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# Point Grey Precinct Plan Draft Report

## Submission Analysis

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Prepared for the Great Ocean Road Coast Committee  
November 2013

By  
Fire Light Consulting



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Fire Light Consulting is a Victorian-based consultancy that specialises in community & stakeholder engagement, facilitation, negotiation, strategic planning and coaching.

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## 1 Executive Summary

Fire Light Consulting was engaged by the Great Ocean Road Coast Committee to independently review the submissions received on the Point Grey Precinct Plan – Draft Report. The specific undertakings were to analyse submissions, provide submission statistics, broad feedback themes, and detailed feedback grouped by themes. Where possible data was analysed against the demographics, the main feature most useful in this context was the ‘connection to the coast’ parameter.

A total of 55 submissions were received for the Point Grey Precinct Plan – Draft Report. Of these, ten (18.2%) were from organisations or community groups (including the Point Grey Community Reference Group) and 45 (81.8%) were from individuals. The majority of individual submitters were either ‘Permanent Residents’ or ‘Holiday Home Owners’, 19 (32.2%) and 21 (35.6%) respectively. There were 11 people (18.6%) who indicated they were regular visitors to Lorne, 3 (5.1%) business owners and 2 (3.4%) regular campers (n.b. individual submitters could choose more than one option in response to this question). Those submitters who indicated their connection with the coast as ‘other’ included a regular renter of holiday homes, a regular user of Point Grey, and a student. Excepting, potentially, the submitter identified as a ‘student’, there were no further submissions from people or groups who had less than a regular connection to Lorne.

The age of the individual submitters ranged from ‘15 years and under’ through to ‘75 years and over’. The majority of submitters were aged between 45-74 years. The 65-74 years bracket was the most highly represented age range amongst individual submitters. Compared<sup>1</sup> with the age ranges across the general resident population of Lorne (as identified in the 2011 Census<sup>2</sup>), there was a significant over-representation of 65-74 year olds (23.1% more representation than the general resident Lorne population) and 45-54 year olds (8.4% more representation). Apart from the 25-34 years and 55-64 years age brackets (1.5% or less difference), all other age brackets were under-represented in the submission process. This under-representation ranged from 6.1% (16-24 years) to 10.2% (15 years and under).

Significantly more comments were received from submitters regarding elements of the Draft Plan that they did not like or did not support. A total of 50 comments (10.6% of total) were received regarding elements of the Draft Plan that were appealing whereas 421 comments (89.4% of total) were received regarding elements of the Draft Plan that submitters did not like nor support.

The single theme that received the highest feedback across all forms of analysis was ‘two buildings is supported’. This theme received the highest number of comments across all submissions (13.2% of the total comments received), the highest number of submitters (58.2% or 32 submitters) raised this theme in their feedback, and across nearly all sectors (permanent residents, holiday homeowners, regular visitors, campers and community groups/organisations) this theme was ranked in the top 5 of their reflections on the Draft Plan.

Other highly ranked themes were that the ‘engagement process has not been sincere’, that the ‘parking design does not meet the needs of the precinct’, that ‘additional facilities in the precinct need to be maintained or slightly improved (eg. walkways, grassed areas, toilet blocks etc.), and that there has been a general disregard for Lorne’s history, the character of the precinct and the ‘sense of place’.

Those submitters who indicated they welcomed the Draft Plan have specified a concern that a vocal minority in the community would override their views. They were pleased to see a single low-lying building and wished to see the area more open to views over the ocean. They applauded GORCC for the result.

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<sup>1</sup> Please note: Not all submitters were residents of Lorne and therefore this comparison is only a guide to representation of the submissions against the general residential population of Lorne.

<sup>2</sup> Age ranges of submitters were matched to the ‘best fit’ age ranges within the 2011 Census.

## 2 Background & Context

The Great Ocean Road Coast Committee's (GORCC) main role is to manage Crown land reserves and their values on behalf of the State and for the use and enjoyment of the community, including future generations.

In fulfilling this role, GORCC gains a variety of powers through Section 15 of the Crown Land (Reserves) Act 1978. As part of their responsibility GORCC has been undertaking a planning process to identify a suitable option for the future use and development of the Point Grey Precinct in Lorne. This new process has been running over 2012 and 2013.

The objectives of the Point Grey Precinct Plan were to produce concept designs for the Point Grey Precinct and identify a suitable and achievable development and implementation process. The planning process planned to also consider appropriate and potential funding opportunities for the implementation of the plan, with funding to then be sought to bring the plan to fruition. The planning process considered and built on previous planning work, and in particular, a master planning process undertaken in 2009. For more information about the Point Grey Precinct Plan, visit [www.gorcc.com.au](http://www.gorcc.com.au)

Consultation with stakeholders and the broader community was undertaken over three key stages, as outlined in Table 1 below.

**Table 1: The Process So Far (from Point Grey Precinct Plan – Draft Report)**

Stage	Description	Time
1a	<b>Project research and scoping</b> <i>See Ideas Paper for further information (www.gorcc.com.au)</i>	Oct. 2012- Nov. 2012
1b	<b>Consultation to confirm or update the findings of the 2009 Place Essence Report</b> <i>See Ideas Paper and Stage 1 Consultation Report for further information (www.gorcc.com.au)</i>	Dec. 2012
2a	<b>Consideration of feedback and development of ideas for the future of the Point Grey precinct</b> <i>See Ideas Paper and Stage 1 Consultation Report for further information (www.gorcc.com.au)</i>	Dec. 2012 - Jan. 2013
2b	<b>Consultation on ideas for the Point Grey precinct</b> <i>See Ideas Paper and Stage 2 Consultation Report for further information (www.gorcc.com.au)</i>	Jan. 2013 - Feb. 2013
3a	<b>Consideration of feedback and development of the draft plan</b> The results of all previous stages of the project, including consultation on the Ideas Paper, were used to develop a preferred concept for the future of the precinct and set it out in the draft plan report. The GORC Committee gave significant consideration to the various and sometimes competing sources of input and direction in developing the draft plan. Key stages in the decision making process were: <ul style="list-style-type: none"> <li>February 2013 Committee meeting: Presentation/consideration of results of Stage Two Stakeholder Engagement (i.e. feedback on Ideas Paper).</li> <li>April 2013 Committee meeting: Provide direction to consultants for preparing draft layout.</li> </ul>	Feb. 2013 - August 2013

Stage	Description	Time
	<ul style="list-style-type: none"> <li>• May 2013 Committee meeting (extraordinary committee meeting): review and approve draft layout for use in developing full draft plan.</li> <li>• July 2013 Committee meeting: Review full draft plan.</li> <li>• August 2013 Committee meeting: Approve full draft plan for release.</li> </ul>	
<b>3b</b>	<b>Release of the Draft Plan for public comment</b> <b>We Are Here</b>	Sep. 2013 - Oct. 2013
<b>4</b>	<b>Preparation of final plan</b>	Oct. - Dec. 2013
<b>5</b>	<b>Approval process for the plan</b>	Jan. - Sep. 2014
<b>6</b>	<b>Funding sought for implementation of the plan</b>	2014 onwards

The feedback received and detailed in this report will be used by GORCC in the process to prepare the final version of the plan, which is expected to be released in 2014

### 3 This Report & Methodology

Fire Light Consulting was requested by the GORCC to independently review the submissions for the Point Grey Precinct Plan – Draft Report. The specific undertakings were to analyse submissions provide submission statistics, broad feedback themes, and detailed feedback grouped by themes. Where possible data was analysed against the demographics, the main feature most useful in this context was the ‘connection to the coast’ parameter.

The process of analysing submissions involved reviewing all comments provided by submitters and assigning each key point to a general theme/classification. This process was continued throughout all submissions until all the key points raised across all submissions were grouped under the broad themes or classifications they refer to. In some cases, a single comment related to more than one classification or theme, and in many cases one submitter made several points against one theme. Against each theme/classification a count is provided to enable readers to see at a glance the number of comments made about a theme/classification.

The process of classifying comments and grouping them means any attribution of these comments to any one individual or organisation was removed and the responses can be considered in their entirety.

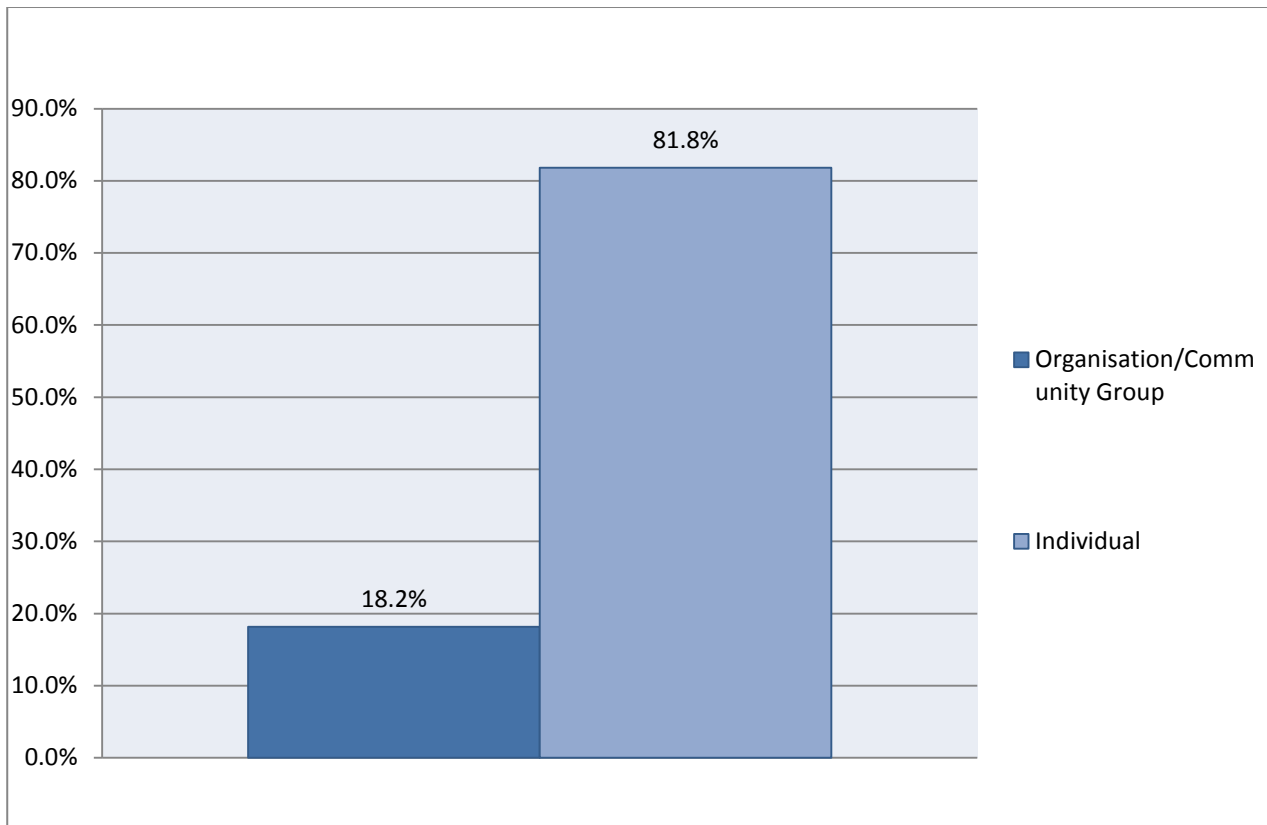
All submissions are accessible for viewing on GORCC’s website ([www.gorcc.com.au](http://www.gorcc.com.au)) unless otherwise instructed by submitters.

### 4 Demographics of Submitters

Each submitter was asked to complete some demographic information to help with an understanding of who responded to the invitation to submit.

A total of 55 submissions were received for the Point Grey Precinct Plan – Draft Report. Of these, ten (18.2%) were from organisations or community groups (including the Point Grey Community Reference Group) and 45 (81.8%) were from individuals (see Figure 1).

**Figure 1: Type of Submissions Received**



Individual submitters were asked to indicate their connection to the coast. Responses are depicted in Figure 2. (Please note submitters were able to choose more than one answer in response to this question). The majority of individual submitters were either 'Permanent Residents' or 'Holiday Home Owners', 19 (32.2%) and 21 (35.6%) respectively. There were 11 people (18.6%) who indicated they were regular visitors to Lorne, 3 (5.1%) business owners and 2 (3.4%) regular campers. Those submitters who indicated their connection with the coast as 'other' included a regular renter of holiday homes, a regular user of Point Grey, and a student. Excepting, potentially, the submitter identified as a 'student', there were no further submissions from people or groups who had less than a regular connection to Lorne.

**Figure 2: Submitter's Connection with the Coast**

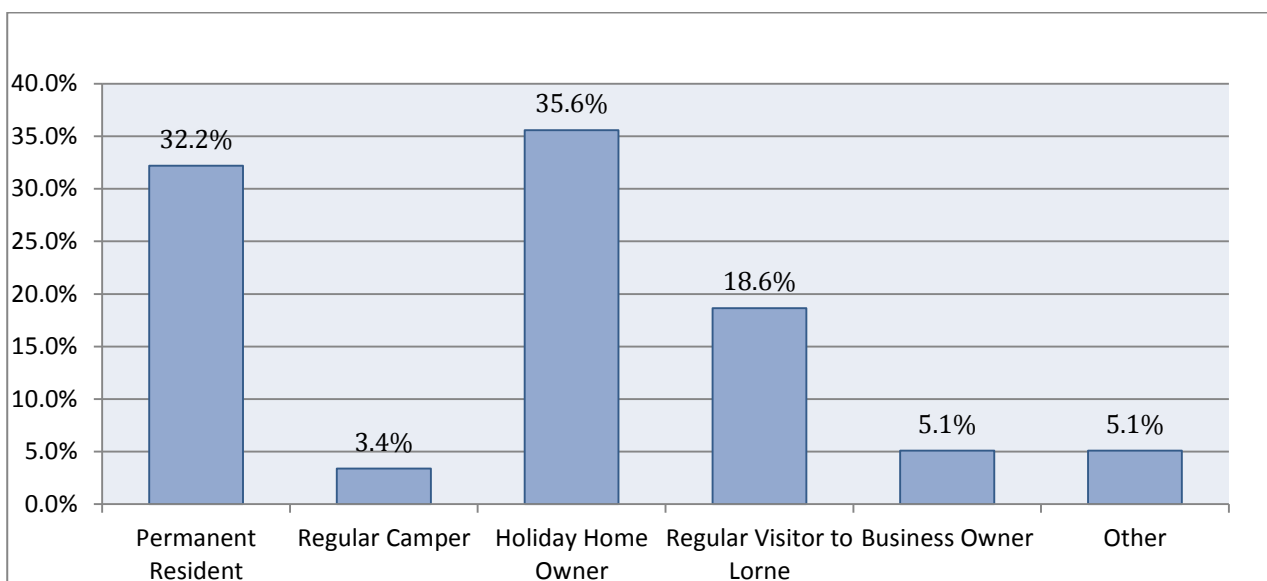
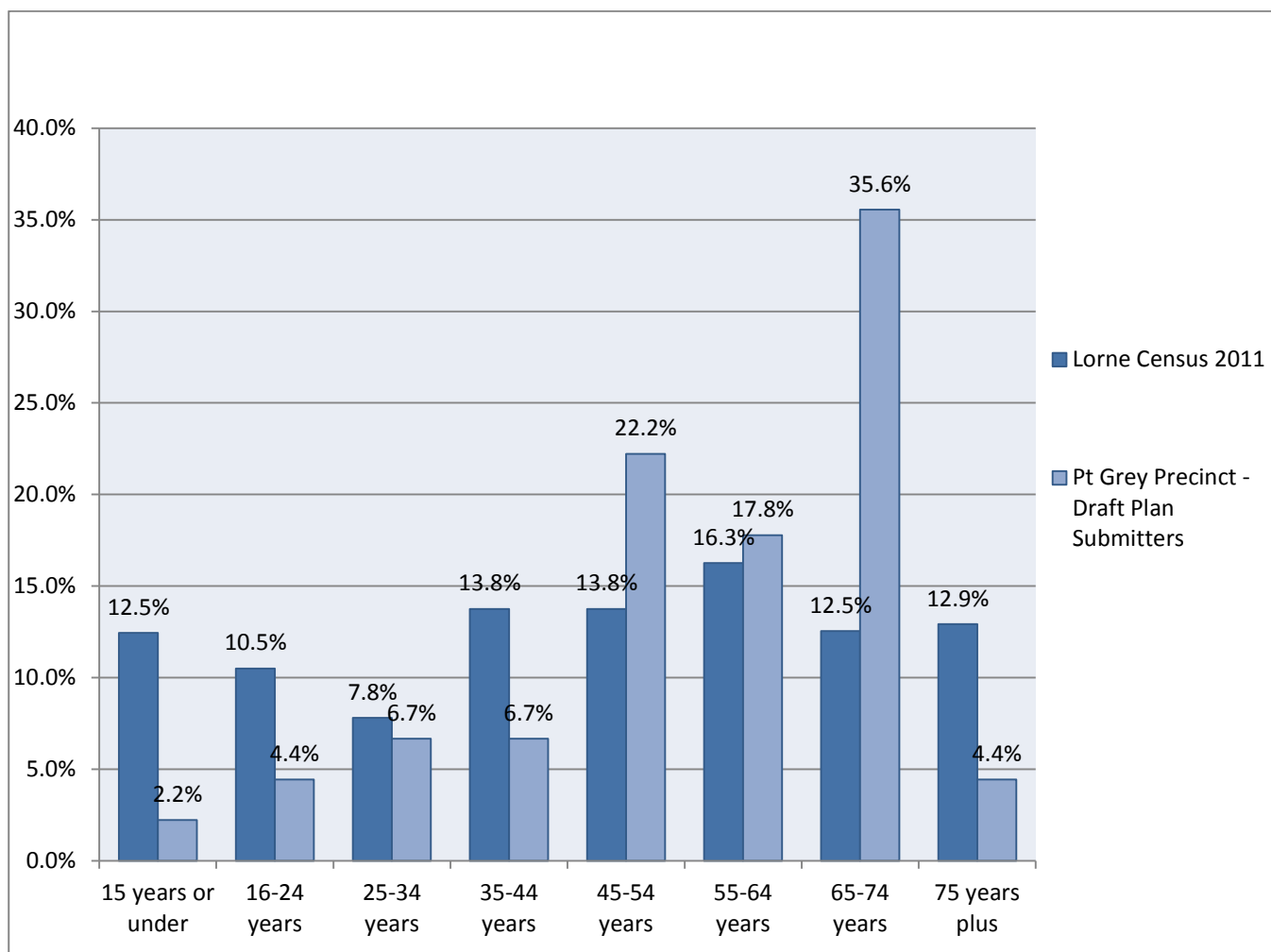


