enhancing the bogong high plains visitor experience

signage and roadside precinct plan

August 2009
INTRODUCTION

The Bogong High Plains Road provides access from the township of Mt Beauty to Falls Creek Alpine Resort, and subsequently to meet the projected demand, Parks Victoria wishes to ensure that visitors are provided with opportunities on the high plains which will provide an experience that reflects that status.

The Victorian high country has a complex history, and cultural heritage. The Bogong High Plains Road will make this great circuit one of the premier vehicle touring experiences in the Australian Alps region. As such Parks Victoria have sealed and increased the size of selected car parks, and will install new facilities such as park signage, facilities and a toilet facility at key sites.

This derives from the long association of Aboriginal communities, who value the high country for its spiritual and cultural importance, and the more recent history of settlement, grazing, mining, hydro-electric power development, forestry, recreation, tourism, conservation and fire.

The Study Area also included key sites for signage along the Bogong High Plains Road (i.e. those proposed to develop a specific ‘Signage Strategy’ as the project nears completion – a strategy that will live beyond the project duration).

The primary study area for the work incorporated the Bogong High Plains Road from the western end of Rocky Valley Dam through to Trappy Gap – Alpine National Park.

In this area there were eight specific Visitor Nodes to consider: Rocky Valley Dam; Bogong Lookout Trailhead; Fishermans Point; Watchbed Creek; Wallace Hut; Cope Hut; Mt Cope and Trappy Gap.

In March 2009, Parks Victoria engaged Charles Walsh Nature Tourism Services to:

- design Orientation signage that sets a Sense of Arrival leading from the townships of Mt Beauty and Omeo Township to Falls Creek Alpine Resort, the Bogong High Plains within the Alpine National Park.

In responding to this brief, Nature Tourism Services proposed to develop a specific ‘Signage Strategy’ throughout the project which, at the same time as documenting progress, would lead to a complete ‘Bogong High Plains Road Signage Solution’ that integrates all sign components in order to reinforce the overarching brand. This then the strategy will define the format of each category and aim to present a suite of ‘sign templates’ that are obviously part of the Bogong High Plains Road experience (logos, colour palettes, etc).

Parks Victoria 3 or more quotations from production method for all signage – provide ‘templates’ that are obviously part of the Bogong High Plains Road experience (logos, colour palettes, etc).

3. Leaving Omeo on the Omeo Highway.

2. At Falls Creek Alpine Resort on the Bogong High Plains Road.

1. Leaving Mt Beauty on the Bogong High Plains Road.

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Doffing content for each sign is the next stage. This task is now greatly simplified as signage, key themes, logos, and templates have been defined in and, a sense, determine content as the template will now design the key themes and messages are developed to the applicable space.

This ‘template’ approach also facilitates common development of content and fabrication specifications. This progression will involve a number of stages of development, the project moves completion – a strategy that will beyond the project and, hopefully, assist with future work.
1.3 MAJOR / MINOR VISITOR NODES

It is important that the project establishes a simple model for the overall signage ensemble associated with the road at the outset of its operation. This is in line with the approach of building a signage strategy, with a "nucleus of road" context as a key outcome of the project. This section defines the key elements of this.

MAJOR NODE

1. GATEWAY SIGNAGE ON THE ROAD UP TAWONGA GAP

A major signage installation in reasonable close proximity to the junction of Tawonga Gap Road and The Great Alpine Road could have double sided value of welcoming people travelling towards Mt Beauty in the Bogong High Plains Circuit. For those travelling from the Kiewa Valley it could welcome them to the Great Alpine Road. Resolution of this issue needs to be undertaken as part of the overall signage review of the Great Alpine Road currently being undertaken by Tourism Victoria and the GAR.

2. LOCKOUT ON TAWONGA GAP (N.B. not part of current project)

This section with its established locals, presence and potential to understand labels or interpretation signage is a great potential to be turned into a major node along the high plains circuit.

3. ROCKY VALLEY DAM MAJOR NODE

This site is a trackhead to the major natural heritage area of Rocky Valley Dam. Signage at this point needs to be done as part of the overall review process.

4. FAINTER FALLS GATEWAY SIGNAGE (N.B. not part of current project)

Beyond Mt Beauty the route quickly becomes a winding mountain road characterised by both a heightened concentration on the task of driving plus very short approach times before signage is passed. In such an environment major gateway signage structures can be very problematic. A major opportunity for a gateway sign exists in the open cleared area at the junction of the Fanter Falls Track, just beyond Bogong village.

5. ROCKET SAMMIE OTTIS HUT MAJOR NODE

This site is the trackhead to the major natural heritage area of Rocket Sammie Ottis Hut. The theme of the site is that of the high country pathways - the overlapping tracks of the many different people who have crossed the high country. Themes include: indigenous use, grazing, hydro, recreation, mining and conservation. Facilities on site will include a toilets and picnic area / information ensemble.

6. WALLACE HUT CARPARK

This point at which the road is closed in winter makes it a major winter bottleneck. For summer travel it is a gateway to the high plains for those travelling from the north, the reverse side of the site will be used as a gateway to the High Plains proper for those travelling from the east. It also represents a major parks and wildlife land being along the road. Signage in this site will have a major general orientation role to play as well as focusing on the landscape that people are seeing for the first time. Signage here also needs to encourage visitors to travel slowly across the high plains and to experience the full range of things on offer.

Part of this approach will recommend taking advantage of Falls Creek as an all season base from which to undertake such exploration.

7. TRAPYARD GAP

This point at which the road is closed in winter makes it a major winter bottleneck. For summer travel it is a gateway to the high plains for those travelling from the north, the reverse side of the site will be used as a gateway to the High Plains proper for those travelling from the east. Accordingly it needs to help people travelling from Omeo anticipate the changes that will unfold as they move past this point. They also need to be informed of the highlights to explore up on the high plains - in particular Wallace Heritage Trail and Falls Creek.

