

Point Grey Precinct Plan

**DRAFT Report
for Consultation**
SEPTEMBER 2013





With funding support from:



Project Consultants:

Tract
Landscape Architects
Urban Designers
Town Planners



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|---------------|----------------------------|
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Acronyms

| | |
|-------|--|
| AHD | Australian Height Datum |
| AWG | Agency Working Group |
| CHMP | Cultural Heritage Management Plan |
| CHP | Cultural Heritage Permit |
| CRG | Community Reference Group |
| DEPI | Department of Environment and Primary Industries |
| DTPLI | Department of Transport, Planning and Local Infrastructure |
| EPBC | Environmental Protection and Biodiversity Conservation Act |
| EVC | Ecological Vegetation Class |
| GORCC | Great Ocean Road Coast Committee |
| LAAC | Lorne Angling and Aquatic Club |
| RDV | Regional Development Victoria |
| SCS | Surf Coast Shire |
| VCS | Victorian Coastal Strategy |
| WSUD | Water Sensitive Urban Design |

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Figure 1: 3D Perspective view of the Draft Plan



1. Introduction

1.1 About this report

The Great Ocean Road Coast Committee (GORCC) is undertaking a planning process to identify a suitable option for the future use and development of the Point Grey precinct in Lorne. This report outlines a preferred concept plan for the precinct that has been developed using the results and findings of the previous stages of the project.

This report is being used to gain feedback on the draft plan as part of the third phase of consultation to be held during the planning process. All input received will be considered in the development of a final plan.

The draft plan outlined in this report has been informed by:

- A Vision and Guiding Principles for the precinct.
- Two phases of community consultation.
- Feedback from other stakeholders (eg government agencies).
- Existing legislative, planning and policy requirements.
- Good planning and design principles.

Following consideration of the various viewpoints, directions and information, a preferred option has been identified for the future of the precinct. This report outlines that preferred option and provides a draft plan for the site.

The Draft Point Grey Precinct Plan aims to strengthen the valued elements of Point Grey such as its natural beauty, rich history and rugged character and create a place that focuses on people. The draft plan includes many benefits and improvements including a new large 'green' public open space area, a new maritime square, heritage interpretation and improved pedestrian access and circulation arrangements at the precinct (see sections 4.7 and 4.8 for further details).

A key element of the plan is the consolidation of the existing users of the buildings at the precinct into one new building in the vicinity of the current restaurant/fishing co-op building (see section 2.2 and 4 for further details). It is acknowledged that many of the local people who have participated in the consultation process so far for this project have indicated that they would like to keep the current buildings or see them rebuilt in the same location on the precinct.

However, after careful analysis and consideration, it was determined that the existing buildings could not be kept and co-locating uses into one building best met the project's Guiding Principles, coastal planning guidelines and policies, and achieved the best public space outcomes for the precinct.

1.2 About this project

1.2.1 What are the project objectives?

The key objectives of the planning process are to:

- Identify appropriate uses for the precinct.
- Produce concept designs for the layout of the precinct, its buildings and other infrastructure required for these uses.
- Develop a realistic and achievable plan with appropriate funding, governance and other arrangements for the construction and operation of the new precinct.
- Involve the community and other stakeholders in the process so that the plan reflects their needs and further builds their commitment to the project and precinct.

It is hoped that through the eventual implementation of the resulting Point Grey Precinct Plan that the following outcomes will be achieved:

- New and improved community infrastructure and facilities for both locals and visitor to Lorne.
- Increased accessibility and use of the precinct.
- Improved management and protection of local environmental and cultural values.
- Community education and awareness of values and history of area.
- Increased visitation to the Lorne area, resulting in increased economic benefit for local businesses.
- Greater local employment opportunities (eg during and post construction).

1.2.2 What is the Study Area?

The Point Grey precinct encompasses Point Grey and its core facilities including the Lorne Angling and Aquatic Club (LAAC), the Lorne Pier, the 'Fishing co-op' and Restaurant, a public toilet and the supporting car park area (refer to Appendix A). The nearby Shelley Beach, Grand Pacific Hotel and other areas, including Queens Park, the Queens Park Caravan Park and St. George River, are important adjoining facilities and their relationship to the precinct has been considered in this planning process. The precinct is located approximately 1.2km from the Lorne town centre with access provided along the Great Ocean Road or the beach trail (Doug Stirling Trail).