Figure 3 (below) outlines the age indicated by the individual submitters compared with the age ranges as identified in the 2011 Census data for Lorne. The age ranges for the individual submitters were from '15 years and under' through to '75 years and over'. The majority of submitters were aged between 45-74 years. The 65-74 years bracket was the most highly represented age range. Compared<sup>3</sup> with the age ranges across the general resident population of Lorne (as identified in the 2011 Census<sup>4</sup>), there was a significant over-representation of 65-74 year olds (23.1% more representation than the general resident Lorne population) and 45-54 year olds (8.4% more representation). Apart from the 25-34 years and 55-64 years age brackets (1.5% or less difference), all other age brackets were under-represented in the submission process. This under-representation ranged from 6.1% (16-24 years) to 10.2% (15 years and under).

**Figure 3: Age of Submitters compared with 2011 Lorne Census Data**



## 5 Feedback Themes

The following sections outline the feedback received from submitters, which has been grouped into themes. These key themes provide the higher-level issue, idea or concept that the respondents were commenting on. Some comments were grouped under multiple themes as they referred to two or more of the higher-order classifications, and some submitters made several comments about a single theme in their submission. (Please note each individual comment receives one count). Although some

<sup>3</sup> Please note: Not all submitters were residents of Lorne and therefore this comparison is only a guide to representation of the submissions against the general residential population of Lorne.

<sup>4</sup> Age ranges of submitters were matched to the 'best fit' age ranges within the 2011 Census.



themes could have been merged (eg. 'Two Buildings is Supported' and 'One Building Not Supported') the comments were deemed different enough to merit their own classification.

## 5.1 Overall Feedback by Theme

The table below outlines the overall feedback grouped into key themes. There were significantly more comments received regarding elements of the Draft Plan that were not liked nor supported (372 or 90% of all comments) compared to comments regarding what was found to be appealing (42 or 10% of all comments) in the Draft Plan.

The top most mentioned theme overall, and the top theme for those who did not support or like the Draft Plan, was 'two buildings is supported'. This theme received a total of 62 comments (13.2% of the total comments) from across all submissions. The comments under this theme supported retaining the current locations of the buildings and, in particular, ensuring that the unique character, 'sense of place' and history of the Lorne Aquatic and Angling Club (LAAC) was retained, respected and recognised. Conversely the top most mentioned theme for those who welcomed the Draft Plan was 'the connection between people and nature has been increased' for reasons that the Draft Plan opens up the views across the Point through to the ocean.

There are several key areas where submitters were distinctly different in their views. Even though there were significantly more comments received for one position over another, the key areas of difference in the feedback are outlined here to help clarify the key issues to be considered when making a final decision. These included:

1. **Engagement:** Those who believed the engagement experience was insincere and that local voices have not been heard; and those who are happy with the result and are concerned that a small number of local residents views will override the broader population's needs.
2. **One Building:** Those who believe one building will destroy the history, the business and the character of the area; and those who consider one building as opening up the area to more activities, views and use.
3. **Increased Green Spaces:** There are those who believe that the current facilities and green spaces are adequate and should be retained; and those who see the additional green spaces and recreational areas as a valued addition/change to the area.

In addition Table 2 summarises the themes that were most commented upon across the 'sectors' (see Section 5.2) of submitters. These were:

- **'Additional facilities need to be maintained or improved slightly'** (6 out of 7 'sectors' of submitters). This means nearly every sector wished to see the current BBQ and grassed areas retained, the Vera Lyn toilet block retained and kept separate from the restaurant, and maybe some minor upgrades to the Shelley beach walkway.
- **'Two Buildings is Supported'** (5 out of 7 'sectors' of submitters). This theme was almost unanimously mentioned across all sectors apart from 'Others' and 'Business Owners'. The two building option indicates that the majority of the submitters wanted the history and character of the place retained close to what it is today, with the LAAC remaining at its current location. Business Owners indicated that they did not support the one building option based on the inefficiencies and unviability of a shared kitchen and common preparation areas.
- **'Parking Design does not meet the needs of the precinct'** (5 out of 7 'sectors'). All but the 'others' and 'organisations/groups' commented that the current parking design was not an effective or a practical use of the space and did not meet the demand for parking in the precinct. More parking spaces with easier access were preferred.

**Table 2: Overall Number of Comments for each Key Theme**

Theme	Description	No. of Comments	% of total Comments	Significant Sources of this feedback (i.e. in the top feedback themes for the Sector) <sup>5</sup>						
<b>Aspects of the Draft Plan that submitters <u>did NOT like/support</u> or thought <u>needed to be addressed</u> in the Final Plan</b>				Permanent Residents	Holiday Home-owners	Regular Visitor	Regular Camper	Business Owner	Other	Group
Two Buildings is supported	The LAAC needs to remain where it is, on the same or close-to-same location; it has a unique place and history; sustainability of the club depends on this history; LAAC needs access to open space; LAAC should be at the forefront and jewel of the crown.	62	13.2%	✓	✓	✓	✓			✓
Lorne’s heritage and sense of place has been disregarded	Unhappy with the lack of a dedicated heritage centre and the removal of an historic and well-loved piece of Lorne history (the LAAC). Plan needs to retain the culture and character of the Precinct and therefore retain the LAAC and include a dedicated heritage centre.	61	13.0%		✓	✓	✓		✓	✓
Commercial viability of businesses is threatened	Concern about current plan damaging the commerciality of the businesses in the precinct. Prefer separate buildings to ensure the businesses that currently operate in the Point Grey precinct are able to continue to be viable and to operate appropriately. Ensure the right mix of businesses into the future.	54	11.5%	✓		✓	✓	✓		
Engagement process has not been sincere	Disappointment with the process and feeling like the locals views have not been heard and even dismissed. Local community needs not being met. Plan needs to reflect the local’s needs.	53	11.3%	✓					✓	✓

<sup>5</sup> Please refer to Table 3 (p. 16) for further details on the top themes for each ‘sector’ of the submitters.

Theme	Description	No. of Comments	% of total Comments	Significant Sources of this feedback (i.e. in the top feedback themes for the Sector) <sup>5</sup>						
Aspects of the Draft Plan that submitters <u>did NOT like/support</u> or thought <u>needed to be addressed</u> in the Final Plan				Permanent Residents	Holiday Home-owners	Regular Visitor	Regular Camper	Business Owner	Other	Group
Additional facilities need to be maintained or slightly improved	Submitters wanted to ensure the current facilities that sit around the broader precinct are maintained or slightly improved. This includes toilets (remain as are or too small on current plan), walkways (upgrade), grassed areas, fish cleaning areas, boat launching areas, boat wash down areas, Fish Co-Op. In particular retain the Vera Lyn toilet blocks, do not put a public toilet block in/near the restaurant, one large BBQ & grassed area is enough; placement of the informal boat launch to make launching and retrieving of boats safer and prevent ongoing erosion of the foreshore., wash-down and fish cleaning areas.	46	9.8%	✓	✓	✓	✓	✓		✓
One building not supported	The comments in this theme outline the inadequacies and problems associated with one building in particular the shared kitchen and serving spaces; shared spaces for very different uses and subsequent disruption to customers; concern over management and coordination of a shared space	42	8.9%		✓			✓		✓
Parking Design does not meet the needs of the precinct	The number of car parks needs to be increased to handle the demand in summer months or to enable access to other facilities besides the restaurant; the majority of car parks are too far away from the precinct; the number of car parks needs to be increased for boat and trailer usage. Parking overflow and congestion will not be managed under the current plan.	41	8.7%	✓	✓	✓	✓	✓		

Theme	Description	No. of Comments	% of total Comments	Significant Sources of this feedback (i.e. in the top feedback themes for the Sector) <sup>5</sup>						
				Permanent Residents	Holiday Home-owners	Regular Visitor	Regular Camper	Business Owner	Other	Group
<b>Aspects of the Draft Plan that submitters <u>did NOT like/support</u> or thought <u>needed to be addressed</u> in the Final Plan</b>										
The Northern Slip Road and Access should be retained	It is important to keep the northern entrance open and available for a driving loop, turning circles for delivery vehicles, emergency access (safe refuge), tourist buses, and boats/trailers manoeuvrability.	25	5.3%							
The Victorian Coastal Strategy has been misinterpreted	The VCS supports retention of buildings for various reasons – comments within this theme are questioning why the Draft Plan seems to have given more weighting to one aspect of the VCS and not others (eg. ‘uses that require a coastal location to function’ and that it should ‘ensure ongoing and meaningful engagement and active involvement...’). Submitters also queried ‘Why did GORCC follow policies over community needs?’	16	3.4%							
Protection for Users and the Coast not addressed	The Draft Plan provides too little protection for users from wind, weather, fire, and emergencies. As well as not protecting consumers during dining through ensuring preparation areas etc. meet with relevant laws (eg. Separation of preparation areas). As this area of the coast experiences large water and sand movements in response to wave and wind patterns, it requires careful planning to maintain natural coastal processes, particularly in the context of climate change	15	3.2%				✓	✓		
Water Safety not addressed	LAAC plays a role in water and pier surveillance and rescue. Current position ensures line of sight to ‘Hospital Point’ and the stretch of water not visible from the LSLSC. The Plan needs to ensure this role is maintained.	6	1.3%							
<b>SUB TOTAL COUNT</b>		<b>421</b>	<b>89.4%</b>							

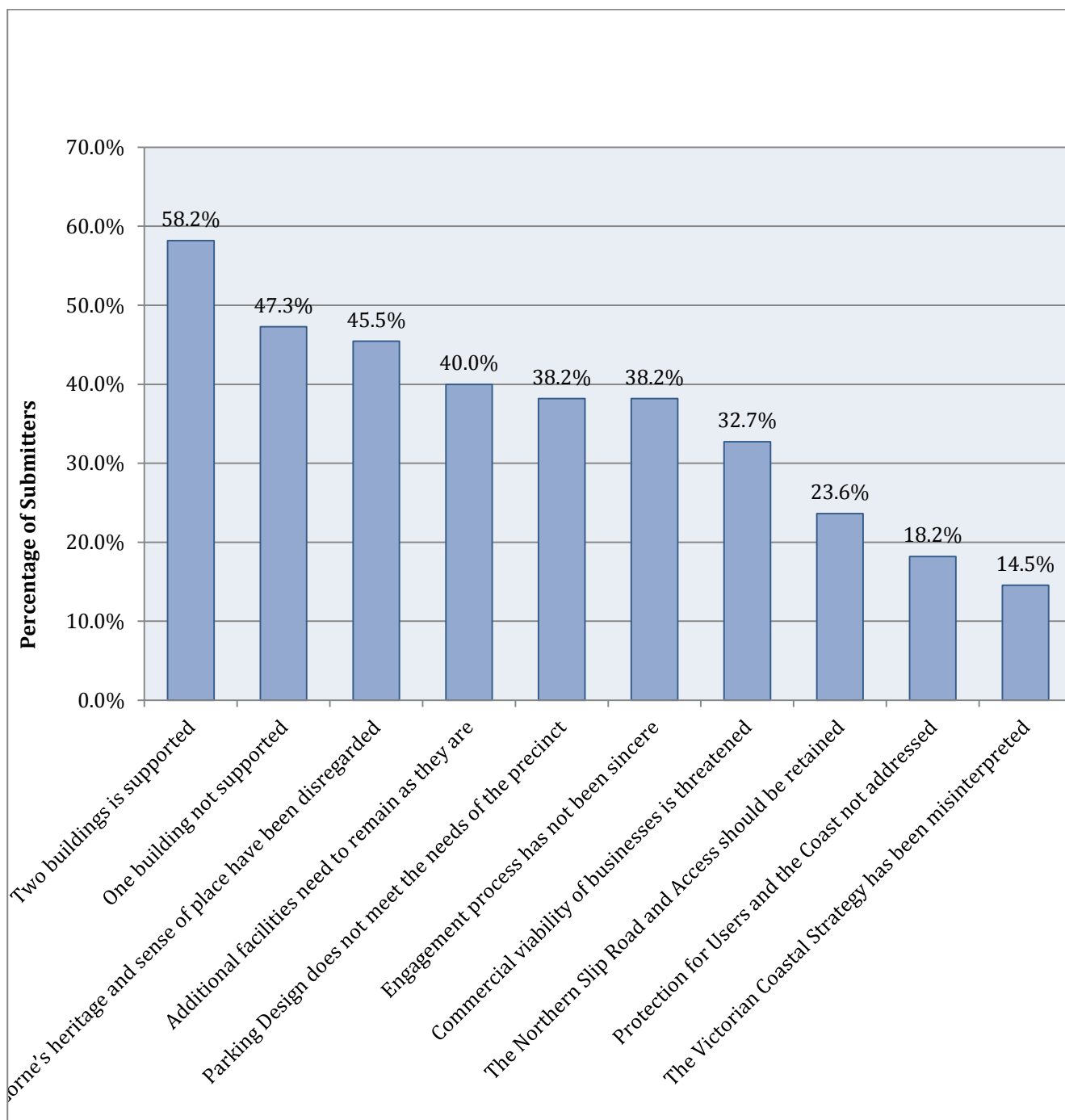
Theme	Description	No. of Comments	% of total Comments	Significant Sources of this feedback (i.e. in the top feedback themes for the Sector) <sup>6</sup>						
Aspects of the Draft Plan that submitters <u>supported/liked</u> and thought were <u>well addressed</u> in the Draft Plan				Permanent Residents	Holiday Home-owners	Regular Visitor	Regular Camper	Business Owner	Other	Group
The connection between people and nature has been increased	Submitters wanted to reduce the ugly electricity poles and wires in the area; they liked the views being opened up, low-lying shrubs being planted and keeping the building infrastructure low to ensure a greater connection between people and nature.	10	2.1%							
Positives (General)	Happy with the results, the Draft Plan can't be faulted, congratulating the team.	8	1.7%							
Broader community needs have been and should be considered	Comments under this theme noted that the Draft Plan currently addresses the broader community needs. They also noted they were concerned that a small number of vocal locals will take priority over the broader population's in the final plan.	7	1.5%							
One building supported	Comments under this theme noted that they appreciated the decreased visual impact by having one building, opening the views across the precinct, and refurbishing a rundown area that feels uncomfortable to some people.	6	1.3%							
Sympathetically designed buildings	Comments under this theme appreciated the single low-level building; submitters thought the building was sympathetic with the environment and minimises the bulk and size of the structures so the view can be unimpeded.	5	1.1%							

<sup>6</sup> Please refer to Table 3 (p. 16-17) for further details on the top themes for each 'sector' of the submitters.