8. HIGH PLAINS ROAD JUNCTION

Facilities on site will include a toilets and picnic area / information ensemble.

This is the trackhead to the major natural heritage area of The Great Alpine Road currently being undertaken by Tourism Victoria and the GAR.

section 1: defining project components, themes and strategic considerations
OMEO

A major gateway sign at the Omeo end / beginning of the circuit is an important feature. A site alongside the Omeo Valley Road / Omeo highway intersection some 1.5km out of town is anticipated. This would have good visual catchment with a significant approach time for those entering the circuit from the north. For others coming down the Omeo Road it could welcome them to the Great Alpine Road.

Double-sided signs such as this also have the added value of fully integrating the Bogong High Plains Circuit with the Great Alpine Road experience. Resolution of this issue needs to be undertaken as part of the overall signage review of the Great Alpine Road currently being undertaken by Tourism Victoria and the GAR.

MINOR NODES

Alongside the major node projects anticipated above, the current high plains signage and landscaping work will include signage and landscaping at a further five minor venues on the high plains:

- Roper Lookout Trackhead (just north from the dam wall)
- Fishermans Point (some 2km on from the dam wall)
- Watchbed Creek (trackhead leading to Mt Nelse)
- Cope Hut
- Mt Cope Trackhead.

ADDITIONAL NOTES ON VISITOR NODES

Site Role in visitor experience/facility ‘theme’

Pathways – the route followed today across the Bogong High Plains is one that has been travelled for many centuries for many reasons. The journey opens a window of discovery into the cultural and natural heritage of Australia.

Sign type

Leaving Omeo – Omeo Hwy Gateway Bogong Moth Anticipatory sign

Mitta Mitta River Gateway: Intersection of Bogong High Plains Road and Omeo Hwy Bogong Moth Anticipatory / Directional sign

Park Boundary Alpine National Park sign

Trapyard Gap Major visitor node: Entry point; sealed car park, and day use facilities (no toilet)

General orientation Travelling up the mountain valley to tall forest to snow gum woodland to open plains (changing veg / forest)

Landforms – linking geology to landforms / landuse

Bogong Moth Node sign Major – reflect presentation at Rocky Valley (smaller scale)

McNamara Hut Track-head Track to McNamaras Hut Trail head sign – timber (change to metal PV node)

Buckety Plain Camping area (Faithfuls) Trail head sign – timber (change to metal PV node)

Raspberry Hill Camping area with disabled access Trail head sign – timber (change to metal PV node)

Langford West Camping area Trail head sign – timber (change to metal PV node)

Mount Cope Track-head Walk track head and sealed car park on south-eastern side of road

Across the top:  Aboriginal pathways

Short family walk to mountain summit.

Wallace Hut Car park, track head and day use area – start of Wallace Heritage Trail

Toilet (disabled) & tables

Across the top

HCHI – Overlapping layers of heritage pathways

Wallace Heritage Trail head

Heritage trail project & audio/web interps.

Langford Gap Car park and walking track head Access to aqueduct – bike riding / AAWT Trail head sign – timber (change to metal PV node)

Watchbed Creek Track-head Habitat only – to be phased out with rerouting of Heathy Spur track to Ropers Lookout trailhead.

Alpine veg / wildflowers / huts / views / access AAWT Nelse etc Trail head sign – timber (change to metal PV node)
1.2 INTERPRETATION AND VISITOR NEEDS

Successful interpretive outcomes flow from a clear strategic construct that underpins the structure and content of the interpretive system. A key means by which to achieve this is to identify the thematic message, contact points to the site and identifying the respective needs of these people as far as is possible to do so. This is a hierarchical sub-structure between two fundamental issues. On the one hand the information people need to know in order to have a safe and enjoyable visit to the site. On the other, the information will allow them to know in greater detail the inherent values of the place they are visiting.

The value of these two issues is that they both represent two different types of information separately is that it builds a structured approach to the interpretation delivery platform. It is using engaging and persuasive the visual elements of the language for example what they really want to know relevant to the site, and what they need to know in order to have a safe and enjoyable visit to the site. This is a key point at which the road is closed in winter and an important point on the route for cyclists which provides the essential information for facility use. In this respect it is important to note that this is an ideal interpretive outcome for the high plains.

In this context there will be two main user groups. The first will be those who are staying at the Falls Creek Resort who venture out onto both summer and winter use patterns and the facilities being associated with it will have a safe and expansive visit to the site. On the one hand there is the information people need to know to safely engage with it and visit it, and on the other is the information we'd like them to know in order to give them a sense of the inherent values and meaning of the site they are exploring. This is very important to ensure that the interpretation is appropriate and is delivered via the signing strategy. Hence this is a key point at which the road is closed in winter and an important point on the route for cyclists which provides the essential information for facility use. In this respect it is important to note that this is an ideal interpretive outcome for the high plains.

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It is very significant that this dramatic new cycle touring opportunity also sits at the end of the Murray to Mountains Railtrail, thereby directly complementing / extending this existing major cycling resource. In support of the significance placed on the cycling resources of the region, the current draft Alpine Region Tourism Board Strategic plan notes in its introductory page on the challenges facing the region that: “one of the key products we see promoting for national advantage and regeneration in cycling. The Audax Alpine Classic has now been voted as second in Australia among Victoria’s favourite 101 tourism experiences.”

