

# **Interdisciplinary Planning and Design**

---

## Assignment 2: Scoping Paper

---

Scott Kennedy  
ID: 800438217

---

**CONTENTS**

<b>Vision</b>	<b>2</b>
<b>Problem Identification</b>	<b>2</b>
<b>Overview of Context</b>	<b>2</b>
<b>Key Issues</b>	<b>2</b>
<b>Isolation</b>	<b>2</b>
<b>Inactivity</b>	<b>2</b>
<b>Traffic Management</b>	<b>2</b>
<b>Parks &amp; Recreation</b>	<b>3</b>
<b>Local Services</b>	<b>3</b>
<b>Public Transport</b>	<b>3</b>
<b>Progress and Approach</b>	<b>3</b>
<b>Implementation</b>	<b>3</b>
<b>2030 Plan</b>	<b>4</b>
<b>Urban Design Strategies</b>	<b>4</b>
<b>Policy Directives</b>	<b>5</b>
<b>Immediate Plan</b>	<b>5</b>
<b>Urban Design Strategies</b>	<b>5</b>
<b>Policy Directives</b>	<b>5</b>
<b>Opportunities</b>	<b>5</b>
<b>Recommendations</b>	<b>6</b>
<b>Next Step</b>	<b>6</b>
<b>References</b>	<b>7</b>

## VISION (50)

The vision is that by 2030 central Torquay will become a greater gateway to the great ocean road as well as sustainably growing and becoming the Greater City of Torquay. There will be major expansions in the west and minor expansions in the north. This will continue to encompass year round activity centres, a centre for commerce, additional recreational spaces and greater focus on local community interests.

## OVERVIEW OF CONTEXT (50)

Torquay is a township south of Geelong founded in 1892 with a population of over 7000. It is bordered by Spring Creek and Bass Strait and began as a popular picnicking spot and is now home to the Rip Curl Pro, part of the surfing championship world tour.

It currently caters for large amounts of tourists during the summer months and bush walkers during the cooler months. It facilitates a café and restaurant culture and various outlet and shopping precincts.

## PROBLEM IDENTIFICATION (50)

Well thought out urban design strategies will be used as a basis for identifying the problems that plague Torquay's urban environment. They have helped identify that some of the existing precincts are congested, inefficient and confusing for users. There are also a number of barriers within central Torquay that prevent permeability using the existing links.

## KEY ISSUES (150) dot points

There is scope for workable solutions to the existing issues in Torquay these issues are broken down as follows

### Isolation

- Torquay is isolated from a major city such as Ballarat, Geelong or Melbourne by surrounding farmland
- The Surf Coast Hwy/Geelong road creates a barrier cutting Torquay into East and West.

### Inactivity

- Due to Torquay's climatic zone it is quite cold during the winter months meaning that the number of beachgoers diminishes greatly.
- Torquay is lacking in activity centres. The closest to a functional activity centre is Gilbert Street and its surrounding shopping centres.

### Traffic Management

- The car parking in Torquay has come under much scrutiny in that the local population would like there to be less car parking in central Torquay but more parking near the famous beaches (Bells, Jan Juc, etc...). The reasoning behind this is that most tourists will stop in central Torquay for a short time but park at the beach all day.

### Parks & Recreation

- Torquay's Nightlife and entertainment facilities are lacking. There needs to be additions and solutions for this area.
- Torquay only has one major area of parkland in Taylor Park.
- In terms of recreational facilities Torquay has Spring Creek Reserve and the upcoming Surf Coast Aquatic & Leisure Centre but is still lacking in none sporting facilities.

### Local Services

- Torquay is lacking heavily in the department of childcare as there are only three centres operating in the Torquay region. With 21.01% of the population (Approx. 1400) of childcare age. This, coupled with existing staff to child ratios creates a large number of children that need to be cared for by a family member.

### Public Transport

- The public transport system in Torquay is insufficient, hence the local populations dependence on vehicular travel.

## PROGRESS AND APPROACH (100)

The process of improving central Torquay will begin with outlining a vision statement. This approach will then lead to the development of an urban design framework. This UDF will provide detailed directives relating to the problem areas of isolation, inactivity, traffic management, parks & recreation, local services and public transport.

After the completion of the UDF a preliminary design and development overlay will be implemented. This will separate the problem areas into smaller visions under the umbrella of the initial vision for central Torquay.