Theme	Description	No. of Comments	% of total Comments	Significant Sources of this feedback (i.e. in the top feedback themes for the Sector) <sup>6</sup>						
Green spaces and passive recreation has increased	The increased green spaces and recreation area were welcomed, as was the reduction of asphalt and more recreational facilities.	5	1.1%							
Heritage Inclusion	Comments under this theme were that people liked the fact that Lorne focused heritage information and historical facts were included in the Draft Plan.	5	1.1%							
Other Possible Ideas	Possible pop-up installations to help in the busy summer months.	2	0.4%							
Position of the buildings	Buildings being set back from the coastal edge improving vistas.	2	0.4%							
<b>SUB TOTAL COUNT</b>		<b>50</b>	<b>10.6%</b>							
<b>TOTAL COUNT</b>		<b>471</b>								

Figure 5 (below) outlines the themes raised by the greatest number of submitters. In this case all comments within a submission assigned to one theme have been counted as one. Therefore the total number of submitters that raised 'Two buildings is supported' was 32 (58.2% of total). This assessment reveals a similar feedback as with other tables and figures, where the majority of submitters do not support the one building option or the shared facilities within one building. The disregard of Lorne's history and sense of place, maintaining the additional facilities (such as walking tracks, grassed areas, toilets etc.), improving parking design and concern about the sincerity of the engagement process were the themes raised by the highest number of submitters.

**Figure 4: Top 10 Themes Raised by Submitters**



## 5.2 Top Five Feedback Themes for each 'Connection to the Coast' Sector

Table 3 outlines the top five most mentioned feedback themes for each of the identified categories of 'connection to the coast' (hereafter referred to as 'sectors'). This analysis gives an indication of how permanent residents, holiday homeowners, regular visitors, campers, others and organised groups compare in terms of their views about the Draft Plan. As identified on page 9 there were 3 themes that were most often commented upon. These are 'Additional facilities need to be maintained or improved slightly', 'Two buildings is supported' and 'Parking Design does not meet the needs of the precinct'.

**Table 3: Top Five Feedback Themes for each 'Connection to the Coast' Sector**

Connection to the Coast (Sector)	Number of Submitters	Total number of comments	Top 5 Feedback Themes	No. Comments	% total comments for each sector
<b>Holiday Home Owners</b>	21	137	Two buildings is supported	19	13.9%
			Parking Design does not meet the needs of the precinct	19	13.9%
			Lorne's heritage and sense of place has been disregarded	18	13.1%
			Additional facilities need to be maintained or improved slightly	16	11.7%
			One building not supported	14	10.2%
<b>Permanent Residents</b>	19	155	Two buildings is supported	25	16.1%
			Engagement process has not been sincere	22	14.2%
			Parking Design does not meet the needs of the precinct	21	13.5%
			Additional facilities need to be maintained or improved slightly	19	12.3%
			Commercial viability of businesses is threatened	18	11.6%
<b>Regular Visitor</b>	11	21	Lorne's heritage and sense of place has been disregarded	5	23.8%
			Two buildings is supported	4	19.0%
			Parking Design does not meet the needs of the precinct	3	14.3%
			Commercial viability of businesses is threatened	2	9.5%
			Additional facilities need to be maintained or improved slightly	2	9.5%
			Protection for Users and the Coast not addressed	2	9.5%



Connection to the Coast (Sector)	Number of Submitters	Total number of comments	Top 5 Feedback Themes	No. Comments	% total comments for each sector
<b>Business Owner</b>	3	46	Commercial viability of businesses is threatened	13	28.3%
			Additional facilities need to be maintained or improved slightly	7	15.2%
			One building not supported	6	13.0%
			Protection for Users and the Coast not addressed	5	10.9%
			Parking Design does not meet the needs of the precinct	4	8.7%
<b>Other</b>	3	33	Engagement process has not been sincere	11	33.3%
			Lorne's heritage and sense of place has been disregarded	10	30.3%
<b>Organisation and Groups</b>	3	129	Lorne's heritage and sense of place has been disregarded	21	16.3%
			Two buildings is supported	20	15.5%
			Engagement process has not been sincere	10	7.8%
			One building not supported	10	7.8%
			Additional facilities need to be maintained or improved slightly	6	4.7%
<b>Regular Camper</b>	2	7	Lorne's heritage and sense of place has been disregarded	2	28.6%
			Two buildings is supported	2	28.6%
			Additional facilities need to be maintained or improved slightly	1	14.3%
			Inadequate parking design	1	14.3%
			Other possible ideas	1	14.3%

## 6 Conclusion

The submission analysis has revealed that the majority of submitters are dissatisfied with the Draft Plan. In particular they would like two buildings retained in the space in order to recognise the history and 'sense of place' that the LAAC embodies and to ensure the economic viability of the businesses in the precinct. In addition most submitters wished to see the current surrounding facilities (toilets, walkways, grassed areas) retained and in some cases improved slightly.

These sentiments were expressed by nearly all sectors of submitters (i.e. permanent residents, holiday homeowners, regular visitors, regular campers, business owners, other and organisations/community groups). There is a strong sense among a majority of submitters that the engagement process was insincere, that local community needs and wishes have not been heard or understood, and that their concerns will continue to fall on deaf ears.

Those submitters who indicated they welcomed the Draft Plan have shown a concern that a vocal minority in the community would override their views. They were pleased to see a single low-lying building, the area more open to views over the ocean and a well laid out plan for the precinct. They applauded GORCC for the result.

## 7 Appendix I: Detailed Feedback

The following table details the specific and direct feedback alongside the number of comments (count) received for each of the broad feedback themes. All direct comments on the Draft Plan submitted through the submission process have been included in this table and every attempt has been made to remove any attribution to any one person or organisation.

**Table 4: Detailed Feedback Grouped by Key Themes**

Classification Name	Summary Feedback	No. of Comments
<b>Aspects of the Draft Plan that submitters did not like/support or needed to be addressed in the Final Plan</b>		
Two Buildings is Supported	<ul style="list-style-type: none"> <li>The Angler's Club - should be retained if the members would prefer this option. If not the current building for the club could be redesigned to reflect its past, but in a new form offer public shelter from the weather. To retain the building in some way marks the history of the club and the important social hub it has been for Lorne over time.</li> <li>To me there is no problem with the Aquatic club where it is, nor is there a need to put everything under 1 roof.</li> <li>Does not support the consolidated building option favoured in the draft plan. In our experience, including being compulsorily relocated in the early 2000's, the viability of a club is critically linked to its culture and history. The location of a club is a function of that history and, if changed, the clubs sustainability is threatened.</li> <li>Believes that the Lorne Angling and Aquatic Club has a unique place in the Lorne community at the Point Grey precinct, through its historical links to the fishing industry, recreational angling, and the pier. The sense of place sought to be enhanced by the Precinct Plan will be reduced if the club is amalgamated with incompatible commercial activities.</li> <li>The most obvious oversight in the Plan is the failure to provide separate accommodation for LAAC. The original clubhouse was built by volunteer locals, many of whom were professional fishermen at the time. Now, with the fishing industry gone, the LAAC clubhouse and the old cool rooms at the Co-op are the only link with that era. Preferably, it must stay where it is and be improved. If the club is to be moved, it must have its own accommodation. Apart from being a place for members to gather, the clubhouse is a valuable community asset, hosting many celebrations eg. wedding, birthdays, wakes, throughout the year.</li> <li>The restaurant and fish shop should be in a separate building to the Lorne Aquatic Club. The Lorne Aquatic Club should remain in its current location, but could be moved back a couple of metres to widen the coastal walking path.</li> <li>The Aquatic Club is used year round by residents, guests and visitors to Lorne. The current location gives the club a feeling of inclusion in the towns, whereas the location in the draft plan cuts it off and isolates it.</li> </ul>	62

- As there has been consultation with the local representatives it would be preferred if GORCC included what the locals propose which is a separate extended clubhouse for this aquatic club in the current location.
- Angling Club should be in a separate building close to where it is now, with views over Loutit Bay. It should not be included with fish retail and restaurant
- The Angling Club is sacrosanct to locals and must stay, or you begin to tear away the last fabric, of what it means to have lived in Lorne most of your life and have some 'identity building' and locality to retreat to and be amongst your local kinship. To put it bluntly do not touch or move the club!!
- The existing Aquatic Club can remain on its present site in the interim.
- Victorian Coastal Strategy 2008  
Part 4: Suitable Development on the coast  
Criteria for use and development on coastal Crown land  
Coastal-dependent land use and development on coastal Crown land includes boat ramps, surf clubs, yachting, boating or angling clubs, boathouses, ports and harbors, as well as recreational infrastructure to support beach-related activity such as change rooms or toilets, seating, barbeques, shade structures.  
Use and development on coastal Crown land should meet the following criteria, where relevant:  
Has demonstrated need to be sited on the coast and requires a coastal location to function  
Located within an activity node or recreation node  
Fulfils an identifiable need or demand that cannot be met elsewhere  
Demonstrates considerable net community and public benefit and ensures equity in community access to  
New and existing use and development  
Involved consultation with local and broader community  
The guidelines clearly state coastal crown land development should be restricted to uses that require a coastal location to function. The aquatic club best fits this description. The restaurant, take away cafe and fish shop could all be located elsewhere. The aquatic club should be given priority in this development
- Parking the vehicles of 150 restaurant patrons will swamp access to other facilities at Point Grey. The aquatic club should be built with access to open space to facilitate the regular barbeque functions. This multi use of barbeque facilities and open space is supported by the current guidelines.

- The community based aquatic club should be better supported by the development.
- LAAC why cant it stay where it is, it has its own unique position to point grey, surely it can stay and have the same type of architecture to the new design of the restaurant and fish sales area. I don't think you can honestly say a new face lift would cost more than to knock it down and fully rebuild a new one beside the restaurant.
- I am in favour of a new building to replace the existing restaurant and fish shop. I also wish that the Anglers Club be retained in its current position
- Whilst I don't have a major objection to the proposed parking, I am disappointed that the LAAC is removed, whilst much of the car parking is retained. Are there no imaginative or resourceful approaches to providing sufficient car parking, in which case the local amenity of the LAAC need not be sacrificed?
- The community focus of the LAAC might be lost with its inclusion in a large commercial building.
- One building is totally unsuitable for the site. There should be two buildings, similar to where they are right now, just improved or updated.
- In summary, the positioning of the buildings is perfect right now. It is unfair to envisage repositioning the AC to the windy rear of the restaurant and fish co-op as if we are ashamed of this iconic amazing place. We are so NOT. It is a very special place loved by locals and visitors and tourists - mainly because it so quirky and unusual and in such an amazing place. It welcomes anyone and everyone.
- However the plan to incorporate the Lorne Aquatic and Angling Club (LAAC) into the one building with the other business appears to be at odds with the majority of the community and would be greatly detrimental to the LAAC and therefore our community.
- The Lorne Football Netball Club believes that the LAAC needs to be located in a stand-alone building, it is an icon of the town and we think it is paramount to retain the historical link to its current location.
- The LAAC should be at the forefront of the precinct and be the jewel in the crown.
- Two built forms; a restaurant/cafe and fish co-op (or similar commercial mix) to occupy one building and the Lorne Aquatic and Angling Club to occupy the second building, for the use of its members and the community.
- Provision be made for two built forms  
Commercial – restaurant/cafe and fish co-op or similar land use and mix in current location.  
Community – Lorne Aquatic and Angling Club remain on its current or nearby location.
- The overwhelming view of the community is that a two building option be adopted which retains the historic and cultural

base of Point Grey, and its optimum all year round use.

- The Lorne community we believe supports our vision to maintain two buildings
- Location is critical to the membership and activities of our club!
- There has been an overwhelming input from Lorne community members, businesses and organisations supporting a two building option.
- The retention and refurbishment of the existing restaurant and co-op facilities, with the capacity to add a structure to the existing buildings, but preserving the existing facade.
- Building a new facility for the Lorne Aquatic and Angling Club on its existing site, with the capacity to incorporate a Lorne Heritage Centre. This option could include locally raised funds to facilitate the heritage centre and to provide a sense of community ownership.
- The new Lorne Aquatic and Angling Club/Community (LAAC) facility to be a stand-alone building rather than integrated with the retail businesses. (90.5%)
- The Lorne Angling and Aquatic Club (LAAC) community group strongly prefer the provision of two buildings. This preference is supported by the VCS policy to 'ensure provision of buildings and infrastructure on coastal Crown land is coastal dependent, sustainable, accessible, equitable, and meets community needs for coastal and water-based experiences'.
- Provide for two separate buildings: One for just the Restaurant and Fish Sales but with separate storage and bin areas and 'Do not provide for a cafe/takeaway or Public Toilets'. The other for the Aquatic Club
- Leave the Aquatic Club where it is or relocated slightly
- While claiming to stick to the Victorian Coastal Strategy 2008 the draft plan is quite selective in interpreting that strategy. To claim the imperative is that buildings on the coast "should be consolidated" is an insufficient reading of it. The Strategy goes on to say that "The rejuvenation of heritage places has the potential to accommodate new uses and contribute positively to the coastal and environmental experience." (Section 4.3 Coastal Crown Land Buildings and Infrastructure).  
  
It states that in the same Section 4.3 that "existing buildings and infrastructure should be consolidated, redesigned and re-sited or landscaped to minimise visual and ecological impacts."  
  
So within the Victorian Coastal Strategy 2008 it is recognised that separate buildings are an option and this is clearly expressed.
- Retention of the Lorne Aquatic and Angling Club (LAAC) in its current location makes sense in regard to proximity to the water to ensure the maintenance of a line of sight to "Hospital Point" for all water users from swimmers heading for the main beach to kayakers, divers and boaties.

Keeping an eye on people on the pier and confirming that the life ring, for example, is in place is also only achievable from the current location.

- The identity of the LAAC and its success as a community resource is intrinsic to remaining on its existing site.
- As well as practical considerations there are also less tangible benefits in keeping to the current footprint whereby it can retain its direct interface with the passing foot traffic of locals and visitors as they pass. This enhances the experience for members and visitors alike.
- The proposed location of the Anglers Club is in one of the prime locations on the site and the location might be better utilised as a facility, which offered wider community use - particularly during daylight hours.
- The current location of the LAAC is optimal - I expect the proposed location will be more exposed to the prevailing wind. Since the proposed outdoor area faces east rather than north this may affect the atmosphere at, and therefore the afternoon and evening business of, the LAAC.
- Page 45 & 46 - the assessment of building location options is a poor analysis leading to the wrong conclusion
- All new buildings to be set back further from the coastal edge to achieve less visual intrusion, and greater vistas of Point Grey, Pier and the Lorne coastline.
- All new buildings set back further from the coastal edge to achieve less intrusiveness and greater vistas of Point Grey and the Lorne coastline (66.9%)
- The Status Quo should remain.
- Maintain the current building unless it is structurally unsound. Factories have been 'repurposed' all over Victoria - why not this one??
- The Lorne Aquatic Club to remain in its current (or nearby) location.
- Our 619 members (including 250 family members) feel safe and secure with the child proof design of our current layout
- We extend our footprint on the current site

The club accepts that there is some flexibility to re-site the building in its current position, but the final position must be determined quickly to avoid further delay in the provision of upgraded facilities.

The available land around our current footprint does provide the opportunity to extend/re-site/redesign/landscape in accordance with coastal policy outcomes. Our committee has looked into the provision of a child's playground and the extension of external seating and toilet facilities but has been unable to act due to the size of the current footprint and the pending redevelopment.