1.2.3 How is the project being governed?

Located on public land, adjacent to the Great Ocean Road, the Point Grey precinct is the responsibility of the GORCC as specified under the *Crown Land (Reserves) Act 1978 and the Coastal Management Act 1995*. GORCC is leading the project.

An Agency Working Group (AWG) is providing advice and coordinating input of key government bodies, while a Community Reference Group (CRG) is a key source of input and feedback from the community (see Appendix B and C for further details). Input from the broader community of Lorne has been sought through extensive engagement activities (see Section 2.3 for further details).

Tract Consultants is the lead consultant on the project and is being supported by a number of specialist sub-consultants to deliver the plan.

The project is supported by funding partners Regional Development Victoria (RDV) and the Surf Coast Shire (SCS).

2. How the plan was developed

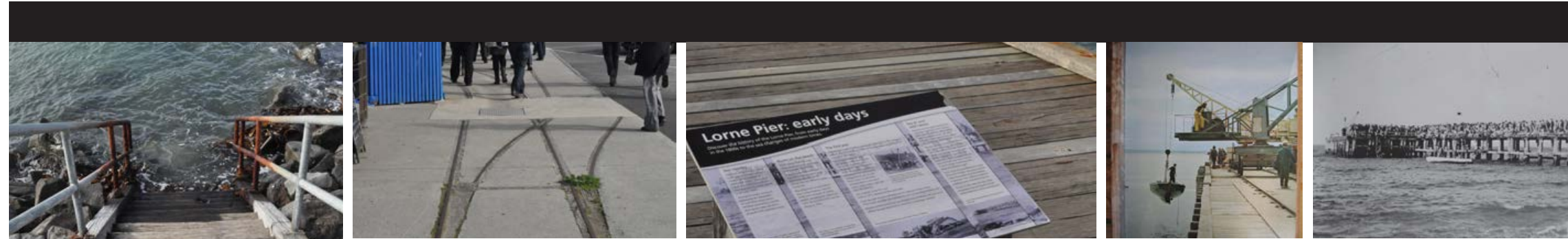
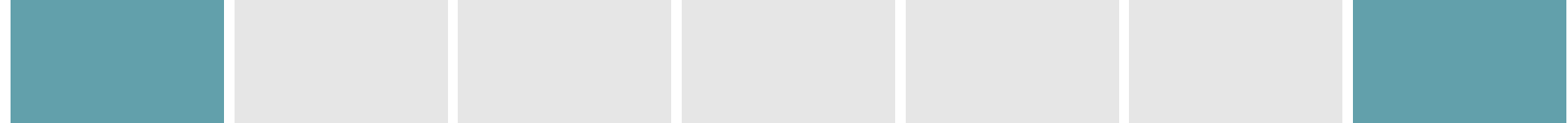
2.1 The Process so far

The release of the Draft Point Grey Precinct Plan Report marks a major milestone and the culmination of significant work by many stakeholders on the project to date. The key stages in the project are identified in the timeline opposite.

Further information regarding the stages of the project undertaken so far and their findings can be found on the GORCC website (www.gorcc.com.au) and in particular in the following documents:

- **Stage 1 consultation report**
- **Stage 2 consultation report**
- **Ideas Paper**