Alongside the role of cyclists using the route as a touring experience in its own right, there will also be major uptake on the part of cyclists engaging in weekend options to access facilities. This is especially true of the venues around Falls Creek where cyclists can hire a bike in the village and use it to explore the high plains area. While this may over extend to actually cycling along the management trails open to cyclists, others will need to terminate their ride at the walking track trailhead. This makes the provision of bike racks as part of the trackhead facilities an important consideration. Significantly in the case of the Wallaces Heritage Trail also, these cycle rack facilities can act as a major visual encouragement for people to leave their bikes at the corpse, in spite of the fact that they could ride down past Wallace Hut and along the Heritage trail. Wallaces Heritage Trail is however a walking experience as it includes track sections closed to bikes. Accordingly if the overall integrity of the track experience is to be nurtured, ways of subtly encouraging people to leave their bikes away at the trackhead need to be found. This immediately focuses attention on the issue of providing a sense of the road as being a genuine shared use zone where walkways, cyclists, motorbikes, cars and coaches all need to consider other users. Emphasising respect for other users and forms of the road as a shared use zone would hence become an important feature for signage to address.

The pivotal role anticipated for cycling along the road is already borne out in the Falls Creek website where in terms of their elite athletes’ program they note that an additional sealed loop from Falls Creek to Mt Hotham and back via Omeo, Bright and Mt Beauty.” A stunning ride across the Bogong High Plains and down into the Omeo Valley. For the ultimate alpine ride this panoramic view on top of these conventional road facilities and signage if the cycling experience is to be both safe and engaging.

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One of the biggest challenges in connecting people in transit is getting them to stop and get out of their vehicles. In this instance, a sense of shared expectation is a major call to action in getting them to part with the most important foot of the brakes and pull over. This involves issues in terms of signage giving them advance notice of particular nodes along the route (e.g. “Wallaces Heritage Trail Carpark 2km”). Hence the value of placing signage in association with the leeward side of a small shelter open to the north and east is an option to consider. The key point to note about examples such as these is that they highlight the sorts of options and issues that can arise when one approaches the planning of such areas directly from the needs of the likely user groups.

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the road for example would be “Travel the... 

regions (e.g. accommodation and recreation 

evaluating how which would be a common

function to fulﬁl. In the first instance 

infrastructure the branding for the upgraded 

As a major piece of new regional tourism 

is to understand and define the overall context 

represents the public interface of a project 

This signage and landscaping project 

2.1 BRAND DEFINITION 

approach could be where the road was 

The Alpine Shire’s experiences as say: “The alpine 

...product. One example of this background 

...proceed in order to come up with a specific 

...corridor down which the branding process can 

Additionally the naming of the Bogong High Plains Road is established as the geographically 

Accordingly the branding process must needs 

While the “Bogong High Plains” label clearly 

Alongside this issue the other pivotal branding 

A DESCRIPTOR LABEL FOR THE ROUTE 

As a themed route is usually identified by a 

A key corporate stakeholders in the development of the Bogong High Plains Road Brand 

GREAT ALPINE ROAD - PROS AND CONS 

Aboriginal people living around the mountains 

meaning “Big Fella” this label assumes added 

ensemble. Given that the name Bogong is 

In the ﬁrst instance the road must function as a secondary, background motif that local 

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2.2 BRAND COMPONENTS

This section presents an option for a new brand for the road grounded upon the strategic constructs outlined in Section 1. This brand is based on the following name and byline

"Bogong Alpine Way ... a high plains journey"

Within this brand three discrete regional components will be recognised as comprising the overall parkway experience:

• The Alpine Valleys, for the western fall of the route
• The High Plains, for the high country section between Falls Creek and Trapyard Gap and
• The Mitta Valley for the eastern fall of the route.

Six key messages will comprise the overall structure and composition of the product:

1. The Bogong Alpine Way is an integral part of the Great Alpine Road that is used by multiple different users in different ways over different seasons.
2. The Bogong Alpine Way is best appreciated as an multi-day experience incorporating an overnight stay in Falls Creek.
3. The high country is a place of both ancient and modern overlapping pathways. The indigenous people of the alpine region welcome you to their Country.
4. The Alpine Valleys component of the route has its own unique set of landscapes and opportunities.
5. The High Plains component of the route has its own unique set of landscapes and opportunities.
6. The Mitta Valley component of the route has its own unique set of landscapes and opportunities.

To convey the name bogong and its association with the bogong moth thereby grounding the product in an indigenous context the following components are used.

To imply the alpine, high country experience and the circuit nature of the route linking back to the Great Alpine Road the following motif is used.

To convey the three discrete components of the Bogong Alpine Way experience the following motif is used.

2.3 BOGONG MOTIF

The importance of addressing the overall branding of the touring experience at the outset of developing an ensemble of signage and visitor facilitation for the route is to ensure that these are grounded as an integral part of the overall delivery of the brand.

Accordingly the next step in the project process is to examine possible ways in which the “Bogong” motif could be used.

In looking for additional elements of the Bogong motif that could have design significance, one particular aspect that stands out is the habit of bogong moths to cluster together in dark shelters under rock overhangs where they form an overlapping carpet of wings.

Responding to this in the first instance involved experimenting with planes of cardboard to see how overlapping planes could then sit in a manner that might have relevance to a signage solution. The key issue here was not to directly mimic or reproduce the moth cluster or moth wing shapes as such, but rather to ground the creative process on a strong conceptual basis. A key shape to result from this initial model making exercise is shown opposite.
2.4 ENTRY SIGNAGE: drive by

Based on the concept of overlapping / intersecting planes, the following entry signage unit was developed. Two sizes of entry signage will be used. A larger version for drive by gateway signage along major roads where people will not stop near the sign and a smaller version for designating the entry to major visitor nodes along the route. The signs will be made of aluminium with timber main supports either end.

These sign units will not be able to be placed on the road verge as managed by Vicroads, but rather will need to be on Council, private or park lands. In this regard the signs are in the same category as that of township entry signs. The precise use and location of the signs will need to be the subject of additional consultation and approval within the context of the overall signage ensemble of the Great Alpine Road. Some indicative, preferred locations are shown here in order to display the preferred presentation of the signs.
2.4 ENTRY SIGNAGE – park node entry

The construction of these signs will be powdercoated 5mm aluminium bolted/welded together with graphics provided by UV flat bed print to panel with clear powdercoat overprint for graffiti protection. Posts will be structural aluminium channel 127*65mm. Wall thickness 6-9mm. Fixing in situ via welded base plates and starter bolts to concrete footings.
2.5 ENTRY SIGNAGE – PARK VENUES

- Rocky Valley Picnic Area
- Fishermans Point Picnic Area
- Roper Lookout Carpark
- Watched Creek Carpark
2.6 PARK FURNITURE

The bogong moth motif can be utilised in the form of specific park furniture that will double as both seating and picnic benches. The concept of the furniture derives from recently installed seating in the new Wentworth Falls picnic precinct in the Blue Mountains.