	<ul style="list-style-type: none"> <li>• Many in the community have a close attachment to the Lorne Aquatic and Angling Club. It is a place where close to 600 members meet regularly. Local residents also and out of town home owners meet in a relaxed social setting.</li> <li>• Re-think the draft Point Grey Precinct Plan, particularly as it relates to the changes to the Lorne Aquatic and Angling Club.</li> <li>• I was very disappointed that the one building scenario was presented in the final report when it was clear from the consultation work that the community wanted two buildings - one for the Aquatic Club on their existing site and one for the restaurant and co-op.</li> <li>• I do not think that the Aquatic Club should be moved. It and the people who use it are very much part of the culture of that part of Lorne. It should be free standing and not part of the coop and restaurant.</li> <li>• Pier restaurant and fishing co-op should be revamped on existing site and not use any more land. Area behind the restaurant is a disgrace.</li> <li>• We urge you to abandon the utterly inappropriate proposal to relocate the Lorne Aquatic and Angling Club to a different site, with less space and shared kitchens but rather retain the Club in a bigger building on the existing site and address the erosion problem in accordance with the wishes of the LAAC community.</li> <li>• The Aquatic Club, Fishing Co-Op and Restaurant display these values and should all be protected in this development.</li> <li>• The Lorne Aquatic Club should not only remain in its current position but should be given a lot more land to expand our building.</li> <li>• I do not want to see any new buildings or new parking areas at Point Grey. Apart from necessary restorative action and a coat of paint, leave the area as it is.</li> <li>• LAAC to stay on it's present site</li> <li>• LAAC to stay on it's current site</li> <li>• Insufficient space has been allowed for the Aquatic Club. It has been jammed off to one side of the 'development'.</li> <li>• The proposed location for the Aquatic Club is exposed to the near year-round south westerly winds which will make the deck area unusable.</li> </ul>	
Lorne's heritage and sense of place has been disregarded	<ul style="list-style-type: none"> <li>• Several people expressed concern that there was not enough emphasis on promoting the heritage value of the site. Comments included: <ul style="list-style-type: none"> <li>○ There should be a heritage centre.</li> <li>○ There should be a bigger structure than the 'open heritage interpretation facility' shown in the draft plan.</li> </ul> </li> </ul>	61



- There should be more artefacts that demonstrate the heritage of the site, e.g. things that people can actually see and engage with from historic logging and fishing activities, such as the old crane, scales and trolley
- There should be some way to mark the start of the old pier.
- The Point Grey Precinct is one of the few remaining areas in Lorne to retain a connection with its past.
- The proposed changes as detailed in the draft plan seem to me to significantly change the integrity of the Club, it being placed in a flexible space.
- Unimaginative and uninteresting a boring use of this prime space.
- The Angler's Club - should be retained if the members would prefer this option. If not the current building for the club could be redesigned to reflect its past, but in a new form offer public shelter from the weather. To retain the building in some way marks the history of the club and the important social hub it has been for Lorne over time.
- There are very few buildings retained in Lorne that reflect it's historical past; we have an opportunity here and should not overlook it.
- The Pier Restaurant is a favourite destination for my family and myself. It has atmosphere and to me is just right for it's position. In Europe such a restaurant would be maintained at any cost, to continue heritage and tradition.
- Does not support the consolidated building option favoured in the draft plan. In our experience, including being compulsorily relocated in the early 2000's, the viability of a club is critically linked to its culture and history. The location of a club is a function of that history and, if changed, the clubs sustainability is threatened.
- Lorne has an iconic position in the recreational and tourist landscape of Victoria. The sporting clubs of the town are in many ways the focus of not only the local community, but also of holiday makers and visitors, many of whom are members of those clubs.
- Believes that the Lorne Angling and Aquatic Club has a unique place in the Lorne community at the Point Grey precinct, through its historical links to the fishing industry, recreational angling, and the pier. The sense of place sought to be enhanced by the Precinct Plan will be reduced if the club is amalgamated with incompatible commercial activities.
- Believes that, while there is no doubt improvements can and must be made to the precinct, the redevelopment of the LAAC facility must retain a link to its history on the current site. This is imperative if it is to retain its active local and visitor membership, and to continue to contribute to the network of local sporting clubs, and to the facilities they collectively provide to Lorne and the wider community.
- The most obvious oversight in the Plan is the failure to provide separate accommodation for LAAC. The original clubhouse was built by volunteer locals, many of whom were professional fishermen at the time. Now, with the fishing industry gone,

the LAAC clubhouse and the old cool rooms at the Co-op are the only link with that era. Preferably, it must stay where it is and be improved. If the club is to be moved, it must have its own accommodation. Apart from being a place for members to gather, the clubhouse is a valuable community asset, hosting many celebrations eg. wedding, birthdays, wakes, throughout the year.

- And finally, this development is a perfect opportunity to bring together the various local historical collections into a professional curated fishing and timber industries heritage exhibition housed in a purpose built environment. There does not appear to be provisions for this in the plan
- The Point Grey Precinct contains historical and cultural meaning for those of us who live here, have been involved in the fishing industry as I have and whose ancestors helped to make this community what it is today.

There may not be many of us but we are passionate about protecting what remains of our heritage and it appears that leaving our wishes out of consideration as GORCC goes about installing what they feel best represents the needs of visitors rather than the people who live there.

- No provisions has been made at all, for the return of a viable co-op in the future
- This maybe a 'deep vee' vessel boat ramp with cable winch like the type previously used at Lorne. Why erase the past? This can be a working small boat/fishing locality again. There are enough tourist things in Lorne, so don't take Point Grey away from a possible viable future
- The seafood restaurant, fish selling area and rail tracks as well as the Lorne Aquatic and Angling Club are all part of Lorne's heritage and should remain so. These structures along with the Grand Pacific Hotel create a Heritage Precinct.
- I submit that as a long time Lorne visitor and holiday home owner that this unique area significantly contributes to The Charm of Lorne and should not be replaced.

I submit the current facilities serve the area very well. There is no need for change.

I also submit that this Heritage Precinct could be enhanced by returning the cranes, previously removed from the replaced Pier, to this area.

- The proposed plan is dominated by the large restaurant and the parking required to service the restaurant. The plan should instead embrace the maritime theme of Point Grey by developing a seaside village theme, which reflects its history as a fishing port, the pier, boating and other water based activities.
- The proposed plan does not give sufficient emphasis and support to recreational boating and fishing activity.
- The proposed development would fit easily into the bayside suburbs of Brighton or St Kilda but is out of place in a small coastal town facing the southern ocean.

- Point Grey provides important links to Lorne's rich heritage. The pier was first built in 1879 for the many small ships visiting the town. There have been numerous iterations since, to cater for a thriving commercial fishing industry with today's pier being constructed in 2007.
- The proposed plan does not recognise the pier as a major asset to Point Grey and the proposed changes to parking restrict access to the pier.
- There was a thriving fishing industry in Lorne in the 1930's with 25 cuta boats working the pier. The aquatic club is an important link to this heritage. GORCC should return to the vision expressed in the 2009 Master Plan and "Embrace the Maritime theme of Point Grey by developing a seaside village theme which reflects its history as a fishing port, the pier, boating and other water based recreation activities".
- In my view it is incorrect to assert that heritage is being maintained/preserved while destroying the key bit of post-European settlement on the site. I am particularly unimpressed with the idea that heritage is somehow maintained by the selection of building materials (p35). Most parts of the built environment (commercial) of coastal towns in the region are of neither historical or architectural or aesthetic interest. I object to one of the few buildings with historical relevance being removed without strong cause. It is entirely possible to use it differently, although it would require work and imagination. In particular it looks as if the fish cleaning area is intact (I judge this from the plumbing on the outside) and that this could be worked into the design of a coffee shop/restaurant  
  
The building is not beautiful -but the heritage is that of a processing plant, what else would we expect? The mall style building proposed is not suitable.
- There are local traditions associated with the spirit and the location of the LAAC. Relocation of the premises AND altering its PURPOSE will affect these traditions and impact on the social heritage and fibre of the small Lorne community.
- The LAAC / Lorne community proposed a heritage centre to highlight the culture and heritage of this site, a development that could meet many of the objectives of the redevelopment of this site, and complement current developments at the visitor centre with the GOR Heritage Centre, and the positioning of the town. Rather than add to the culture and heritage of this site, the draft plan erases it entirely.
- One of the biggest issues we see for Lorne is not development of new areas or precincts but to maintain the current and more importantly build on the community. We need to make sure that Lorne's community identity is not lost with the development projects in and around the township.
- The LAAC serves as a pivotal place/environment for the community to socialise and mingle with the tourist population.
- The Lorne Football Netball Club believes that the LAAC needs to be located in a stand-alone building, it is an icon of the town and we think it is paramount to retain the historical link to its current location.

- I think the draft Pt Grey plan is awful. It will turn the place into a sterile facility. There is an intimacy, individuality and perhaps quaintness about the Pier Restaurant, the Aquatic Club and the fish Co-op that should be preserved and even enhanced
- I do not think that the Aquatic Club should be moved. It and the people who use it are very much part of the culture of that part of Lorne. It should be free standing and not part of the coop and restaurant.
- We also urge you to implement the expressed wishes of the Lorne Community and include a proper Heritage Centre.
- The whole Point Grey area is very quaint and special, it has a special feel about it as it extends a vision of the rich heritage of of the Lorne fishing industry.
- The Aquatic Club, Fishing Co-Op and Restaurant display these values and should all be protected in this development.
- As a regular visitor to the pier restaurant, a member of the LAAAC and a patron of the fish monger I can tell you that this is a beautiful little gem unlike many places left.  
  
To gentrify the area would take the character out of the point and leave not only the locals - but those of us who take 10s of people every year from all over the world to experience some of the remaining, yet fast diminishing, True Australia - completely at a loss.
- The aquatic club serves as a beautiful secret hidden in plain sight, a seafood basket at the pier with its shabby timber fence and tables that get sticky when its too hot are some of the best things I have experienced. The fisheries taught me how to find fresh fish, not over the counter but by teaching me while hanging a shark from the old landing facing the car park for all to see.
- And that is why the Committee of Lorne is so disappointed in the Point Grey Draft Plan. After all the consultation and process, those involved have failed to grasp this concept of “sense of place” and the emotional ties that the community has to the infrastructure and community that has been diligently built over so many years.
- Consideration and planning for a “Heritage Centre” to be part of the precinct (potentially as a stage II consideration).  
Assist the Lorne Community in building on its “sense of place”
- It is deserving of continued recognition, its identity is very much tied to its position.
- A heritage centre that depicts the special and rich history of the fishing and logging industries, and the Lorne Otway National Park, is a necessity in this location.
- This would complement the Great Ocean Road Heritage Centre soon to be sited at the Lorne Information Centre, "bookending" the foreshore so to speak.  
  
With the inclusion of such a centre, the unique history of our town can be preserved and showcased. This inclusion should be co-

located with the commercial tenants as these uses will be compatible and mutually beneficial.

LAAC along with the Historical Society and the Friends of Lorne, are the community groups that can relay, develop and administer the fishing and logging history of our town.

- The Plan does not preserve any of the existing structures that are currently part of this precinct. The existing restaurant and co-op building are of historic importance to the people of Lorne and to the character of the area. The vision and guiding principles stated in the draft plan are "a place that is authentic and true to its character and that provides a strong sense of community." These principles are not achieved by replacing the buildings that give the precinct both its character and sense of place, and is not embraced by the local community.
- There is no provision in the plan for a Lorne Heritage Centre
- There is agreement from our members that the proposed building has little aesthetic appeal nor historic character or features. It shows no respect for this iconic area of Lorne.
- Building a new facility for the Lorne Aquatic and Angling Club on its existing site, with the capacity to incorporate a Lorne Heritage Centre. This option could include locally raised funds to facilitate the heritage centre and to provide a sense of community ownership.
- The reinstatement of the boat crane onto the pier.
- We believe that the inclusion of a heritage centre into the plans will provide the community and visitors proper access to the Lorne Historical Society collection, scope for modern displays and the facility for research and enquiry into family history. A centre would enhance a visitors experience to the precinct, which in turn adds commercial value to a stop-over. It would also add value to tour companies stopping for a longer period in Lorne.

The Lorne Historical Society is an important custodian of Lorne memories. One of our roles is to strive to preserve those sites that reflect and help tell stories. The Point Grey precinct is the space where Lorne's supplies arrived, where our fishing industry thrived and nationally and internationally is seen as the space that begins the Pier to Pub race. We must preserve and enhance the character of this site. The community understands these relationships and as a Society we strongly urge the Great Ocean Road Coast Committee to reassess the plans for the precinct.

- The proposed heritage component is not sufficient nor effectively housed.
- Include a more significant heritage component focused on the history of Lorne (86.8%)
- Locals are the people who understand the land and the built environment, living and using it every day of the year. Their opinion is vital [in] creating a successful sustainable future for Lorne. By many human geographers and sense of place authors, it was found that locals, especially those living in Lorne for a long period of time, over ten years, completely understood the social, environmental and planning concerns. People living in the affected communities of Lorne are

	<p>increasingly voicing their concerns that the 'sense of place' and town character will be lost if it not first of all defined and respected prior to planning schemes.</p> <ul style="list-style-type: none"> <li>• It is the locals that are familiar with the 'sense of place', how the town is used and what is successful; therefore their input should be valued by planners to ensure these values are not lost. It would be disappointing to see money spent on unnecessary infrastructure that would not benefit the town.</li> <li>• For example, one thing agreed upon in GORCC's consultation process was to build a new heritage centre at Point Grey to showcase the past fishing and logging history. GORCC's plan provided no centre for this, just "few pathetic stands along the walking trail" as described by one local in my survey.</li> <li>• A developer surveyed believes that the 'sense of place' and traditional aspect at the aquatic club is not fully understood by outsiders.</li> <li>• This experience can only be heard by the local community and is vital for GORCC to hear in terms of maintaining that 'sense of place'.</li> <li>• Many human geographers and philosophers believe that loosing values in a town can leave a person feeling lost and left in an unfamiliar environment that is almost impossible to replace. This fear has become evident in the answers from surveys.</li> <li>• GORCC seem to be put public safety and economy higher on their values to 'sense of place' and character conservation when designing for the future of Lorne. Hence why is there a significant difference between consultation results and draft plans. They appear to believe that the professional architects, developers, planners and landscape designers have the professional opinion and more valued educated advice for the future.</li> <li>• Lorne thrives on its distinction and appealing character of being a coastal town to tourists, this must not be destroyed as will not only change locals 'sense of place' but destroy the appeal of the town. Now that the fishing and timber industry have died, tourism is vital of the survival of the town however the attractiveness cannot be destroyed or lost. Any new developments must be carefully planned to assist in the town's capacity.</li> <li>• We need to accept that the Point Grey precinct has a successfully run and well supported fish shop, restaurant and Aquatic &amp; Angling Club at Point Grey, all of which perpetuate the history and experience at the Point Grey Lorne Pier precinct.</li> <li>• The identity of the LAAC and it success as a community resource is intrinsic to remaining on its existing site.</li> <li>• The Angling Club is sacrosanct to locals and must stay, or you begin to tear away the last fabric, of what it means to have lived in Lorne most of your life and have some 'identity building' and locality to retreat to and be amongst your local kinship. To put it bluntly do not touch or move the club!!</li> </ul>	
Engagement process	<ul style="list-style-type: none"> <li>• 1. Process of developing the plan and providing feedback</li> </ul>	54

has not been sincere

- The following concerns were expressed about the process to date:
  - The plan does not adequately reflect community input
  - A number of people felt that the views of the Lorne community are not reflected in the proposed design, despite much community consultation and feedback.
- The concern was raised that, if this is the result of the extensive community consultation undertaken so far, what impact will the rest of the consultation process have? These concerns were echoed/supported by a number
  - Concern was expressed that the community was now being given only a month to provide feedback to GORCC about the draft plan. There is a lot of material to be absorbed and a number of CRG members represent groups. It was raised that a month would not give them enough time to circulate the plan to group members, allow them to provide feedback, and then someone to collate the feedback and prepare a submission that can then be approved by the group. It was requested that further time be provided for this period of consultation and feedback
  - Last time the Group met six options were discussed, however, only one option was presented in the draft plan. One CRG member felt that the jump from six options to one option was too great and that more than one option should have been presented in the draft plan.
  - The previous process of consultation held by LorneCH's Point Grey project had been extensive. It was felt that the results of this process had not been reflected and acknowledged in the draft plan.
  - A large amount of community feedback into the consultation process for the project so far and other processes (e.g. petitions) had requested that the club stay on its current site. Therefore, the draft plan did not reflect the desires of these people.
  - Very disappointed after reading the plan in detail, that the concerns and wishes of the community, as acknowledged in the plan, have been so summarily dismissed.
  - One gets the impression the authors of the plan had already decided on their preferred design, and that the community input and concerns were collected as window dressing, just another box that had to be ticked in the process, but of no value or interest to be considered. I will not elaborate further on these community concerns, as I hope and expect others have done so, knowing as I do the depth of feeling in Lorne about this proposal.
  - Strongly believe that local communities know and understand the workings of their local area, and plans such as this should come from within that local community, not from outside forces with no responsibility or accountability to that community.
  - Respectfully requests that GORCC give the sentiments of this submission appropriate consideration during their deliberations, while determining the way forward in this project.

- It appears that the views of the community have not been given sufficient weight or that a pre-conceived plan has been allowed to override them. I believe that the proposed design will achieve few, if any, of the outcomes claimed.
- The draft plan included issues, which I believe do not reflect the view of the wider community.
- Urgent need for more inclusive discussion, before taxpayer's funds are committed to the project.
- It has ignored the wishes of the locals who use the areas constantly.
- As there has been consultation with the local representatives it would be preferred if GORCC included what the locals propose which is a separate extended clubhouse for this aquatic club in the current location.
- To foist this ill - thought out proposal onto the Lorne Community is not what I thought we would be getting in response to what the community wanted and were asked to respond to.
- The Point Grey Precinct contains historical and cultural meaning for those of us who live here, have been involved in the fishing industry as I have and whose ancestors helped to make this community what it is today.

There may not be many of us but we are passionate about protecting what remains of our heritage and it appears that leaving our wishes out of consideration as GORCC goes about installing what they feel best represents the needs of visitors rather than the people who live there.

- Point Grey is a sacred site to many of us Lorne residents and both the consultants and GORCC seem to be hopelessly out of touch with the needs of the local community and specific possibilities offered by the Point Grey Site.

In summary this plan fails to respond to community concerns as it purported to do and has been unable to come to terms with the realities of conducting commercial enterprises.

- So many things have changed in Lorne and locals have had to put up with things that don't suit them.
- From the draft I find a lot of reference to the CRG and AWG and not one reference to the people who actually use the facilities already there i.e. THE LOCALS. Please advise the number of people in CRG and AWG that actually live in Lorne. I would like to also know how much influence the Coast Management Committee has on your decisions.
- The wishes and advice of the local community have been ignored.
- Change is always hard but in this case I truly believe the best people to listen to are the real locals of Lorne, at the end of the day the Locals are the ones who are there all year round and are the people who will use and who enjoy this iconic piece of Lorne's great history.
- People need to see the practical sides of this and not have their own agenda on the site, you need to look at the whole picture.