| Stage | Description | Time |
|-----------|--|-------------------------|
| 1a | Project research and scoping <i>See Ideas Paper for further information (www.gorcc.com.au)</i> | Oct. 2012- Nov. 2012 |
| 1b | Consultation to confirm or update the findings of the 2009 Place Essence Report <i>See Ideas Paper and Stage 1 Consultation Report for further information (www.gorcc.com.au)</i> | Dec. 2012 |
| 2a | Consideration of feedback and development of ideas for the future of the Point Grey precinct <i>See Ideas Paper and Stage 1 Consultation Report for further information (www.gorcc.com.au)</i> | Dec. 2012 - Jan. 2013 |
| 2b | Consultation on ideas for the Point Grey precinct <i>See Ideas Paper and Stage 2 Consultation Report for further information (www.gorcc.com.au)</i> | Jan. 2013 - Feb. 2013 |
| 3a | Consideration of feedback and development of the draft plan 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 this 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"> ▪ February 2013 Committee meeting: Presentation/consideration of results of Stage Two Stakeholder Engagement (ie feedback on Ideas Paper). ▪ April 2013 Committee meeting: Provide direction to consultants for preparing draft layout. ▪ May 2013 Committee meeting (extraordinary committee meeting): review and approve draft layout for use in developing full draft plan. ▪ July 2013 Committee meeting: Review full draft plan. ▪ August 2013 Committee meeting: Approve full draft plan for release. | Feb. 2013 - August 2013 |
| 3b | Release of the Draft Plan for public comment <i>See Section 6.1 of this report for further information</i> WE ARE HERE | Sep. 2013 - Oct. 2013 |
| 4 | Preparation of final plan <i>See Section 6.1 of this report for further information</i> | Oct. - Dec. 2013 |
| 5 | Approval process for the plan <i>See Section 6.2 of this report for further information</i> | Jan. - Sep. 2014 |
| 6 | Funding sought for implementation of the plan <i>See Section 6.2 of this report for further information</i> | 2014 onwards |



2.2 Key influences on the draft plan

2.2.1 Overview

Many sources of information were weighed up in the development of this draft plan. Initially a two building scenario was considered, as it was clear that many community members preferred a two building option. Additionally, it was identified that a two building option had a number of advantages. Examples of these advantages include:

- Creating a more distinct enclosure for the public plaza.
 - Greater flexibility with staging implementation (i.e. construct each building as funding becomes available).
- However, after due consideration and careful analysis of all the available data, it was found that a one building option had merit on many levels. Examples of these advantages include:
- Lower construction costs, therefore being more realistic to achieve.
 - Larger area of public open space.
 - Greater views available from greater part of the precinct to greater number of people.
 - Building has minimal visibility from the Great Ocean Road and other areas.
 - Allows the LAAC the best opportunity for surveillance and interactions with the boat access ramp.

Overall, it was decided the one building scenario was a better option.

The above is a small snapshot of some of the advantages and disadvantages of the two main options weighed up in making this decision. Further information is included opposite and in other sections of this report (eg Appendix A).

2.2.2 Significant sources of direction and key issues to resolve

While the range of influences and considerations for preparing the draft plan were wide and varied, the most significant sources of direction can be summarised into the following four categories:

- Community feedback (eg from the CRG and the findings of the first two stages of community consultation for this project, as well as those from previous consultation activities, such as those detailed in the *Point Grey and Slaughterhouse Site Masterplan*, Place Essence Report 2009).
- Feedback from other stakeholders, such as government agencies (eg from the AWG and targeted stakeholder meetings).
- Existing legislative and planning framework (eg *Coastal Management Act 1995*, *Crown Land (Reserves) Act 1978*, Victorian Coastal Strategy, Lorne Coastal Action Plan).
- Good planning and design principles (eg Siting and Design Guidelines for Structures on the Victorian Coast, Managing Coastal Hazards and the Coastal Impacts of Climate Change - Practice Note 53 and the Office of the Victorian Government Architect guidelines).

While some areas of general agreement were identified amongst the above sources of direction, such as support for the plan and redevelopment process, a number of differing and sometimes competing directions were also identified. The following topics are four of the more significant examples of where directions differed or competed.

2.2.3 Key issues to resolve

1. Location of building/s

- The Victorian Coastal Strategy (VCS) states that buildings should be set back as far as possible from the water's edge.
- The majority of survey respondents in the second stage of consultation for the project liked scenarios with buildings closer to water.
- The most commercially viable position for a restaurant is close to water.
- A building must remain in a similar position to the current restaurant and fishing co-op building to ensure the Maritime Square and other parts of the precinct will be protected from the weather and used by people.
- The LAAC wants to remain on its current site.
- Buildings should have minimal visibility from the Great Ocean Road to limit implications under *Environment Protection and Biodiversity Conservation Act 1999* due to impacts on heritage listed views

Response in draft plan

Existing users of buildings in the precinct have been consolidated into one new building located in the vicinity of the current restaurant / fishing co-op building.