2.7 LANDSCAPE CONTEXT

The palette of built form and materials relevant for inclusion in the design solutions for the project are referenced from existing landscape elements.

Major motifs chosen to underpin the design responses in addition to the bogong motif already discussed are the rolling overlapping curves of the ridgelines, the existing extensive use of face granite in the built environment of Falls Creek and environs and the materials and distinctive shapes found in historic huts like Wallace Hut.

- Face granite finish used in the toilet block at Rocky Valley picnic area
- Rusted corrugated iron as seen on Wallace Hut chimney
- The distinctive chimney shape that is strongly associated with historic huts
The major information shelter structure to be used has been designed to incorporate the major landscape reference motifs.

This includes the curved roof with overlapping arcs reminiscent of the high plains horizon thereby also helping the structure to sit neatly into exposed contexts.

The use of the rock plinth is a major reference to the built form of the huts plus the use of recycled old corrugated iron to face the opposite end of the display continues this theme.

Using a granite face rock finish in the structure also gives it a strong organic quality to assist its integration into the landscape.

All structural elements in the display will be made from steel and finished with gal dip. No powdercoating will be used as the gal dip weathers nicely over time to a subtle finish. The roof panels will be prefabricated off site and will need to be designed so as to bolt onto the uprights in situ, thereby avoiding major transport costs / complications associated with moving a full assembled / welded unit onto the site.

An additional option for the display is to use only one half of the structure in situations where either space and / or cost is an issue.
section 3: MAJOR NODE
landscape and signage components

3.1 Rocky Valley Picnic Area

CONTEXT
The picnic area and visitor information facility to be established at Rocky Valley Dam is the major gateway facility to be established in association with the road upgrade. Located just 2.5km up the road from the centre of Falls Creek village the site frames the entry to the high-plains precinct for people travelling up Mt Beauty and marks the entry to Falls Creek for people travelling up from the Mitta Valley. The site occupies a very prominent level area overlooking the dam with a dramatic visual catchment for people approaching from the east across the high plains and the dam wall. The approach from Falls Creek is much less visually prominent in summer when the intersection appears fairly quickly around a corner. In winter the site is closed to vehicle traffic yet open to cross country skiers. A sewered toilet block on site is open year round with heating supplied in winter. An additional major element on site is a generator shed associated with pumping water to the village. With its landmark position and large extent, the site has the potential to function as both a major lookout picnic area and as a quasi outdoor visitor centre presenting information relating to both the road experience overall as well as interpreting the immediate precinct. Another important aspect of the site is the fact that it can connect with people who may otherwise have driven through Falls Creek without stopping to go into its visitor centre or engage in other ways with the village. This coupled with its position as the entry for people coming from the east make it an important venue for promoting the role of Falls Creek as the ideal overnight base from which to experience the high plains.

SCOPE OF WORKS
Landscape design plans to provide for:
• grand Sense of Arrival into park
• delineation of appropriate car parking, that considers safe vehicle / pedestrian interaction
• incorporation of existing toilet facility
• revegetation of denuded and weedy areas
• Rocky Valley Dam observation area positioning
• movement of pedestrians between upper and lower car park areas
• positioning of information facility catering for winter / non-winter use
• positioning of appropriate day use facilities
• positioning of signage
• design of information facility
• design of toilets
• design of Major Entry signage
• design of Node & Directional signage
• design of interpretive panels with themes focusing on the history, development and natural values of the high plains
• design of appropriate recreational signage - that captures existing park, road and Rocky Valley Dam risk & advisory information, to rationalize and standardize messaging.
LANDSCAPING RESPONSE: CORRIDOR EFFECT

The landscape design challenges facing this site revolve around several key factors. The pivotal one is pervasive effect of the road corridor dominating the precinct. Our response to this is to introduce an alternative axis for the facilities that cuts across at 90˚ to the main road corridor and which is sited mid way along its length. This avoids the problem of compounding the corridor effect by placing major facilities at the end of it.

LANDSCAPING RESPONSE: MULTIPLE NODES

In keeping with the concept of the site functioning as an outdoor visitor centre it is important to have dispersed information nodes within the site that allow a significant amount of information across multiple themes to be conveyed in association with other facilities like picnic areas and lookouts. The opposite schematic layout accounts for this.

LANDSCAPING RESPONSE: VEHICLE ACCESS

There are two key issues for vehicle access in and out of the site. The first is determining a desirable vehicle flow pattern for the precinct, the next is to ensure access for vehicles confidently and safely. The major issue in relation to vehicle access to the precinct relates to coach access. Overall the main precinct of the node is not suited to coach use, being on the whole too narrow. The main response to this is to keep coaches out of this zone except in unusual circumstances. This means that while coaches must be able to get in and out of this space should they either need to or inadvertently turn in here, the options will not be formally presented to them. Rather they will be directed to a coach parking bay on the lower level site next to the dam wall. This space will be reserved specifically for buses. Here there is just sufficient room for several coaches to park and undertake three point turns clear of any egress onto the adjoining roadway.

Coach patrons will then access the site via the ramp leading up to the main precinct. This will not however be wheelchair accessible. Should elderly or disabled access be required, then coaches can drop off and pick up via the upper precinct. Within the precinct minibus parking can be provided in the cutting currently in place striking back into the bluffs, while car parking can extend along the edge of the main visitor precinct area.