- Please take serious consideration to what the community has put forward to you, they have not done it to fill in time they have done it because it means so much to them, if there was one area in Lorne that we need to work together and get right, this has to be it.
- I feel that this draft plan does not meet the needs of the community, and that some of the decisions made are insulting to the community
- The draft plans recently released are totally NOT what the community discussed and agreed to in all the community gatherings on Point Grey that I attended.
- The Proposal does not reflect the wishes of the Community or Lorne Aquatic & Angling Club.
- GORCC have not listened to or considered the local Community in this proposed plan at all!!! Why bother with the consultation process when all you did was spend a heap of money and not pay any attention to the needs or wants of the Community.
- We are dismayed that the wishes of the Lorne Community consultations have for the most part been disregarded.
- And we urge you to be consistent in implementing the Victorian Coastal Management Plan, rather than requiring compliance for some projects and allowing exemption in others.
- The draft plan is a complete failure and takes no account of the wishes of the residents of Lorne, which have been ignored.
- Why was no heed taken of the opinions expressed in the petition submitted from the members and visitors to the Aquatic Club?
- The Plan also fails to recognise the very practical advice provided by members of the Community who know how Lorne “ticks” and what will and won’t work; not only for the local community but the broader community of holiday makers and visitors.
- I have read the Victorian Coastal Strategy document in great detail and shake my head as I come to the realisation that 3 key statements in this document have been ignored. “Coastal communities and coastal based groups have a crucial role in coastal planning and management by contributing their time, local knowledge, expertise and being a part of the decision- making process” pp.8. Section 2.4 outlines that education; awareness and stewardship policy direction 2 should ensure ongoing and meaningful community engagement and active involvement in planning, management and decision-making. Pp. 42. The use and development on coastal crown land should involve consultation with local and broader community. Pp. 56
- Has not achieved one key objective of the process, "reflecting the needs of the community".
- Inadequate exploration of the community option

- Without community support and engagement the plan will fail to meet its social and economic objectives.
- "Involve the community and other stakeholders in the process so the plan reflects their needs and further builds their commitment to the project and precinct."
- "The future use and development of the Precinct should be supported by the stakeholders."
- Page 10 - The consultants feel that this design represents the best balance between the various influences on the plan and provides more pro's for the precinct
- Page 32 - the triple bottom line assessment relating to community engagement and the new building is misconceived
- There was a lack of local community insights in community consultations and a lack of using these results when implementing draft plans.
- Perceptions to change and an understanding for the needs of Lorne seemed to be well understood by the local community through these consultations, so this research led on to discovering why they are not being translated into the plans.
- They are fed up on giving their opinion, as it is never heard.
- Locals are the people who understand the land and the built environment, living and using it every day of the year. Their opinion is vital [in] creating a successful sustainable future for Lorne. By many human geographers and sense of place authors, it was found that locals, especially those living in Lorne for a long period of time, over ten years, completely understood the social, environmental and planning concerns. People living in the affected communities of Lorne are increasingly voicing their concerns that the 'sense of place' and town character will be lost if it not first of all defined and respected prior to planning schemes.
- It is the locals that are familiar with the 'sense of place', how the town is used and what is successful; therefore their input should be valued by planners to ensure these values are not lost. It would be disappointing to see money spent on unnecessary infrastructure that would not benefit the town.
- These draft releases have led to disputes and conflict between parties, as local community believe their voice is not being heard fairly.
- Find out why GORCC opted to follow policies over community needs.
- GORCC must follow the 'Victorian Coastal Strategy' as well as suggesting that the architects and qualified developers understand what they are doing and what needs to be done. If this is the case why did you bother asking the community in the first place? Do you have to ask them? If so, why don't you use the results? Shouldn't you provide plausible solutions in the consultations so the community knows why certain things can or can't happen?
- GORCC seem to be put public safety and economy higher on their values to 'sense of place' and character conservation when

	<p>designing for the future of Lorne. Hence why is there a significant difference between consultation results and draft plans? They appear to believe that the professional architects, developers, planners and landscape designers have the professional opinion and more valued educated advice for the future.</p> <ul style="list-style-type: none"> <li>• But it is the local community who will be using and living in these environments so catering to them is vital for successful design.</li> <li>• It needs the support of the locals to function successfully.</li> <li>• The stated policy (again Section 4.3) is "Ensure provision of buildings and infrastructure on coastal Crown land is coastal dependent, sustainable, accessible, equitable and meets community needs for coastal and water-based experiences." This was clearly written with, for example, the Lorne Surf Lifesaving Club in mind as well as the Lorne Aquatic and Angling Club.</li> <li>• It is hard to have confidence that this Draft Plan as compiled in an objective way or that it considered community input when skewed interpretations have been engineered to produce a pre-determined result.</li> </ul>	
<p>Commercial viability of businesses is threatened</p>	<ul style="list-style-type: none"> <li>• Having a shared space for community use was not workable for the club and had not worked in other locations (e.g. Fisherman’s Beach).</li> <li>• The design doesn’t cater for the needs of the club’s members. For example, the club needs a meeting room as well as space and privacy for family use, e.g. where can young children fish and be safe outside the proposed site? The lack of fence between the clubrooms and the foreshore and the easy access to the beach was noted in particular.</li> <li>• The restaurant and club should not be located next to each other as each venue needs its own space. Functions at the club, such as weddings and parties, will create noise for the restaurant patrons. Currently, club members have a fenced outdoor area where they can have barbeques, drink and smoke. There is no such space in the current plan and if people use the space outside the club it may disturb restaurant patrons.</li> <li>• The draft plan does not provide for increased long term employment opportunities. <ul style="list-style-type: none"> <li>○ There was concern about one operator providing both the restaurant and cheaper food as it would be in their interests to promote more expensive food. It was suggested that the take away food be provided by a different vendor.</li> <li>○ The Lorne Aquatic and Angling Club had requested the establishment of a bait and tackle shop but this had not been included.</li> </ul> </li> <li>• Question: if GORCC is successful in obtaining private investment to redevelop Point Grey, how will this affect the current tenants? Question: how did GORCC arrive at the economic projections regarding the contribution to the local economy?</li> <li>• Without viable clubs the community suffers, and the year round support for the tourist facilities, which remains highly</li> </ul>	<p>53</p>

seasonal, is reduced.

- The Lorne Angling and Aquatic Club has a unique place in the Lorne community at the Point Grey precinct, through its historical links to the fishing industry, recreational angling, and the pier. The sense of place sought to be enhanced by the Precinct Plan will be reduced if the club is amalgamated with incompatible commercial activities.
- The draft plan shows a shared building for the Restaurant, a Cafe, Fish Shop, Public Toilet and the LAAC that is unworkable, primarily due to the shared, kitchen, access, storage space, rubbish area, and areas requiring liquor licensing.
- The draft plan's inclusion of a single kitchen, for the use of the restaurant, fish shop and the LAAC would make compliance and accountability under the relevant laws impossible. For this same reason, a single shared hallway entrance through which foodstuffs go in and rubbish comes out for everyone in the building is also unviable.
- The proposed single building, comprising shared space for the restaurant, the LAAC (a separate licensee with different licensing conditions), cafe/ takeaway, the fish shop, and a public toilet block would make compliance and accountability under the relevant laws impossible.
- The draft plan does not include enough kitchen or serving space to meet the restaurant's needs.
- Both adequate indoor and outdoor seating is vital.
- If a coffee were to open in opposition to the Pier it would put pressure on both the Pier and the Cafe, and could result in either one or both going out of business.
- The Pier has trialed the takeaway/coffee model and has found that it does not work for the Point Grey precinct, as it does on Mountjoy Parade. There is simply not enough through traffic to support this type of business at Point Grey.
- The Pier desperately wants to continue to serve the people of Lorne and its clientele in the future, but needs ongoing security of tenure to remain viable.
- Commercial viability of including a Cafe/Takeaway in direct competition with the Restaurant
- The reduced capacity of alfresco dining allocated to the Restaurant
- Leasing arrangement
- This sharing of kitchens, in my experience at the Lorne Surf Lifesaving Club or Pier to Pub day in January leads to frictions and unnecessary stress. At Lorne Surf Lifesaving Club volunteers catering for the dozens of helpers and surf club members at the evening barbecue are effectively 'locked out' of the kitchen by the season caterers. Recommendation: To provide separate kitchen facilities for both the restaurant and the Aquatic Club.
- To combine a commercial sector with the Lorne Aquatic and Angling Club would be unworkable. Speaking from my

experience in both the catering business and hospitality industry sharing a commercial kitchen is not possible. Imagine the health inspector finding health regulations had been breached and being unable to direct rectification of same. It's ludicrous.

- The Lorne Aquatic and Angling Club should remain a separate entity at the Point Grey site in their current location to assure its own viability and to protect that of the restaurant as well.
- As for a cafe, as a retailer here in town I can assure you that nobody is going to run such an enterprise 12 months of the year because there is no money in doing so. This would mean that it would be closed for lengthy periods of time and this would be a bad look at the site.
- No provisions has been made at all, for the return of a viable co-op in the future
- A Co-op to store and sell fish only then can you move onto planning facilities, for visitors (second to the above), which would not interfere with the co-ops requirements.
- This maybe a 'deep vee' vessel boat ramp with cable winch like the type previously used at Lorne. Why erase the past? This can be a working small boat/fishing locality again. There are enough tourist things in Lorne, so don't take Point Grey away from a possible viable future.
- I am not in favour of one building housing three independent organisations because - Who is going to be responsible for the maintenance of the complex and how will the cost of such be divided.
- If the Aquatic and Fishing Club share the same premises as the Restaurant and Fishing Co-op means they have no control over Membership (who would join if it was open to all)
- The restaurant and the community building (Aquatic Club) both require a separate kitchen. It is not realistic for a commercial enterprise to share a kitchen with a community group. I have personal experience of this at the Lorne Surf Club where the commercial Operator is very strongly opposed to volunteer surf club members using the kitchen on occasions such as 'Pier to Pub' evening when volunteers provide a BBQ meal for Surf Club members who have spent the day organising the Pier to Pub activities. There have been disputes i.e. use of equipment, cleanliness of the kitchen etc. to the point where volunteers were denied access to the kitchen and now do not use it. In practice, what is proposed will not work. The community building also requires a completely separate entrance to the restaurant.
- If there is currently insufficient funds for those two alterations to the plan the restaurant and other commercial aspects (fish shop etc.) should be built now and the community centre added when funds are available.
- The siting of the aquatic club in the same building as the restaurant and cafe compromises function of both the restaurant and the aquatic club.
- Boat washing, flushing two stroke out board motors and the regular gatherings with live music will disturb fine dining

- Parking the vehicles of 150 restaurant patrons will swamp access to other facilities at Point Grey. The aquatic club should be built with access to open space to facilitate the regular barbeque functions. This multi use of barbeque facilities and open space is supported by the current guidelines.
- Common space such as in this mall style building may be hard to maintain in a way that reflects the legitimate but differing values of the tenants (and indeed of the users in general).
- A shared kitchen with the Restaurant and LAAC is not practical; I really don't need to say any more but that it is ridiculous.
- And sharing a kitchen between the Aquatic Club and the Restaurant - not feasible. There is hardly any outdoor area for the Aquatic Club, which is an integral part of the atmosphere of the Club, and the parking is completely unfeasible, how can you put a boat in the water then go 300 metres to park your car. The boat will be gone by the time you get back.
- We believe that Point Grey needs to be redeveloped as a revitalized focal point and community hub for Lorne, where increased employment opportunities can be developed and visits by tourists encouraged.
- Incorrect siting decisions that will impact the commercial viability of future tenants, including LAAC, will mean the plan will fail.
- The proposed arrangement of uses will undermine the commercial viability of the retail uses, which will underpin the economic outcomes of the proposal.
- Our club's public address system is used frequently, generally during prime dining periods; License requirements would necessitate a more defined and secure building/boundary than the one presented, as reflected in the current location; Community groups, club members and special occasions quite often have live bands or music playing which will diminish the attractiveness and value of the restaurant premises; Fundraising activities are varied and frequent; The LAAC fishing calendar provides for 11 monthly competitions and barbecues, which are sponsored by local businesses. Extensive use of an outdoor area is paramount to the club, including music, informal gatherings and BBQ's, which irrespective of management, will have an adverse impact on the restaurant; The provision of an outdoor area also serves as a smoking zone for members/guests and would be next to the proposed shared slatted wall.
- LAAC, its members, visitors and community groups who from time to time utilise the facilities, would continue to activate the pedestrian areas adjacent to the foreshore, adding interest while having little impact on other "commercial" uses in the current position;
- The new Lorne Aquatic and Angling Club/Community facility should be a stand alone building rather than integrated with the retail businesses. Activities of both entities are not compatible.
- GORCC need to be careful to follow local's recommendations, as local clubs, such as the aquatic club may lose sponsors, donors and members making this development unsuccessful.

- Lorne thrives on its distinction and appealing character of being a coastal town to tourists, this must not be destroyed as will not only change locals 'sense of place' but also destroy the appeal of the town. Now that the fishing and timber industry have died, tourism is vital of the survival of the town however the attractiveness cannot be destroyed or lost. Any new developments must be carefully planned to assist in the town's capacity.
- The designers have developed a design that is contrary to the economic future and functionality of this precinct.
- We need to accept that the Point Grey precinct has a successfully run and well supported fish shop, restaurant and Aquatic & Angling Club at Point Grey, all of which perpetuate the history and experience at the Point Grey Lorne Pier precinct.
- These businesses and club service the Lorne community and visitors throughout the year, not just the busy 4-6 weeks of the year. In closing off the front precinct to more 'parking and vehicle access', the draft plan is not providing for needs of these businesses.
- The proposed BBQ area adjacent to the Restaurant would have an adverse impact on both the restaurant's business, and the unique experience of dining at Point Grey.
- The proposed new boat 'Washing Bay' blocks off the proposed 'New Access' to the restaurant passageway.
- Closure of the existing Vera Lyn toilet block and replacing it with a Toilet near the Restaurant, 80m away from the proposed new parking area is equally impractical.
- The Draft Report appears to base the inclusion of a Cafe (in addition to the Restaurant) on the comments of a few students who 'would like to see affordable food options at Point Grey (e.g. cafe or take away)'. This idea has previously been tested by the Restaurant and found not to be a viable business model. If a Cafe/takeaway is included at Point Grey then it could risk the survival of both Cafe and Restaurant - i.e. take care not to change a very sensitive business model that is already working at the moment.
- To congest the precinct and locate the LAAC in a conjoined building where the restaurant and co-op now are is unworkable and the design in the Draft Plan is both amateurish and impractical. A shared kitchen, for example, is a fanciful and ill-considered suggestion.

Mark Purdie a long time restaurateur, chef and owner of Mark's Restaurant told me that a shared commercial kitchen would be "absolute insanity. A shared preparation area for restaurants, even with separate kitchens, was a model that failed spectacularly when tried at Southbank. I shudder to think what Rhonda, the health inspector would make of all this". (Rhonda Gambetta, Surf Coast Shire health inspector).

The restaurant should be retained on its present site though, I agree with that. It is where logic and aesthetics dictate it to be sited. To include it with a community-based user group would be detrimental to its continued success however.

- The inclusion of a cafe in the same building is a nonsense - this would be financial suicide in the Lorne seasonal marketplace

	<p>for a lessee to take on and at best could only serve to further weaken the standing of the restaurant.</p> <ul style="list-style-type: none"> <li>Moreover the plan is not financially viable and in it's current form is a waste of taxpayers/ratepayers money if it were to proceed.</li> </ul>	
<p>Additional facilities need to be maintained or slightly improved eg. Toilets, Walkways, Grassed areas, Fish Cleaning areas, Boat Launching areas, Boat wash down areas, Fish Co-Op</p>	<ul style="list-style-type: none"> <li>The plan has the bins sited at the entrance to the club rooms. This will be unattractive and odorous and is not an appropriate place.</li> <li>In the draft plan, the only public toilets are in the building. Some members thought this is not enough and that the existing set of public toilets closer to the big carpark above Shelley Beach should be retained. In particular, the elderly and disabled may need toilets closer to this carpark. If the existing toilet block is removed, it was suggested to retain the plumbing for use in public showers that could be constructed there instead.</li> <li>One person felt that Point Grey is not a "lounging around" space but rather an active space and that there is too much green space in the draft plan.</li> <li>My personal opinion is that there is no need to do anything to the precinct other than general maintenance and sprucing up after some years of neglect by GORCC awaiting this plan-if it ain't broke don't fix it.</li> <li>A Co-op to store and sell fish only then can you move onto planning facilities, for visitors(second to the above), which would not interfere with the co-ops requirements.</li> <li>The current proposal does not address Point Grey's role as the major boat launching facility between Anglesea and Apollo Bay. The provision of boating facilities should be informed by good planning. The boat launching facility at Point Grey makes good use of available natural shelter and is an essential part of the network of boating facilities on the west coast. The Western coastal Boating Action Plan has singled out Point Grey as the facility that should be developed to make launching and retrieving of boats safer and prevent ongoing erosion of the foreshore. The proposed plan does not address these issues and the siting of parking for boat trailers 150m from the launching area increases the risks of both launching and retrieving.</li> <li>The informal boat launching area is not a locational driver for LAAC.</li> <li>Continue to utilise current services to our building - sewer, water, power and telephone would help the proposed re-building project.</li> <li>Page 27 - the disproportionate emphasis on the relationship to the informal beach launching facility</li> <li>The Shelley beach toilet block needs to remain open to service visitors to the extended car park.</li> <li>The fish cleaning and boat wash down area needs to be tucked in on the south side of the entry to our launching site - near the midden site.</li> <li>Closure of the existing Vera Lyn toilet block and replacing it with a Toilet near the Restaurant, 80m away from the proposed</li> </ul>	<p>46</p>



new parking area is equally impractical.