## IMPLEMENTATION

A cohesive approach is necessary for a positive vision output. This approach will resolve all issues relating to the user groups:

- Private businesses
- Local population
- Tourists
- Visitors

A 2030 plan has been created in conjunction with an immediate plan to form a comprehensive approach to complete the vision output.

## 2030 PLAN

The 2030 plan focuses on future changes to central Torquay. It uses a two tiered approach looking at urban design and policy matters.

### Urban Design Strategies

- Torquay's isolation from a major city or town can be resolved through sustainable urban sprawl or blurring the line between major areas. The addition of landmark will also resolve the feeling of isolation allowing travel between Torquay and Geelong to be broken up by viewpoints of new landmarks.
- In terms of inactivity in the winter months, Torquay's eco tourist park will resolve this by attracting visitors and tourist into central Torquay. Additionally, Torquay Commercial Plaza will also keep the local population active through the winter months.
- The barriers to traffic and pedestrian links will be reduced to allow ease of movement around Torquay. This in itself is a long term minimal acquisition strategy which depends upon user groups.
- Additional parkland and man made rivers will support the user groups. Non-sporting recreational facilities such as movie theatres, performing arts centre and live music venues will have been constructed at this time allowing for a larger and more diverse population within central Torquay.
- The public transport system in Torquay by this stage will have had a massive overhaul due to the increase in population. There will be new bus lines and a centralised light rail network.



JR figure

Bus Routes	
Primary Roads	
Secondary Roads	
Share Use Zone	
Primary Pedestrian Routes	

## Policy Directives

- Prepare an Urban Design Framework for central Torquay to provide more detailed design directives relating to, isolation, inactivity, traffic management, parks & recreation, Local services and public transport.

Additionally the development of documentation relating to commercial built form guidelines, design and development overlays, residential built form guidelines and retail strategies have been implemented correctly.

## IMMEDIATE PLAN

The immediate plan seeks to progress closer to the vision output through positive sustainable urban design strategies and policy directives.

### Urban Design Strategies

- To resolve the issue of isolation more signage is to be added to Torquay Road explaining what Torquay has to offer as well as future projections for the area.
- To immediately combat the inactivity issue in Torquay implementation of a new 'Winter Strategy' that will keep Torquay active through the colder months.
- In terms of traffic management, existing systems will need to be upgraded to allow for expansion.
- Implementing new and upgrading existing parks and recreational facilities as well as rezoning areas for future parks and recreational areas.
- Implementing a specific urban design strategy that allows for expansion of the public transport network.

## Policy Directives

- The existing guidelines and infrastructure will need to be reworked thoroughly.
- Additional policies will need to be put in place to rezone areas to allow more local services such as child and medical care.
- Acquisition of land and putting in place overlays that allow for expansion of the public transport network and depot locations.

## OPPORTUNITIES

Assuming that the implementation of both plans (2030 and immediate) is achieved correctly there is massive scope for private investment in the Torquay Commercial Plaza and newer high density living options. The addition of local services and other facilities creates more scope for the employment of young people and allows for a steady population and financial boom. Improvements to parks & recreation, traffic management and public transport give Torquay more scope to become a more cohesive and permeable city.

## RECOMMENDATIONS

The Vision for central Torquay requires that further work progresses through a pre-feasibility study to a more detailed feasibility assessment. The recommended urban design changes at this time are:

- Blur the lines between Torquay and Geelong through urban design.
- Attract visitors and tourists to Torquay in the winter months with a winter strategy
- Ensure that Torquay becomes a permeable city without link obstructions.
- Upgrade and implement new parks and recreational facilities.
- Public transport network overhaul.

## NEXT STEP (50 Words)

Once the urban design framework has been complete and additional urban design strategies have been submitted (commercial built form guidelines, design and development overlays, residential built form guidelines and retail strategies) meetings with the CEO will take place to determine the time, cost and quality requirements for each directive.

## REFERENCES

<http://www.acecqa.gov.au>

<http://www.streetadvisor.com.au>

<http://www.acecqa.gov.au>

<http://myboot.com.au>

<http://www.torbay.gov.uk>

<http://www.surfcoasttimes.com.au>

[www.forecast.id.com.au](http://www.forecast.id.com.au)

<http://content.time.com>

[www.ptv.vic.gov.au](http://www.ptv.vic.gov.au)