An important point to note in relation to the car parking requirements of this precinct is the fact that length of stay on site for most people is likely to be relatively short. Unlike for example the Wallaces Heritage Trail site, the venue is not a trackhead destination where cars may well be left for up to half a day, or longer. Here the maximum length of stay is likely to be an hour for people picnicking here and shorter for most visits. Based on anticipated high turnover rate, there is no provision made in the current concept plans for overflow parking.

30 31
LANDSCAPING RESPONSES

ENTRY VISUAL CATCHMENT

The site has a very good visual catchment for people travelling over the Rocky Valley Dam, but a very poor one for people approaching from Falls Creek where the entry appears some two hundred metres in front of them once they round a bend in the road. Accordingly anticipatory signage will play an important role in preparing drivers to respond to the approaching site entry precinct. It is proposed to locate two sets of anticipatory signage for approaches from both directions. The first is set approximately 1km back from the entry, the second 300m back.

This signage will need to accord with standard roadside tourism signage specifications as for example currently used along the Great Alpine Road.

EXISTING MATERIALS AND SITE ELEMENTS

The site has two established buildings in situ – the toilet block and generator shed. Of these the toilet block uses the granite block facade commonly incorporated into Falls Creek landscaping. It is hence appropriate to integrate further strategic use of this finish in the overall palette of materials to be introduced into the new landscaping works. The toilet block access needs to be upgraded from both an aesthetic and functional perspective. This is shown in the attached photo. Disabled access to the left side cubicle can be provided via cutting a new wider doorway in the side wall.
A feature of the landscape plan is the provision of a central node to provide the core picnic, lookout and information facilities.

Mock ups of how this section will present are shown here.

The curved, freestanding 3 panel display unit will introduce people to an overview of the Bogong Alpine Way.

The four panels located in association with the curved roof area will convey both detailed walk and cycling information coupled with more generic background material relating the Australian Alps, snow gums and the bogong moth.
CURVED DISPLAY UNIT

The curved display unit proposed for inclusion in the central information kiosk has previously been constructed for similar use at Crookwell in the Hawkesbury Valley. Minor size modifications are proposed for the structure to be installed at Rocky Valley giving it a panel dimension of 2400mm*1400mm (inner arc) and 2400*1500mm (outer arc).

The layouts for the six panels are shown here. The three panels facing people as they enter the precinct will cover the more general overview/welcome material relating to the route.

The Bogong Alpine Way

The Bogong Alpine Way provides an unsurpassed touring circuit through different experiences on offer along its length. The Victoria Alpine Way is made up of three sections – the High Plains Section here on the eastern side of the Bogong High Plains. To the west, the Alpine Valleys section takes in the dramatic, steep sided mountain gorges leading up to and through one of the Australian Alps best loved landscapes – the Bogong High Plains.

The High Plains Section here on the eastern side of the Bogong High Plains. To the west, the Alpine Valleys section takes in the dramatic, steep sided mountain gorges leading up to and through one of the Australian Alps best loved landscapes – the Bogong High Plains.

The wide open valleys tell the story of a landscape carved by the power of water and the roadways twist and turn in and around each river bend.

As with all sections of the Bogong Alpine Way, this one road is usually a place that is easy to get to. The Mitta Valley is an easy place to get to. It is a safe one by travel slowly – stop often and turn in and around each river bend.

Bright and Mt Beauty.

Summer brings with it the invitation to travel slowly and explore this section of the Bogong Alpine Way during the summer to feast on bogong moths. Their ancestors would travel here each winter, cross country skiers have the chance to follow the links.

The Victoria Alpine Way

The Victoria Alpine Way is made up of three sections – the High Plains Section here on the eastern side of the Bogong High Plains. To the west, the Alpine Valleys section takes in the dramatic, steep sided mountain gorges leading up to and through one of the Australian Alps best loved landscapes – the Bogong High Plains.

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The four panels associated with the curved roof structure will be 1800*1100mm.

PANELS PRESENTED UNDER COVER

the high plains

cycles on

short walks and

mountains. It is also recommended to

adequately prepared.

can change suddenly. Be sure you are

in the mountains that weather conditions

Walking

Rocky Valley lake. The vista also takes in Rocky Valley Creek

Enjoy this walk to impressive views over Falls Creek village and

follows the Big River Fire Track up the rock-studded valley of

expansive views across the mountains (in clear weather). It

This popular walk goes to the top of Mount Nelse (1882m) for

the road about 2km back to here.

follows an undulating spur through open grasslands, low heath

very top of the Watchbed Creek valley and heads east. It

alpine plants or cycle the aqueduct trails.

huts. Just a few hours of exercise will be rewarding enough,

Gateway to the northern high plains, the Watchbed Creek

Wallaces Heritage Trail offers you the chance to explore this

overlap. Here in the heart of the Bogong High Plains, the

where paths naturally converge and stories and experiences

summit's rocky knoll are a rich reward for the relatively short and

Popular scenic rides include the Big

trails only, and not on walking tracks.

Cycling and walking

Kelly Hut (8km from here). The Marum Point Track connects the

Bogong High Plains, around Mount Nelse (about 8km from here)

continues northwards. The trail then heads east to join the Kelly

The first 2km are part of the Australian Alps Walking Track, which

tracks only, and not on walking tracks.

management roads. Cyclists can use a series of aqueduct roads,

From here you can explore the snow gum country of the eastern

seeing the eastern side of the high plains

side of the fire track. One or the other can easily be visited on

HISTORIC HUTS

Borney Track (7km from here). The Kelly Track continues descending to

continues eastwards. The trail then heads north to join the Australian Alps Walking Track at Cope Hut.

From the Big River Fire Track walk to Mount Nelse, other

bogong moth

full advantage of the

ravens are local

this vital battle to accumulate body fat

During hibernation in the snow season,

possum feeds from a hidden cache of

between April and October, the

alpine areas

– a high

environment for thousands of years and know

continent.

wildflowers, gnarled snow gums and

looking after the alps

world’s only Autonomous Garbage Collector is being deployed at an alpine lake in Victoria.