- Leave the toilet block at the existing southern location (and renovate existing toilet block)
- Reposition the boat washing area clear of the new Restaurant/Fish Sales building and delivery points and the beach access driveway for car/boat trailers.
- I do not see much point in compromising the ambience of the restaurant by extending the walking path between it and the ocean, as it goes nowhere much beyond the corner. There are also already convenient and quite adequate public toilets now up on the hill. Local knowledge of prevailing winds would say that the Point Grey precinct is often not an inviting place for picnic facilities due to the often inclement weather and fierce winds, with the Scotchmans Hill or foreshore areas being much more protected and convenient, especially with the proposed reduction of visitor car parking nearby.
- The plan to create a grassed area to replace existing car park is particularly puzzling. Who is going to use this? There is no swimming access nearby. Presumably it is to accommodate the spectators at the start of the once a year pier to pub swim. In winter it will become a deserted boggy wasteland.
- The draft plan does not include enough kitchen or serving space to meet the restaurant's needs.
- Both adequate indoor and outdoor seating is vital.
- The Pier has trialled the takeaway/coffee model and has found that it does not work for the Point Grey precinct, as it does on Mountjoy Parade. There is simply not enough through traffic to support this type of business at Point Grey.
- The impracticality of one consolidated building with shared kitchens, access, rubbish and storage areas.
- The undesirability of including a Public Toilet block within the same 'consolidated' building and vicinity as the Restaurant
- I believe the square would be used mainly by visitors over the summer holidays so a reduction in size would be appropriate.
- This maybe a 'deep vee' vessel boat ramp with cable winch like the type previously used at Lorne. Why erase the past? This can be a working small boat/fishing locality again. There are enough tourist things in Lorne, so don't take Point Grey away from a possible viable future. The coastal car park below, which ceased when they put fill there, (from the Cumberland redevelopment) should be reinstated. It was fantastic to park there and study, go for a surf for a walk. My idea for a break wall, for a small harbour could come from a sea water swimming pool, built somewhere in this area, like you see at most NSW beaches.
- Not crazy about the design. It looks a bit cheap looking - not mad on timber constructions as they look old, jaded and weather worn in a couple of years, especially in exposed areas, like some of the nice, new modern timber houses in Lorne, which soon look jaded. The solid wooden pillars interrupt the panoramic view for dinners and I prefer the more extended outdoor area as it is at present. Also, not a lot of the diners will have the panoramic view while dining as the restaurant

seems to be not to as wide, but squarer with inside diners not having much of a view at all. A backward step from the wider Restaurant at present.

- One large BBQ area is enough - as there are other areas around Lorne for this, and they always seem to attract a lot of careless people who leave their rubbish behind which will probably end up around the Restaurant and Aquatic Club area on windy days.
- Finally lets not go over the top- as Melbourne and overseas tourist do like to see something authentic and different, instead of seeing more of the same as in Melbourne and overseas lets keep Lorne different and unique while bringing it up to date.
- As these buildings occupy an important public space, it is critical that buildings on the Coast are of the highest standard of design form, function and role, and that the use of the building is maximized throughout the year, for a broad range of public use.
- Lorne is nestled in an amphitheatre, which provides considerable protection from the prevailing weather. However Point Grey is located a the southern most extremity of the bay and is exposed to the prevailing southwesterly winds and swells. The proposed open space will be exposed and windswept, only used in summer.
- The proposed plan does not recognise the pier as a major asset to Point Grey and the proposed changes to parking restrict access to the pier.
- In my view it is incorrect to assert that heritage is being maintained/preserved while destroying the key bit of post-European settlement on the site. I am particularly unimpressed with the idea that heritage is somehow maintained by the selection of building materials (p35). Most parts of the built environment (commercial) of coastal towns in the region are of neither historical or architectural or aesthetic interest. I object to one of the few buildings with historical relevance being removed without strong cause. It is entirely possible to use it differently, although it would require work and imagination. In particular it looks as if the fish cleaning area is intact (I judge this from the plumbing on the outside) and that this could be worked into the design of a coffee shop/restaurant. The building is not beautiful -but the heritage is that of a processing plant, what else would we expect? The mall style building proposed is not suitable. I think the different areas should have their own, external entry. People will be entering these building for different reasons. The wedding party at a catered function at the restaurant, the fishing club and the fish buyers may not want to mingle with or have to work their way past other users. There are no other mall style buildings in Lorne as far as I can recall.
- Toilets way too small and in a very bad location and can see some serious issues with thoroughfare from general traffic through this area may be dangerous to pedestrians.
- The grassed terraced area would be good but how many more do we need in Lorne; I don't think it needs to be as substantial as it as been designed if we need all of it at all.
- This project does not have a decent boat launching and retrieval facilities incorporated in it, with this omission you are

	<p>missing out on the enormous potential to vastly increase tourism in the town by including a fully functional Boat ramp, which you have seen, not fit to include. This is a major fault in this overall plan include a boat ramp and the tourist will come bringing Millions of tourist Dollars into the town, this in turn helps out with the employment situation</p> <ul style="list-style-type: none"> <li>• A large picnic area as planned for the existing aquatic club site is totally unnecessary - in twenty five years in Lorne I have never even seen anyone having a picnic anywhere near this area or on the grassy hill at the back. There is a great picnic area further round near the barbeques, and the hill is awesome for one as well.</li> <li>• Page 30 - the need for large areas of open space to cater for large crowds</li> <li>• The concept of large landscaped recreation and picnic areas (71.0%) and continue the coastal pathway from the pier past the front of the restaurant to Shelley Beach. (87.0%)</li> <li>• I do not see the necessity to provide huge areas of "green space" for the public.</li> <li>• An archway similar to the GOR Arch or Lorne cemetery could be used as the entry point.</li> <li>• There needs to be public toilets</li> <li>• There needs to be somewhere for people to buy take away food and drinks such as coffee, icecream, sandwiches and ideally also food for picnics and the BBQ area</li> <li>• We do not need a park there for children. there is already a good area in front if the shops.</li> <li>• There should be no infringement on the area moving up to Shelly Beach. It is one of the few town walks where one can enjoy the scenery and not see any development/houses.</li> <li>• The draft has a lot of parkland and very little parking available, it looks more to be a convenient starting position for the Pier to Pub that a well thought out public facility.</li> <li>• Aquatic cannot fit into their current facility yet the design of the above facility has not addressed this if anything the working of the design is a slap in the face to the local community and the Aquatic club the current facility is better and more user friendly so where is GORCC heading in the future</li> <li>• I do not want to see any new buildings or new parking areas at Point Grey. Apart from necessary restorative action and a coat of paint, leave the area as it is.</li> <li>• The building to have an enlarged footprint</li> </ul>	
One building not supported	<ul style="list-style-type: none"> <li>• To me there is no problem with the Aquatic club where it is, nor is there a need to put everything under 1 roof.</li> <li>• The Lorne Angling and Aquatic Club has a unique place in the Lorne community at the Point Grey precinct, through its historical links to the fishing industry, recreational angling, and the pier. The sense of place sought to be enhanced by the</li> </ul>	42

Precinct Plan will be reduced if the club is amalgamated with incompatible commercial activities.

- The most obvious oversight in the Plan is the failure to provide separate accommodation for LAAC. The original clubhouse was built by volunteer locals, many of whom were professional fishermen at the time. Now, with the fishing industry gone, the LAAC clubhouse and the old cool rooms at the Co-op are the only link with that era. Preferably, it must stay where it is and be improved. If the club is to be moved, it must have its own accommodation. Apart from being a place for members to gather, the clubhouse is a valuable community asset, hosting many celebrations eg. wedding, birthdays, wakes, throughout the year.
- The draft plan shows a shared building for the Restaurant, a Cafe, Fish Shop, Public Toilet and the LAAC that is unworkable, primarily due to the shared, kitchen, access, storage space, rubbish area, and areas requiring liquor licensing.
- The draft plan's inclusion of a single kitchen, for the use of the restaurant, fish shop and the LAAC would make compliance and accountability under the relevant laws impossible. For this same reason, a single shared hallway entrance through which foodstuffs go in and rubbish comes out for everyone in the building is also unviable.
- The proposed single building, comprising share space for the restaurant, the LAAC (a separate licensee with different licensing conditions), cafe/ takeaway, the fish shop, and a public toilet block would make compliance and accountability under the relevant laws impossible.
- The draft plan does not include enough kitchen or serving space to meet the restaurant's needs.
- Both adequate indoor and outdoor seating is vital.
- The impracticality of one consolidated building with shared kitchens, access, rubbish and storage areas.
- This sharing of kitchens, in my experience at the Lorne Surf Lifesaving Club or Pier to Pub day in January leads to frictions and unnecessary stress. At Lorne Surf Lifesaving Club volunteers catering for the dozens of helpers and surf club members at the evening barbecue are effectively 'locked out' of the kitchen by the season caterers. Recommendation: To provide separate kitchen facilities for both the restaurant and the Aquatic Club.
- The Aquatic Club is used year round by residents, guests and visitors to Lorne. The current location gives the club a feeling of inclusion in the towns, whereas the location in the draft plan cuts it off and isolates it.
- For anybody to suggest a central amenities for both this restaurant and aquatic club knows nothing of how either of these entities work.
- Angling Club should be in a separate building close to where it is now, with views over Loutit Bay. It should not be included with fish retail and restaurant.
- The Angling Club is sacrosanct to locals and must stay, or you begin to tear away the last fabric, of what it means to have

lived in Lorne most of your life and have some 'identity building' and locality to retreat to and be amongst your local kinship. To put it bluntly do not touch or move the club!!

- I am not in favour of one building housing three independent organisations because - Who is going to be responsible for the maintenance of the complex and how will the cost of such be divided.

- Victorian Coastal Strategy 2008

Part 4: Suitable Development on the coast

Criteria for use and development on coastal Crown land

Coastal-dependent land use and development on coastal Crown land includes boat ramps, surf clubs, yachting, boating or angling clubs, boathouses, ports and harbors, as well as recreational infrastructure to support beach-related activity such as change rooms or toilets, seating, barbeques, shade structures.

Use and development on coastal Crown land should meet the following criteria, where relevant:

Has demonstrated need to be sited on the coast and requires a coastal location to function

Located within an activity node or recreation node

Fulfills an identifiable need or demand that cannot be met elsewhere

Demonstrates considerable net community and public benefit and ensures equity in community access to

New and existing use and development

Involved consultation with local and broader community

The guidelines clearly state coastal crown land development should be restricted to uses that require a coastal location to function. The aquatic club best fits this description. The restaurant, take away cafe and fish shop could all be located elsewhere. The aquatic club should be given priority in this development

- The multifunction single building does not demonstrate excellence in design. The proposed restaurant has seating for 150, which is 15% of Lorne's permanent population, and will only be profitable in high season and is unlikely to remain open all year round.
- The siting of the aquatic club in the same building as the restaurant and cafe compromises function of both the restaurant and the aquatic club.
- Parking the vehicles of 150 restaurant patrons will swamp access to other facilities at Point Grey. The aquatic club should be built with access to open space to facilitate the regular barbeque functions. This multi use of barbeque facilities and open

space is supported by the current guidelines.

- Common space such as in this mall style building may be hard to maintain in a way that reflects the legitimate but differing values of the tenants (and indeed of the users in general).
- The new location of the LAAC is not practical at all, it will congest this area, it will cause a lot of traffic issues, car and foot traffic.
- A shared kitchen with the Restaurant and LAAC is not practical; I really don't need to say any more but that it is ridiculous.
- The community focus of the LAAC might be lost with its inclusion in a large commercial building.
- One building is totally unsuitable for the site. There should be two buildings, similar to where they are right now, just improved or updated.
- However the plan to incorporate the Lorne Aquatic and Angling Club (LAAC) into the one building with the other business appears to be at odds with the majority of the community and would be greatly detrimental to the LAAC and therefore our community.
- The LAAC is one of the most welcoming clubs in Lorne for both locals and tourists. The club provides a vital venue and atmosphere for meeting and catching up with friends past and present but also providing an opportunity to create new friendships. The Lorne Football Netball Club has enjoyed a wonderful and sustained relationship with the LAAC.
- I believe the Community want the Aquatic Club to be a new, bigger building and to stay in the same position. Having the Aquatic Club, the Pier Restaurant, the Fish Co-op and a Kiosk in the same building is ridiculous! I am sure the patrons of the Restaurant will not be impressed when the Aquatic Club is having a function with a band!
- Where is LAAC proposed to be positioned? Next to a restaurant that will rely on "quiet enjoyment" for its viability. This is incompatible with our community club and its activities.
- To suggest a single building containing 3 or 4 co-lessees, and that LAAC share a commercial kitchen with a restaurant is impractical and unworkable.
- Figures 2, 3 and 4 in particular, the location of the LAAC building
- Page 32 - the triple bottom line assessment relating to community engagement and the new building is misconceived
- The Plan does not preserve any of the existing structures that are currently part of this precinct. The existing restaurant and co-op building are of historic importance to the people of Lorne and to the character of the area. The vision and guiding principles stated in the draft plan are "a place that is authentic and true to its character and that provides a strong sense of community." These principles are not achieved by replacing the buildings that give the precinct both its character and sense

of place, and is not embraced by the local community.

- A proposal that effectively incorporates the Aquatic and Angling Club into a flexible community space, as outlined in the draft Plan, does not respect the integrity of The Club and its wide-ranging activities.
- The new Lorne Aquatic and Angling Club/Community facility should be a stand alone building rather than integrated with the retail businesses. Activities of both entities are not compatible.
- The proposed BBQ area adjacent to the Restaurant would have an adverse impact on both the restaurant's business, and the unique experience of dining at Point Grey.
- The proposed new boat 'Washing Bay' blocks off the proposed 'New Access' to the restaurant passageway.
- To congest the precinct and locate the LAAC in a conjoined building where the restaurant and co-op now are is unworkable and the design in the Draft Plan is both amateurish and impractical. A shared kitchen, for example, is a fanciful and ill-considered suggestion.

Mark Purdie a long time restaurateur, chef and owner of Mark's Restaurant told me that a shared commercial kitchen would be "absolute insanity. A shared preparation area for restaurants, even with separate kitchens, was a model that failed spectacularly when tried at Southbank. I shudder to think what Rhonda, the health inspector would make of all this". (Rhonda Gambetta, Surf Coast Shire health inspector).

The restaurant should be retained on its present site though, I agree with that. It is where logic and aesthetics dictate it to be sited. To include it with a community-based user group would be detrimental to its continued success however.

