEIA

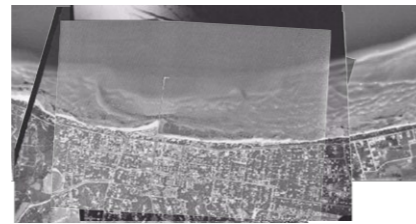
PLACE EVOLUTION



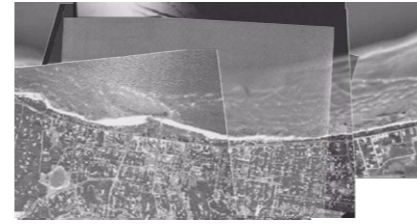
1939



1951



1972



1977



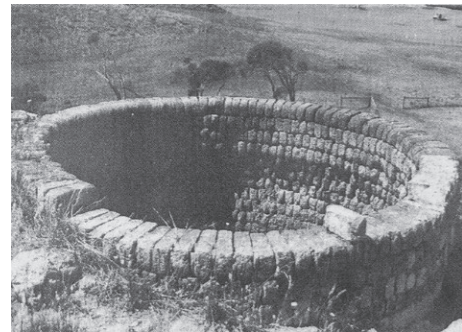
1985



2009



2017



1972

1930

1940

1950

LIME TRADE



LOW-KEY COASTAL HOLIDAY DESTINATION



APPENDIX B

UDF ACTIONS SUMMARY



OUTSTANDING ACTIONS - DRAFT LANDSCAPE FORESHORE MASTER PLAN (2016)

Landscape Foreshore Master plan - Outstanding Actions	
Revegetate the dune between the beach and the Community playground and incorporate new low boardwalk and lookout deck	TBA
Create pier forecourt with picnic shelters, shade trees and seating	TBA
Revegetate dune between pier and boat ramp, in front of boat parking, and Rye East Campground.	TBA
Install dune fencing where dune adjoins lawn/ open space	TBA
Upgrade the foreshore stormwater outlet aligned with Elgan Ave	TBA
Provide Bay trail to white Cliffs Staircase connecting boardwalk	TBA
Remove existing boat ramp and reinstate lawns	TBA
Relocate car park vehicle access point to existing intersection at Dundas Street.	TBA
Create Lime Kiln Visitor Time Limited Parking and toilet.	TBA
Create double lane access road to boat ramp to ensure sufficient queuing space	TBA
Reconfigure boat ramp to align reversing lane with ramps, include 4th lane and mooring pontoon (subject to Council approval).	TBA
Upgrade Bay trail and provide continuous link	TBA
Design community playground surrounds to Foreshore to improve amenity of the area. Include more shade trees.	TBA
Fitness stations and seating areas to be installed along Bay Trail	TBA
Lime Kiln Area Picnic Facilities	TBA
Improvements to the Carnival site, to encourage year-round activity	TBA
Stabilize low dune in front of yacht club and establish a flat lawn	TBA
Increase Rye Yacht Club storage yard footprint	TBA
Increase pedestrian footpath network in foreshore reserve	TBA
Rationalise and maintain beach access paths	TBA

OUTSTANDING ACTIONS - URBAN DESIGN FRAMEWORK (2002)

UDF Recommendations - Outstanding Actions	
Provide new path connections linking Point Nepean Road pedestrian crossings with the Foreshore Trail.	\$40,000
Develop a new public seating/ meeting area outside the Civic Hall in Napier Street, including public toilets.	\$300,000
Construct formal kerb and channel drainage to residential streets within the Town Centre, to reduce the incidence of surface ponding during wet periods.	\$200,000
Install bike racks adjacent to street crossings.	\$40,000
Construct continuous footpaths along the streets of the Town Centre, to improve its general 'walkability'.	\$250,000
Improve definition of existing pedestrian crossing points, with signs fencing or streetscape elements.	\$30,000
Implement 1P restrictions within shopping centre to encourage a higher turnover of spaces at peak times.	TBA
Provide additional indented parking on Weir and Lyons Streets, making use of side road reserves.	\$300,000
Provide shade structures at appropriate locations, in conjunction with additional seating, where verandahs are not present.	\$150,000
Widen kerbs and create new public seating/ meeting area outside the Civic Hall in Napier Street, including public toilets	\$150,000
Reduce clutter of signs, posts and other structures at the entry to the Pier car park to capture important views from Point Nepean Road to the Pier.	TBA
Place existing overhead power-lines underground.	\$1.5 MIL
Selectively remove and underprune trees and vegetation along the foreshore to open up views of the bay.	TBA
Provide shade trees in all open car park areas	\$80,000
Establish consistent low level ground planting, rather than individual planters, in appropriate locations around the Town Centre, contributing to its 'visual signature)	\$60,000
Improve signage related to on-street and off-street car parking areas, particularly those at rear of shops	\$50,000

APPENDIX C

CAPIRE COMMUNITY ENGAGEMENT REPORT



APPENDIX D

CAR PARKING STUDY

APPENDIX E

POINT NEPEAN ROAD TRAFFIC ASSESSMENT



APPENDIX F

VEGETATION ASSESSMENT

APPENDIX G

EVC SPECIES LIST