Bogong Power Station in 2009 to fully utilise

as ever, aided by the recent construction of the

of them.

One of the most remarkable features of the

produce their own seed, repeated hot

new trees to grow large enough to

As it takes around 20 years for these

even aged stands as new plants sprout

That means the power is mainly used to provide

with a chain of power stations commencing with

It holds some 28 GL – or around 28,000

of the dam

EXISTING DAM CORE

The existing core from the original drilling to build the dam hat is currently located on site.

extraction core

Two interpretive signs, each 880*550mm and one sign 1100*550mm will be located around the outer edge of the picnic area looking out over the surrounding landscape. Two will be in the main picnic area. One (1100*550mm) will be at the lookout step overlooking to the track leading down to the coach park area.
section 3: MAJOR NODE
landscape and signage components

3.2 Wallaces Heritage Trail Trackhead

3.2 WALLACES HERITAGE TRAIL CARPARK

CONTEXT
In addition to providing immediate access for walkers and cyclists to Wallace Hut some 500m away this site represents the trailhead of Wallaces Heritage Trail - the headline visitor experience associated with the route.

SCOPE OF WORKS
• Landscape design plan to provide for -
  • delineation of appropriate car parking, that considers safe vehicle / pedestrian interaction
  • positioning of information facility
  • revegetation of denuded and weedy areas
  • positioning of signage
  • positioning of toilet and picnic facilities
  • Design Node, Trailhead & Directional signage as appropriate
  • Design information facility – interpretive panels supplied
  • Design two cubicle toilet facility (with disabled access) – facility and walkway elevated
  • Design picnic area including picnic tables – facilities and walkway elevated

Above : Views up to the gate and back to the road from the carpark subsequent to the roadway sealing.
This concern over the pervasive influence of the dominant corridor line of the precinct has a major influence on how the location of amenity like the toilet block and picnic facilities are placed as well as focusing attention on the role of the entry gate in framing the overall walk experience.

Walls should act as ориент=https://www.google.com/search?q=ориентация+на+тот+место+от+дома+рядом+с+улицей] to facilitate the walk to the gate.

Aiming to create a sense of arrival at this same consideration in terms of surrounding vegetation. As such it is a natural point of entry to the overall need to create a sense of entry gate in framing the overall walk experience.

This sense of arrival is compromised by the walk being accessed by burnt snow gums that frame the approach to the entry gate. Of burnt snow gums... The discrete location of the facility on the downslope, northern side of the road. This concern over the pervasive influence of burnt snow gums on the downslope just beyond the fence. The discrete location of the facility on the downslope just beyond the gates has a given of the landscape response. Accordin...
Wallaces entry signage

4 roadside signs 1200*750mm

One double sided gateway entry sign
The toilet at Wallaces Heritage Trail Trackhead will be accessed via a level 5m walkway leading off from the main entry path. The natural fall of the ground at this location will see the entry deck to the cubicles sitting some 800–1000mm above ground level. This means that the sub-ground component of the toilet system will require excavation in the order of 1m deep. The deck will continue along the verandah in order to allow vegetation growth under this element. Please note no water/watertank is to be provided on site.
Information components
The interpretive content at the Wallaces Heritage Trail canes will comprise the custom designed double sided information shelter and two interpretive signs on the outer edge of the handrail. A significant additional piece of reference for this site is also the scale of 18 interpretive signs to be installed around the trail. These are included here by way of reference.

The position of the main interpretation display will allow for the fact that the main orientation / track information panel will face out to the carpark edge and be easily seen by people walking along the carpark and up towards the gate.

The idea here is that they can access this information easily without having to actually enter the information / point node should they not wish to. The panel here is that this information needs to be positioned in a "through flow" area where there is little interaction for people to gather in front of it and block access to it. This will assist in making this crucial orientation information available to people even in peak flow periods.

The opposite side of the display, by contrast, contains the main interpretive content on high country pathways. The information panel on the "shelter" structure located at 180° to these panels contains the generic / overall impact / safety information panel.

In addition, two interpretive signs 800x500mm will be installed as the outer edge of the platform.
3.3 Trapyard Gap Picnic Area

3.3.3 Trapyard Gap

Context
For people travelling up onto the high plains from the Mitta Valley, Trapyard Gap is a major node with a very significant gateway role to play and one which needs to strongly encourage visitors to pull over and engage with. For those travelling southwards into the Mitta Valley, the site is only a minor node and is of less importance as to whether or not they choose to pull over and experience the site. Trapyard Gap is also the point at which the road section up over the high plains is closed in winter and as such it has significant seasonal use as the “end of the road” carpark used by cross country skiers travelling to the high plains. This use in particular argues strongly for the inclusion of undercover picnic facilities on site so as to provide a sheltered gathering / final packing point people can use in bad weather. Currently there is an information bay located on site. This is proposed to be replaced with a Bogong roof display unit under the new landscaping options.

Facilities
The site’s facilities will prominently seen when approaching from east heading up onto the high plains and this will assist with the uptake in use of the site by people travelling in this direction. The visual presence is much less pronounced travelling down the hill. This however is not seen as a major problem, though location of the main entry sign can make the site is easily recognised from either direction.

As with all other major node venues along the road, a series of two anticipatory signs from either direction (i.e. a total of four signs) will be installed. These would say “Trapyard Gap picnic and information area 2km” and “Trapyard Gap picnic and information area 300m”. They will help make sure people get the chance to make a decision as to whether or not they wish to stop at the venue prior to actually encountering it. This site is an important node for orientating people prior to their trip up onto the high plains and to encourage them to think about overnighting in Falls Creek if they haven’t already done so. The node also needs to encourage them to be sure to stop off at the Wallaces Heritage Trail on route.