- The inclusion of a cafe in the same building is a nonsense - this would be financial suicide in the Lorne seasonal marketplace for a lessee to take on and at best could only serve to further weaken the standing of the restaurant.
- I was very disappointed that the one building scenario was presented in the final report when it was clear from the consultation work that the community wanted two buildings - one for the Aquatic Club on their existing site and one for the restaurant and co-op.
- If you lump all the activities, listed in the draft submission, together in and around a single building it will be just another mass assembly point to be avoided. And where does the Aquatic Club go? That is a great meeting spot where strangers and locals find common ground.
- I do not think that the Aquatic Club should be moved. It and the people who use it are very much part of the culture of that part of Lorne. It should be free standing and not part of the coop and restaurant.
- We urge you to abandon the utterly inappropriate proposal to relocate the Lorne Aquatic and Angling Club to a different site, with less space and shared kitchens but rather retain the Club in a bigger building on the existing site and address the erosion

	problem in accordance with the wishes of the LAAC community.	
Parking Design does not meet the needs of the precinct	<ul style="list-style-type: none"> <li>• There is not enough parking for boat trailers and the parking area proposed is too far away from the launching ramp. If you were by yourself (as many fisherman are) it will be very difficult to offload your boat, park your car and trailer and run back to your boat before the boat washes away or causes inconvenience for someone else.</li> <li>• Parking for large vehicles (bus, caravans, etc) shouldn't be placed on the site, but should be made available nearby. <ul style="list-style-type: none"> <li>○ The overflow carpark next to the Great Ocean Road will become a permanent car park eventually and must be properly landscaped to be appropriate for this use.</li> </ul> </li> <li>• I personally like the 2 way road access and parking as it is, and certainly it is more convenient to have it this way for emergency vehicles.</li> <li>• During the season, car parking in the precinct and the area to the south of the point is already at a premium. Where is the accommodation for these cars in the plan? If consultants think that people are going to park at the main beach and walk around to the precinct, their research is flawed. Nearly everyone that comes to Point Grey comes to a specific destination the pier, the restaurant a, the fish shop or the Angling and Aquatic Club (LAAC), and many of these visits are at night. People will inevitably use their cars.</li> <li>• The draft provisions for parking are in adequate. The Pier requires between 5 to 10 car parks for staff, and at least 20 car parks for customers.</li> <li>• Draft Plan car parking inadequacies</li> <li>• The draft report shows very limited car parking in the current area servicing the restaurant, fish shop, pier and the Lorne Aquatic Club. In August and in September school holiday 2013, I counted a minimum of 16 cars/vehicles parked in this area. At peak times (summer and Easter) the number would be greater. The proposed spaces in the draft report are too few even to accommodate tourists in the off-season. Subtract 3-4 spaces for handicapped parking and there are even fewer for tourists/residents Recommendation: At least 30 car parking spaces are needed as minimum, or you risk losing customers in this wonderful area.</li> <li>• The draft proposal indicates a main car park 150 m from the Pier area. It is at the end of the Shelley Beach area with its picturesque headland, often the venue for weddings. I propose moving the car park closer to the Pier complex for ease of access in peak season (and during inclement weather)</li> <li>• The proposed parking spaces around the restaurant should be increased but still leaving space for the Maritime square.</li> <li>• The proposal of the minimum of parking is ill conceived as peak times people would not park where the majority of parking is proposed and walk down the area.</li> </ul>	41



- On the plan, it looks as though there are enough parking areas - but are there enough parking spaces in the summer months? Only two long lines of parking spaces in one area alone
- The Restaurant/Community centre needs at least 30 car spaces nearby, not 16. Even now in the winter months there are often 30 cars parked in this area by people in the restaurant, Aquatic Club and visiting the fish shop. The other car park is too far away to walk to these facilities in the often inclement winter weather.
- The redevelopment is dominated by the large restaurant and cafe and the parking required to service this restaurant. The plan allocates all 63 parking spaces (including the 4 bus and trailer parks) to service the restaurant. Other activities including the aquatic club, the fish shop and those fishing from the pier have been allocated only 20 overflow parking spaces on the lawn.
- This redevelopment should consider reducing the number of seats in the restaurant to reduce the parking pressure on the precinct.
- I see safety issues with the parking and the amount of traffic going down and out of the lower parking area, there will be a lot of confusion with the traffic flow from tourist especially, also the boat traffic over summer, if the boat owners have to use the 4 parking areas on the higher parking spots that have been allocated.
- Parking has to have a serious rethink, too much of the parking is certainly too far away, the serious concern is for boat owners with only 4 parks available, the current tide levels have certainly changed and it seems to be more frequent that the tide levels are higher so parking on the beach at the ramp a lot of the time at high tide may not be possible.
- Four parks is definitely not enough, yes if the overflow area was to be available this would take up the overflow of boat trailers and buses over summer especially, the overflow area needs some serious consideration to the final planning if the general structures stay in play, generally it is not accessible and needs to have some serious consideration because over summer their can be up to 15 Boats at one time.
- The four Boat trailer parking area is too far away, this could create issues when sometimes people need to retrieve their boats quickly or even launch them quickly as well. Being a boat owner and using the ramp many times over for years this could cause some serious issues, which could result in damage or injury if people need to hang on to the boats for along time.
- The new location of the LAAC is not practical at all, it will congest this area, it will cause a lot of traffic issues, car and foot traffic.
- Whilst I don't have a major objection to the proposed parking, I am disappointed that the LAAC is removed, whilst much of the car parking is retained. Are there no imaginative or resourceful approaches to providing sufficient car parking, in which case the local amenity of the LAAC need not be sacrificed?

- I grew up in Lorne and believe that this over development has no positive outcome. It will grid lock the area in tourist season. Make the walk from the main car park to the pier to long. Without easy access and lots of parking next to the pier the whole area will turn into a nightmare and gridlock the whole area for locals, tourists and especially long vehicles like mine. In summary more parking is what's needed at the pier, and certainly a entry and exit points to and from the pier.
- We urge you to rethink the inadequate car parking proposal and provide parking closer to the facilities.
- The draft has a lot of parkland and very little parking available, it looks more to be a convenient starting position for the Pier to Pub that a well thought out public facility.
- Parking for trailers not indicated and important environmental issue is inadequate boat wash down area to deal with the marine viruses and spread of noxious seaweed introduced to the coast another area to which the governments have been careless in addressing .T
- Apparently the car park is relocated so as to provide uninterrupted views of the Great Ocean Road. The existing location does not impede any views.
- Tourists and people who have walking difficulties are not going to walk all that distance from the car park to the pier or other areas.
- Separate the majority of the vehicular traffic from pedestrian areas (84.8%)
- Reduce car parking on the lower flat area with significantly increased parking on the upper level (62.9%)
- Extra parking could be created at the back of the Heritage Centre for visitors and boat fisher persons.
- A short term parking option inbuilt into the overflow parking area at the edge of the GOR is a necessity -
- Lorne is currently well serviced in this respect but is desperately short of well-designed parking areas with close access to amenities.
- Some parking could be provided on the township side of the LAAC.
- These businesses and club service the Lorne community and visitors throughout the year, not just the busy 4-6 weeks of the year. In closing off the front precinct to more 'parking and vehicle access', the draft plan is not providing for needs of these businesses.
- The Restaurant is open 7 days a week all year round unlike most other businesses in Lorne, and sufficient convenient parking nearby is imperative for this to continue. General Parking 150m away is too far away.
- The proposed new car parks and access roads are about the same area as that 'required' at the existing parking/access roadway, and are about the same distance off-set from the 'coastal edge'. All that is required is for the existing 'poorly'

	<p>designed car park to be redesigned to provide a more effective and less dominant features.</p> <ul style="list-style-type: none"> <li>• Turning circles and access is unsuitable even for the new proposed park areas and the provision of just four parking areas for delivery trucks &amp;/or car/boat trailers, is inadequate for seasonal numbers (at times, up to 20 boats are launched each day at Point Grey).</li> <li>• Redesign the existing "poorly set out" car park area, and retain the "one way" northern entrance access to the Point Grey Precinct for Tourist buses, car/boat trailers, and delivery vehicles.</li> <li>• Provide suitably located parking for car/boat trailers - in close consultation with LAAC.</li> <li>• I also think the unattractive power lines and pole along the Great Ocean Road at the Point Grey section of the road need to be undergrounded as part of the project. One more suggestion is to limit the speed limit for cars around Point Grey to 50km per hour in summer.</li> <li>• Please ensure the large i.e. main car park area, which will need to include large parking bays for tourist buses, are all located at the southern end of the precinct. The last thing we want is to choke up the most beautiful part of Point Grey, as seen from the Great Ocean Road, with ugly views of car parks and large tourist buses.</li> <li>• Separating vehicles from people by stopping drive through traffic from the Northern entry road.</li> </ul>	
<p>The Northern Slip Road and Access should be retained</p>	<ul style="list-style-type: none"> <li>• Disappointed that draft plan doesn't include a road that goes all the way through the precinct, but rather has only one point for entry and exit. One benefit of the current road at the precinct is that people use it as a way to turn around and return to the centre of Lorne. Any changes to the road should both retain visitors on the site and make it easy to return to Lorne. <ul style="list-style-type: none"> <li>○ People will miss Point Grey if there is only one entry point. Currently, there are two entry points so if people miss the first one, they can go down the second one.</li> </ul> </li> <li>• Need a turn off of the Great Ocean Road to allow people to pull over, take a photo and keep going. This should be large enough to accommodate large vehicles and buses.</li> <li>• I personally like the 2 way road access and parking as it is, and certainly it is more convenient to have it this way for emergency vehicles.</li> <li>• The draft plan shows a shared building for the Restaurant, a Cafe, Fish Shop, Public Toilet and the LAAC that is unworkable, primarily due to the shared, kitchen, access, storage space, rubbish area, and areas requiring liquor licensing.</li> <li>• Access to the building would be restricted by the boat washing down area and would too often block access for deliveries.</li> <li>• Another most important thing is the driving loop that people can do (so as to drive back into town). For as long as people have cars, everyone goes for a short drive out to Point Grey, just for a quick look, then back home. There are not many places a local can go for a quick drive and the Point Grey loop is used by absolutely everyone in Lorne (plus visitors) and</li> </ul>	<p>25</p>

should never ever, ever, ever be cut off,

- I think it would be a big mistake to close the existing sloping road entrance to the Pier as it allows through traffic to flow in, in busy times. Having the one, two-way road only, in the summer, with one large parking area nearby will cause traffic chaos getting in and out of that parking area, with a bank-up of traffic waiting to get out on to the Great Ocean Road, which will be turning both left and right leaving, and traffic turning left to come in, will cause a lot of chaos.
- The new location of the LAAC is not practical at all, it will congest this area, it will cause a lot of traffic issues, car and foot traffic.
- It is unwise to close one entry as this area is a prime emergency gathering place, and an easy sliproad off the GOR into the area without the worry of cars exiting from it. Bollards/rock blocks can be quickly put in place to stop public cars from entering the existing entrance road in emergency situations.
- I work for a local coastal business that provides a service to the entire coast. My work that I perform is in a 60 foot, 45 tonne truck. When I work in Lorne the ONLY turning circle that I can use to turn my truck around is down at the pier. If this area is blocked off there will simply nowhere to turn mine or anyone else's heavy vehicle around.
- I grew up in Lorne and believe that this over development has no positive outcome. It will grid lock the area in tourist season. Make the walk from the main car park to the pier to long. Without easy access and lots of parking next to the pier the whole area will turn into a nightmare and gridlock the whole area for locals, tourists and especially long vehicles like mine. In summary more parking is what's needed at the pier, and certainly a entry and exit points to and from the pier.
- We prefer the drive-through access at the existing site.
- Currently it is a designated safe refuge area and it facilitates larger vehicle turnarounds in the township.
- Separate the majority of the vehicular traffic from pedestrian areas (84.8%)
- Close the NW road entry to achieve greater safety and large landscaped recreation and picnic areas (56.5%)
- The northern entry road needs to remain but bollards or boulders used to separate vehicles from the public. This one way road could be tucked in under the hill with minimal impact on the lower site. As well, it could be the service road and patron entry for the LAAC.
- These businesses and club service the Lorne community and visitors throughout the year, not just the busy 4-6 weeks of the year. In closing off the front precinct to more 'parking and vehicle access', the draft plan is not providing for needs of these businesses.
- Turning circles and access is unsuitable even for the new proposed park areas and the provision of just four parking areas for delivery trucks &/or car/boat trailers, is inadequate for seasonal numbers (at times, up to 20 boats are launched each day at

	<p>Point Grey).</p> <ul style="list-style-type: none"> <li>• Turning circles are too tight for delivery vehicles and/or car/trailers.</li> <li>• Redesign the existing "poorly set out" car park area, and retain the "one way" northern entrance access to the Point Grey Precinct for Tourist buses, car/boat trailers, and delivery vehicles.</li> <li>• VicRoads to make the painted "double white centreline" of the GOR continuous in front of the Pacific Hotel, to prevent vehicles turning right from the GOR into the existing northern entrance.</li> <li>• Reposition the boat washing area clear of the new Restaurant/Fish Sales building and delivery points and the beach access driveway for car/boat trailers.</li> <li>• As well as practical considerations there are also less tangible benefits in keeping to the current footprint whereby it can retain its direct interface with the passing foot traffic of locals and visitors as they pass. This enhances the experience for members and visitors alike.</li> <li>• As a boat owner I can attest that to try to access the boat-launching site by entering the precinct from the southern entry necessitates a 90-degree turn and so a bit of manoeuvring with vehicle and trailer is required to get to the launch site. The proposed traffic layout detailed in the Draft Plan would make this exercise even more difficult. Boat owners need to have the northern entry retained to enable easy access.</li> <li>• A number of specialised vehicles find the only suitable place in the town to make a u-turn is via this slip road. Existing roundabouts are not suitable for double-axle caravans, for coaches not for the Mobile Library, which visits weekly. All of these require the turning area provided by using the slip road as the entry and the southern egress to negotiate the turn.</li> </ul>	
<p>Protection for Users and the Coast not addressed</p>	<ul style="list-style-type: none"> <li>• It was raised that there is no consideration of protecting the coastline from erosion in the draft plan.</li> <li>• Too little protection for users of the area with indigenous flora that follows the coastline vegetation between the barbecue area on the walkway towards Lorne township and Point Grey.</li> <li>• The draft plan's inclusion of a single kitchen, for the use of the restaurant, fish shop and the LAAC would make compliance and accountability under the relevant laws impossible. For this same reason, a single shared hallway entrance through which foodstuffs go in and rubbish comes out for everyone in the building is also unviable.</li> <li>• The proposed single building, comprising share space for the restaurant, the LAAC (a separate licensee with different licensing conditions), cafe/ takeaway, the fish shop, and a public toilet block would make compliance and accountability under the relevant laws impossible.</li> <li>• Your proposal mentions nothing of a safe launching and retrieval for boats as the aquatic club does and requires.</li> <li>• To combine a commercial sector with the Lorne Aquatic and Angling Club would be unworkable. Speaking from my</li> </ul>	<p>16</p>

	<p>experience in both the catering business and hospitality industry (my late wife and I held the Restaurant lease at Lorne Country Club for a number of years) sharing a commercial kitchen is not possible. Imagine the health inspector finding health regulations had been breached and being unable to direct rectification of same. It's ludicrous.</p> <ul style="list-style-type: none"> <li>• Risk management is not adequately addressed in the proposal. Access for a rescue from the pier is limited. The management of an ocean rescue or the risks of bush fire must be carefully planned with the advice of experts in the local community.</li> <li>• This high energy coast experiences large water and sand movements in response to wave and wind patterns, and requires careful planning to maintain natural coastal processes, particularly in the context of climate change.</li> <li>• Since Point Grey is also recognised as a "Safe Meeting Place" in the Township Protection Plan (2009) the slip road (or northern access) must be kept open at all times. This document is endorsed by CFA, Surf Coast Shire and DSE (DEPI). Directions given on their website direct cars coming from the direction of Lorne to the Point Grey car park via the slip road. It is designated as: EMERGENCY ASSEMBLY AREA SVC V2 8157L H11</li> <li>• The outdoor recreational areas (such as picnic and BBQ areas) need to be as sheltered from the easterly winds as possible or else they won't be pleasant areas to visit</li> <li>• Tourism and LOCAL community has put up with the removal of anything to do with boating safety from the pier, addressing these issues has been ignored in this design</li> <li>• Parking for trailers not indicated and important environmental issue is inadequate boat wash down area to deal with the marine viruses and spread of noxious seaweed introduced to the coast another area to which the governments have been careless in addressing .T</li> <li>• Please note on the plan it shows families on the open green space which is now the site of LAAC, THIS IS POTENTIALLY DANGEROUS AS FAMILIES WITH SMALL CHILDREN SHOULD NOT BE NEAR THAT AREA OF WATER - THERE IS NO BEACH JUST ROCKS AND IS SUBJECT TO POWERFUL SWELLS - WHO WILL BE LIABLE WHEN SOMEONE IS SWEEPED AWAY?</li> <li>• Coastal erosion in the area must be addressed</li> <li>• The coastal erosion around the Port Grey site needs to be remedied.</li> <li>• Erosion of the coast on that side will undermine any structures placed there.</li> </ul>	
<p>The Victorian Coastal Strategy has been misinterpreted</p>	<ul style="list-style-type: none"> <li>• Comments were also made that it appears that the Victorian Coastal Strategy requirements have taken precedence over the wishes of the community. There was further concern expressed that GORCC appears to be bound by the Victorian Coastal Strategy when other developments have not followed these guidelines.</li> <li>• The Point Grey precinct proposal is compromised by a failure to follow the planning principles and guidelines found in the</li> </ul>	<p>15</p>

Victorian Coastal Strategy 2008 and 2013 and the Western Coastal Boating Action Plan. The VCS planning policies state that development of state coastal crown land should be restricted to uses that require the coastal location including boating, fishing and recreational activities. Local community expertise is crucial to effectively implement development. The Western Coastal Boating Action Plan documents the importance of recreational boating to coastal communities. Point Grey is identified as the main boat launching facility between Anglesea and Apollo Bay on the west coast. The Action Plan states facilities at Point Grey should be developed to make launching and retrieving safer.

- Victorian Coastal Strategy 2008

Part 4: Suitable Development on the coast - Criteria for use and development on coastal Crown land

Coastal-dependent land use and development on coastal Crown land includes boat ramps, surf clubs, yachting, boating or angling clubs, boathouses, ports and harbors, as well as recreational infrastructure to support beach-related activity such as change rooms or toilets, seating, barbeques, shade structures.