Shelter
A highly desirable inclusion for the site is the addition of an undercover picnic area providing shelter from the rain. This is particularly useful for cyclists travelling along the road and using the venue as a lunch spot. It is also very valuable for people using the site as a winter trackhead. It means they can use the shelter to regroup and get organised after disembarking from their cars.

Utility benches
Instead of including an actual picnic table in the landscape ensemble, the idea for the site (and at Rocky Valley Site only on smaller scale) is to use timber plinths that can function as benches / picnic tables without taking control of the overall space in the way that an actual picnic table does.

Scope of works
- Landscape design plan to provide for -
  - Grand ‘Sense of Arrival’ into parks (perfect design move to Rocky Valley Site on smaller scale)
  - Delegation of appropriate car parking
  - Consideration of, and advice to be given to Parks Victoria regarding the placement of a second ‘gateway entry’ sign that marks the entrance to the bogong high plains project, at a suitable location beyond Trapyard Gap – subsequent design of signage as required

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Trapyard orientation signage

One double sided gateway entry sign

4 roadside signs 1200mm x 750mm
PANELS IN SHELTER EACH 2200*1200mm

INFORMATION CONTENT: 2 LARGE DISPLAY

Safety panel 1800*1100mm

100 paces from water and campsites.
Carry it in, carry it out.

its approaches.
permitted on Mt Bogong or on any of
for the bush. Open wood fires are not
the area as you found it.
Leave no trace.







Safety  checklist

Heritage places are a link to memories of people and the past. Huts are
undulating plateaus of the subalpine zone. It
is dominated by snow gums – the only tree
found in rocky, stony or waterlogged areas.

The understorey of this zone is either low
shrubs or grasses and herbs.

While some snowpole lines exist across the high plains, these
roads and tracks obvious in summer will be covered by snow.

Excellent map and compass (navigational) skills are vital as
Australia's finest ski touring country.

The open, undulating Bogong High Plains boast some of
the tall alpine forests found along the west of the
alpine valleys.

Do not attempt to walk or ski on
appearance to be frozen. The ice will
change dramatically with very little warning.

Take a tent, sleeping bag and fuel stove for overnight camps.

for the valley a mecca for kayakers, picknichers, campers and fishermen alike.

Several roadside stops provide a chance to pull over and enjoy

As with
birdlife and the welcoming ambience of the open eucalypt forests. As with
the valley a mecca for kayakers, picknichers, campers and fishermen alike.

The open, undulating Bogong High Plains boast some of
the tall alpine forests found along the west of the
alpine valleys.

With only some 10km left to the high plains from here, be sure to
or you could miss one of the Bogong Alpine Way's highlights.

A good option for exploring the region from a base at Falls Creek is to ride out to

A good option for exploring the region from a base at Falls Creek is to ride out to

While the High Plains section of the Bogong Alpine Way is only open to vehicles
are closed to cyclists.

Several roadside stops provide a chance to pull over and enjoy

No trip to the Bogong High Plains is really complete without the

The tradition of the alpine area has always been a meeting place.

The traditional owners in the Alpine region – the Bidawal, Dhuduroa, Gunai/Kurnai, Jaithmathung,
For Aboriginal people, the alpine area has always been a meeting place.

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4.1 ROPER LOOKOUT CARPARK

This trackhead for the Roper Lookout walk also functions as an important park entry portal. The existing display shelter on site will be replaced with the new model to present an even ensemble of display shelters across the high plains.

In addition the use of a new double sided display shelter at this location provides the chance to include additional information over and above that currently displayed on site.

Also important here is the inclusion of bike racks in order to support the ride/walk message and to make the point people need to leave their bike here.

Scope of Works (Indicative):

- Landscape design plan to delineate appropriate car parking & sign positioning
- Design of interpretive panels – to be installed in existing information facility
- Design Node, Trailhead & directional signage as appropriate
- Design appropriate advisory sign - that replaces existing park and Rocky Valley Dam risk & advisory information, to rationalise and standardise messaging

The existing information shelter at Roper Lookout Trackhead is to be replaced with the new information structure.
4.2 **Fishermans Point**

This site provides access to one of two boat launching ramps on the reservoir. It also serves as a de facto trackhead to the Heathy Spur walking track that leads off from the area some 15km along the road.

The site has the potential to be a very significant visitor facility on the lake edge. Such an upgrade however lies outside both the scope and budget of the current project. Accordingly the response to this plan is to simply fully use the area signage and facilities by way of a helping pattern providing a more comprehensive approach to the site.

Currently there are a series of picnic tables located on the small peninsula leading down to lake. It is recommended that these be consolidated into a smaller picnic area adjacent to the road as to encourage dispersed access across an area with properly formed tracks.

In terms of parking, the area actually has ample existing roadside verges well away from the main road corridor already in place. It is hence recommended to not formalise any parking on site at this stage. Such action would however be an integral part of a future all of precinct landscape upgrade.

An additional issue to be addressed on site is the fact that it is currently called Rocky Valley Picnic Area. This is potentially very confusing given the new Rocky Valley picnic and lookout area going in across the other side of the dam wall. The name of the site should hence be changed to Fishermans Point.

**Scope of Works (indicative)**

- Landscape design plan to delineate appropriate car parking & sign positioning
- Design Route, Trailhead & Directional signage as appropriate
- Design appropriate risk/advisory sign - that captures existing park and Rocky Valley Dam risk & advisory information, in rationalised and standardised messaging

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**All of Precinct Landscape Upgrade**

- Design Node, Trailhead & Directional signage as appropriate
- Design appropriate risk/advisory sign - that captures existing park and Rocky Valley Dam risk & advisory information, in rationalised and standardised messaging

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**Fishermans Point**

- Design appropriate risk/advisory sign - that captures existing park and Rocky Valley Dam risk & advisory information, in rationalised and standardised messaging

---

**Landscape design plan to delineate appropriate car parking & sign positioning**

- Design Route, Trailhead & Directional signage as appropriate
Here at Fishermans Point you are standing on the shores of the major reservoir of the Kiewa Hydroelectric Scheme. The dam was constructed in the 1950s to gather rain and snow from the high plains in order to channel this through a series of underground power stations further down the valley.