Use and development on coastal Crown land should meet the following criteria, where relevant:

- Has demonstrated need to be sited on the coast and requires a coastal location to function
- Located within an activity node or recreation node
- Fulfils an identifiable need or demand that cannot be met elsewhere
- Demonstrates considerable net community and public benefit and ensures equity in community access to
- New and existing use and development
- Involved consultation with local and broader community

The guidelines clearly state coastal crown land development should be restricted to uses that require a coastal location to function. The aquatic club best fits this description. The restaurant, take away cafe and fish shop could all be located elsewhere. The aquatic club should be given priority in this development

- It is critical that the provision of boating facilities be informed by good planning and investigation so that future demand is catered to in a responsible way. The Victorian Coastal Strategy 2008 recognises the importance of recreational boating and identifies the need to strategically plan for the delivery of sustainable recreational boating facilities and infrastructure through Coastal Action Plans.
- The proposed development should be modified to comply with the VCS planning policy that states preference should be given to coastal based activities that meet community needs for coastal and water based experiences and non-coastal dependent usage should be relocated away from coastal crown land when the opportunity arises. (VCS 2008 para. 4.3 Coastal Crown Land Buildings and Infrastructure Policies 1 and 5)

- I have read the Victorian Coastal Strategy document in great detail and shake my head as I come to the realisation that 3 key statements in this document have been ignored. “Coastal communities and coastal based groups have a crucial role in coastal planning and management by contributing their time, local knowledge, expertise and being a part of the decision- making process” pp.8. Section 2.4 outlines that education; awareness and stewardship policy direction 2 should ensure ongoing and meaningful community engagement and active involvement in planning, management and decision-making. Pp. 42. The use and development on coastal crown land should involve consultation with local and broader community. Pp. 56
- Flawed view of the application of coastal policy,
- Inappropriate weighting of design criteria
- An increased footprint for the Club, on the existing site, is consistent with the Victorian Coastal Strategy 2008.
- Find out why GORCC opted to follow policies over community needs.
- Despite the Victorian Coastal Strategy stating numerous times the role of community's perceptions being vital; 'Coastal communities and coastal based groups have a crucial role in coastal planning and management by contributing their time, local knowledge, expertise and being part of the decision-making process' pp.8. Section 2.4 outlines that education, awareness and stewardship policy direction 2 should 'ensure ongoing and meaningful community engagement and active involvement in planning, management and decision-making' pp.42. The use and development on coastal crown land should involve consultation with local and broader community pp.56. Main focus of this strategy is to provide protection, sustainable use and enjoyment today/future generations
- The Point Grey Plan makes reference to the Victorian Coastal Strategy (VCS), inferring that the VCS recommends buildings on the coast 'should be consolidated and be multi use'. This inference is incorrect. Part 4.3 of the VCS 2008 mentions consolidation of infrastructure as one possible option, along with relocation and landscaping.
- The Lorne Angling and Aquatic Club (LAAC) community group strongly prefer the provision of two buildings. This preference is supported by the VCS policy to 'ensure provision of buildings and infrastructure on coastal Crown land is coastal dependent, sustainable, accessible, equitable, and meets community needs for coastal and water-based experiences'.
- While claiming to stick to the Victorian Coastal Strategy 2008 the draft plan is quite selective in interpreting that strategy. To claim the imperative is that buildings on the coast "should be consolidated" is an insufficient reading of it. The Strategy goes on to say that "The rejuvenation of heritage places has the potential to accommodate new uses and contribute positively to the coastal and environmental experience." (Section 4.3 Coastal Crown Land Buildings and Infrastructure).  
  
It states that in the same Section 4.3 that "existing buildings and infrastructure should be consolidated, redesigned and re-sited or landscaped to minimise visual and ecological impacts."  
  
So within the Victorian Coastal Strategy 2008 it is recognised that separate buildings are an option and this is clearly expressed.



	<ul style="list-style-type: none"> <li>The stated policy (again Section 4.3) is "Ensure provision of buildings and infrastructure on coastal Crown land is coastal dependent, sustainable, accessible, equitable and meets community needs for coastal and water-based experiences." This was clearly written with, for example, the Lorne Surf Lifesaving Club in mind as well as the Lorne Aquatic and Angling Club.</li> </ul>	
Water Safety not addressed	<ul style="list-style-type: none"> <li>The plan mentions that the new siting of the club will result in improved surveillance of boating and fishing activities for members but they did not see that this was advantageous as there had been very few accidents in the history of the club.</li> <li>There are people at the club building all year who can see and provide assistance to swimmers and there are first aid facilities. This makes the area much safer for swimmers as the club and lifesavers are located at either end of the beach.</li> <li>The current location is good to support the Pier to Pub swim.</li> <li>LAAC plays an important role in the surveillance of the thousands of swimmers over a 4-6 month period, during summer months and the lead up to the Pier to Pub event. The position of the LAAC building is important in terms of sight lines to the pier and the stretch of water not visible from the lifesaving club. A letter of support has been received from the LSLSC; We have surveillance of pier fisherperso ns using the pier and platforms which are concentrated on the north and east sides. Water safety and rescue is assisted by the availability of rubber duckie, life ring and defibrillator located at the club, with a recovery tractor the rubber duckie is able to be launched from the ramp next to the current location;</li> <li>Retention of the Lorne Aquatic and Angling Club (LAAC) in its current location makes sense in regard to proximity to the water to ensure the maintenance of a line of sight to "Hospital Point" for all water users from swimmers heading for the main beach to kayakers, divers and boaties. Keeping an eye on people on the pier and confirming that the life ring, for example, is in place is also only achievable from the current location.</li> <li>Tourism and LOCAL community has put up with the removal of anything to do with boating safety from the pier, addressing these issues has been ignored in this design</li> </ul>	6
<b>Aspects of the Draft Plan that submitters supported/liked</b>		
The connection between people and nature has been increased	<ul style="list-style-type: none"> <li>People considering the plan needed to take a broader definition of "community" when considering how Point Grey should be redeveloped. Their view was that 90% of visitors to Lorne are non-rate payers and they bring in most of the dollars - so there is a need to create a memorable destination that they will want to visit in order to maximise the opportunity for future tourist dollars. This member liked the overall concept and the buildings being brought back from the coastline as it opens up views and access for everyone.</li> <li>Please ensure the ugly electricity wire and poles are all under ground as part of the project. I like the draft plans openness from the road to the water, to create a sort of landscaped amphitheatre, allowing people to stay longer and admire the beautiful view.</li> <li>I regularly drive along the Great Ocean Road Lorne at Point Grey and believe that GORCC has done a great job by opening up</li> </ul>	10

	<p>the view corridor to the pier and Point Grey in its draft plan. This view is everything to me. It could be enhanced by removing low-level shrubs between the road and the sea, as we have plenty of greenery in Lorne already. We need to see more water as we drive along the Great Ocean Road. Having just the single building and replacing the land area currently occupied by the Aquatic Club with flat open landscaping and grass is a terrific idea.</p> <ul style="list-style-type: none"> <li>• GORCC has done a truly magnificent job. The decision to have only single level low-lying building is the best scenario. Don't worry about the Aquatic club protests, their members will be far better served being part of the single building. It will be a natural and synergistic adjacent to the Cafe/Restaurant and fish markets, plus boat owners will be nearer to the boat landing ramp.</li> </ul> <p>Please remove the ugly electricity wires and poles along Great Ocean Road. It is imperative that GORCC takes the opportunity to fully open the sight lines across from the Grand Pacific Hotel(another icon of Lorne), the best way to do this is to remove the Aquatic Club's current building and to open up the entire area, as depicted in the Draft Plan. Excellent work to GORCC.</p> <ul style="list-style-type: none"> <li>• I also think the unattractive power lines and pole along the Great Ocean Road at the Point Grey section of the road need to be undergrounded as part of the project. One more suggestion is to limit the speed limit for cars around Point Grey to 50km per hour in summer.</li> <li>• In terms of trees and shrubs, only very low lying shrubs should be planted, to ensure the water views are not impeded.</li> <li>• Replacement of the area occupied currently by the asphalt car park and the LAC building with landscaped terraces and large tracts of beautiful grass and open areas for the public to enjoy the beauty of Pt Grey. This to me is very simple, low cost and, importantly, will open up the view corridor from the Great Ocean Rd. As a result, the enlarged view corridor will encourage more people to use the space.</li> <li>• Trust the final plan will also include the under grounding of the power lines and poles along the Great Ocean Rd, to maximise the view and ensure the new precinct stands out visually from the Great Ocean Road and not detrimentally impacted the ugliness of the power lines.</li> <li>• People and connection with nature being central to the proposal project plan.</li> <li>• Continuation of the coast path from the Pier to Shelley Beach.</li> </ul>	
Positives (General)	<ul style="list-style-type: none"> <li>• Your work to date is absolutely spot on. Your team has aced with a plan that will allow generations of people to set our pier and point Grey as one of Lorne's most beautiful features. Congrats to all concerned.</li> <li>• All I want to say is I like the draft report and recommend it to be accepted in its entirety. I would make no changes. I am delighted you have enhanced the view corridor and relocating aquatic club and having just one low-lying building make sense. Excellent work and congratulations for your vision and progress to date.</li> <li>• I would like to congratulate you on the draft Point Grey Precinct Plan, as I think it maximises the view from the Great Ocean</li> </ul>	8

	<p>Road out to the water, the Pier, and the entire point Grey precinct</p> <ul style="list-style-type: none"> <li>• Well done on releasing the Draft Plan, as it cannot be faulted. Your organisation has accurately addressed the key needs of the greater community, and I sincerely hope the final plan does not deviate from this draft. Congratulations to all concerned at the GOCC for delivering such a high quality plan.</li> <li>• It looks good to me</li> <li>• One benefit of the draft plan is that the ideas look feasible.</li> <li>• Another person commented that people considering the plan needed to take a broader definition of “community” when considering how Point Grey should be redeveloped. Their view was that 90% of visitors to Lorne are non-rate payers and they bring in most of the dollars - so there is a need to create a memorable destination that they will want to visit in order to maximise the opportunity for future tourist dollars. This member liked the overall concept and the buildings being brought back from the coastline as it opens up views and access for everyone.</li> <li>• Happy to close northern entrance and have just one entry and exit point. Road should not go all the way through as it’s too dangerous for pedestrians if traffic can drive right through the site.</li> </ul>	
<p>Broader community needs have been and should be considered</p>	<ul style="list-style-type: none"> <li>• Please make sure GORCC continues to serve the interests of the many visitors and users of the Great Ocean Road Coast and do not allow those few high profile individuals to force you to make compromises which will not be in the interest of the thousands of Lorne visitors.</li> <li>• Please do not allow the aquatic club to take priority from the greater populations interest. That is, a few Aquatic Club members should not dictate the lands future use.</li> <li>• I appreciate all the work and effort that has gone into it, including the community consultations.</li> <li>• Well done on your work to date, and please ensure the end result is not compromised by a few high profile or vocal locals, who may have their own self or vested interests. GORCC needs to consider the bigger picture and always take into account the interests of the many people who use the Great Ocean Road.</li> <li>• I believe the GORCC needs to take into account a perspective much larger than just the interests of the LAC.</li> <li>• I do hope the GORCC has the courage to maintain its position on the construction scope size and placement, and not compromise the end result in the interests of the vast number of Great Ocean Road visitors and regular users. That is, the GOCC must not give in to a handful of vocal and high profile locals</li> <li>• There is much in the GORCC Point Grey Precinct Plan - Draft Report that is commendable and with further positive community consultation most of the contentious issues can be resolved.</li> </ul>	<p>7</p>

Sympathetically designed buildings	<ul style="list-style-type: none"> <li>• I am delighted to see a single low level building</li> <li>• The architecture design of the new restaurant looks good and would fit in well with its position, board walk area looks good as well.</li> <li>• I would like to congratulate you on the draft Point Grey Precinct Plan, as I think it maximises the view from the Great Ocean Road out to the water , the Pier, and the entire point Grey precinct</li> <li>• The most important aspect of the development is to minimise the bulk size &amp; height of any structure so that it can not impede the view from the Great Ocean Road.</li> <li>• Buildings designed sympathetically with the coastal environment replacing what is a modified factory and a low value, incompatible LAAC/Community building</li> <li>• Replace existing buildings with new improved facilities designed to be more sympathetic with the Point Grey coastal environment (84%)</li> </ul>	6
One building supported	<ul style="list-style-type: none"> <li>• This is why I believe the single building option is the best, and why the Aquatic Club building, which is an eye saw needs to be relocated. One building on Co-op site could be used to house a new Heritage Centre as well as the 3 lessees as per plan.</li> <li>• I am a proud local, but I just see the Aquatic Club as being essentially a drinker’s hang out. The sort of people who attend the Aquatic Club make many others, walking past especially young women, feel uncomfortable. The Point Grey Precinct needs to attract families and encourage them to spend time there to truly appreciate the natural beauty. This type of activity is not consistent with retaining the Aquatic Club in its own building or in its current location.</li> <li>• One low level single storey building structure, with little visual impact from the Great Ocean Rd as is being proposed incorporating both the restaurant/cafe and Lorne Aquatic Club LAC is the best outcome in terms of construction scope size and placement. This outcome is in my view one of the best features of the precinct plan, as it opens up the view corridor across to Point Grey from the world famous Great Ocean Rd and from the iconic Grand Pacific Hotel, itself a major attraction serving the Pt Grey precinct.</li> <li>• Having its current building retained would be an eye saw, and refurbishing it, would be a waste of money, as it's location would bestow it a level of visual prominence disproportionate to the value it presents to the greater community. I know of many people, especially young women including my adult daughters and their friends, who have told me they feel uncomfortable walking past the LAC as it is usually full of drunk men.</li> <li>• I hate seeing all of the men drinking as I walk past. They do not deserve to have such a visually prominent location</li> </ul>	5
Green spaces/passive recreation has	<ul style="list-style-type: none"> <li>• A further way to improve the beauty of Point Grey Precinct is to underground the ugly power lines along the Great Ocean Road in front of the entire precinct. The large tourist buses should not be allowed to park on the Great Ocean Road as they</li> </ul>	5

increased	<p>will pose pedestrian risks and also the large sizes of buses will impact on the view corridor.</p> <ul style="list-style-type: none"> <li>• The grassed terraced area would be good but how many more do we need in Lorne; I don't think it needs to be as substantial as it as been designed if we need all of it at all.</li> <li>• We believe the landscaping, passive recreation and parking proposals are sound</li> <li>• Increasing soft landscaped space and planting while reducing hard asphalt areas.</li> <li>• Provision of recreational facilities including barbeque and seating facilities</li> </ul>	
Other Possible Ideas	<ul style="list-style-type: none"> <li>• I think it would be a great idea to have some sort of pop up establishment in the busy summer months that supplied basic items needed like milk, cereal, bread and papers - icecream. This would take the pressure off the centre and northern sections of Lorne which become very congested and it would provide permanent residents and holiday makers in south Lorne the ability to access basic necessities without contributing to the traffic issues. I was thinking something along the lines of Joost's pop up Greenhouse, which was erected for 20 days in the centre of Melbourne for the 2012 Wine and Food Festival. Something edgy and environmentally sound and a feature, which would enhance the precinct.</li> <li>• Several members talked about the need to present a plan that would be feasible and deliverable. However, further comments were made that the plan should present a long term vision for the site, even if that means developing a concept that can only be achieved through a staged funding and implementation process. It was also suggested that a flexible space could be created that offers the opportunity for future developments (e.g. space/flexibility for future heritage centre, etc).</li> <li>• An alternative view was presented by one CRG member that the club also be a separate building and sited close to its current location, but that it should be situated further back into the hill so that the foreshore area can be opened up for public use.</li> <li>• Further details should be provided in the draft plan about how artwork, and in particular sculptures, could be sited within the precinct. GORCC should consult with local artists (e.g Graeme Wilkie) about artwork for the site and where it should be located.</li> <li>• The Aquatic Club needs an outdoor area that fenced off and sheltered, that children can play in</li> </ul>	5
Heritage Inclusion	<ul style="list-style-type: none"> <li>• I have also appreciated the iconic Pier and Point Grey and very happy with the draft Plan.</li> <li>• Inclusion of Lorne focused heritage information and historical artifacts.</li> </ul>	2
Position of the buildings	<ul style="list-style-type: none"> <li>• All buildings are set back further from the coastal edge to improve vistas of Point Grey, Pier and Lorne coastline.</li> <li>• Another person commented that people considering the plan needed to take a broader definition of “community” when considering how Point Grey should be redeveloped. Their view was that 90% of visitors to Lorne are non-rate payers and they bring in most of the dollars - so there is a need to create a memorable destination that they will want to visit in order to maximise the opportunity for future tourist dollars. This member liked the overall concept and the buildings being brought</li> </ul>	2

	back from the coastline as it opens up views and access for everyone.	
<b>GRAND TOTAL</b>		<b>471</b>