This site also marks a valuable trackhead for the Heathy Spur Walking Track that links back from here to the Big River Firetrail. This popular loop walk provides spectacular views out over the dam and beyond. It is also renowned for the floral display available along the walk at the height of the summer alpine flower season.

RULES TO BE OBSERVED BY OPERATORS OF POWER VESSELS ON THESE WATERS

• All vessels are subject to regulations set out in the Marine Act 1988
• Local Authority – Southern Hydro Ltd
• Prohibited waters are those that:
  - lie between the dam wall and the red beacons set on the shore
  - lie between the dam wall and the red buoys and within the line of buoys at the south west end around take off structure
• Speed restrictions of no more than 5 knots applies as follows:
  - within 30 metres of the edge of the shore or other vessels
  - within 30 metres of a person in the water or a fixed or floating structure
• No waterskiing is permitted after sunset or before sunrise.

Boating Safety Information:

The existing site identification and regulatory information at the site should be consolidated into a single entry sign located at the end of the sealed surface replacing the current sign.
4.3 WATCHBED CREEK

This minor node functions as a carpark for people embarking on walks into the northern alpine region of the high plains.

The current location of the gate 1km along the road is confusing and a lockable bollard system needs to be established in association with this precinct. This will also help rationalise the current level of signage on site in terms of setphasing directional signage, some of which seems unnecessary. The environmental sensitivity of the site and the need to avoid further vegetation damage in the existing vegetated stand on site is a major overall project constraint.

Scope of Works (indicative):

• Landscape design plan to delineate appropriate car parking & sign positioning

Design Node, Trailhead and Directional signage as appropriate when bollard gate moved forward

Now unnecessary and counter to sense of the next major location actually being just 3km up road at Wallaces.
Here in the Victorian high country the alpine mainland where it is too high for trees to grow. Life in the alpine zone is not easy for plants growing in alpine areas. At this level, where snow cover remains for 4 months of the year, the leaves of most plants are blocked from direct sunlight and thus reach no more than a metre in height.

Soils are shallow and vary enormously. There are stony lithosols on peaks and ridges, loamy soils bare protruding rock and rock pavements. The vegetation reflects drainage patterns of water and cold air and variations in the soils, topography and degree of exposure. While damage through events like fire, trampling and predation by insects and grazing animals is difficult to restore. Once the balance is tipped in favour of certain species over others, new elite Australian club.

To walk up to these peaks from the lower reaches of the plains is hence to cross into a special zone where extensive communities of tall alpine herbfield and tussock grasslands stand apart from the trees that accompany them at lower altitudes.

Alpine herbfield occurs on well drained slopes and rolling exposed to strong winds or have waterlogged or stony soils. These areas of bog are of vital importance to the quality of alpine flora. Alpine bog and is dominated by hummock forming along the valley bottoms downslope from the herbfields you will find hammer grass and alpine bog. These areas of bog are of vital importance to the quality of alpine flora. Alpine bog and is dominated by hummock forming grasses and small shrubs. Along the valley bottoms downslope from the herbfields you will find hammer grass and alpine bog. These areas of bog are of vital importance to the quality of alpine flora. Alpine bog and is dominated by hummock forming grasses and small shrubs. The main plants found here are tussock grasses and small shrubs. The vegetation reflects the drainage patterns of water and cold air and variations in the soils, topography and degree of exposure.
The historic Cope Hut stands at the crossroads of the Bogong High Plains. For cattle herders and now modern travellers, this is where two important routes meet – one across the high plains and another along the spine of the Alps.

Today, these routes have become the Bogong High Plains Road, which climbs east and west across the high plains, and the Australian Alps Walking Track, which traverses the high country from Walhalla near Gippsland in Victoria to Canberra via this once-pastureland now popular place you’re standing.

Who was Cope?

The story goes that in 1851 a young Aboriginal man from the Mitta Mitta valley, by the name of Larnie, led Jim Brown and Jack Wells up to the Bogong High Plains. The two stockmen gave names to many of the peaks, including Mount Jim, Mount Jack and Mount Baldy. Baldy was later changed to Hotham, and Jack was renamed Mount Cope after a prominent judge. The name Cope Hut reflects the building’s location just to the north of this prominent high plains peak.

4.5 MT COPE TRACKHEAD

A feature of the landscaping response at this site is the recommendation to relocate the first 200m of the track so to have it start immediately adjacent to the carpark. Beyond this the main precinct location signage can be used to convey the important walking track details.

Scope of Works (indicative):

- Landscape design plan to delineate appropriate car parking & sign positioning
- Design nodes, directional & trailhead signage as appropriate

Mount Cope Track: 3 km – about 1.5 hours return

The rounded hillock of Mount Cope (1837 metres) stands as a guardian overlooking the southern Bogong High Plains. Wide-ranging views from the summit’s rocky knoll are a rich reward for the relatively short and easy walk.

But don’t start on this walk if the weather is deteriorating. The marked track climbs gradually up a grassy spur to the rock outcrops and twisted Snow Gums of the summit, and returns the same way.

From the top of Mount Cope, a magnificent panorama opens out along the Great Dividing Range. The bare hill-top of Mount Hotham (1868 metres) with its ski village stands out in the distant south-west, highlighting the next main knot of the Victorian Alps. To the north on a clear day you’ll be able to spot the distant, broad ridge of Mount Bogong rising over the brown tops of Nelse and Spion Kopje, and beyond the Big River Valley at 1986 metres, Bogong is the giant of the Victorian Alps.
Mt Cope Track Head
Landscape Concept Plan

10 June 2009
Scale: 1:200