The new building has two distinct and separated parts: one for commercial uses (eg restaurant / cafe, fish sales); and one for community uses (eg LAAC and other community uses).

2. Number of buildings

- The majority of survey respondents in the second stage of consultation for the project liked scenarios with two buildings.
- The LAAC wants to remain on its current site.
- The VCS states that buildings on the coast should be consolidated and multi-use.
- One building minimises the development footprint and maximises open space and views from the precinct
- One building best meets coastal design principles and the Guiding Principles of the project.

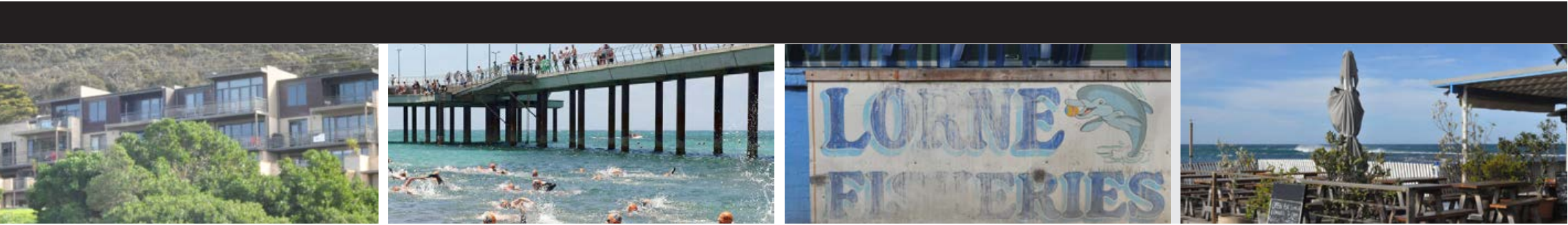
Response in draft plan

Existing users of buildings in the precinct have been consolidated into one new building located in the vicinity of the current restaurant / fishing co-op building.

The new building has two distinct and separated parts: one for commercial uses (eg restaurant / cafe, fish sales); and one for community uses (eg LAAC and other community uses).



Existing restaurant / fishing co-op building within the precinct



3. Funding

- While GORCC is the land manager responsible for the Point Grey precinct and is therefore leading this planning process, it does not have the ability to fully fund the redevelopment of the precinct itself.
- Other sources of funding are limited, with grants from government being the only realistic other source of funding identified so far.
- This, and potentially other government funding, is more likely to be obtained if a contribution from private (ie non-government) sources is secured.
- In order to attract private investment in the redevelopment, the precinct must include a feasible commercial element/s.
- While there has consistently been general support amongst the community for some commercial uses at the precinct in the future, most of the community has indicated they do not want to see much more than what is presently at the precinct (eg restaurant, fish sales, take away).

Response in draft plan

GORCC intends to make a contribution of up to \$1.5 million towards the cost of the redevelopment. Opportunities will be investigated for gaining contributions from others (eg. operators / lessees of the commercial elements of the new precinct) towards the development. However commercial uses in the draft plan have effectively been limited to what are currently at the precinct.



Lorne Aquatic and Angling Club

4. Car parking and vehicle access

- Car parking currently dominates the core of the precinct.
- The 'Siting and Design Guidelines for Structures on the Victorian Coast' state that car parks and roads should be minimised.
- Reducing parking in the core of the precinct opens this area up for use as the Maritime Square.
- Reducing parking in the core of the precinct is consistent with the project's Guiding Principles.
- Some parking must be provided at the precinct, and at least enough to meet the Surf Coast Planning Scheme's requirement of one car space per 0.4 patrons for the restaurant/café/takeaway facility.
- While some of the required spaces can be provided on the lower level, the majority need to be situated elsewhere.
- Parking on the lower level will facilitate access by disabled users and vehicles servicing the building.
- The constraints of the site (eg shell midden, view protection) restrict many areas from being used for the rest of the required parking.

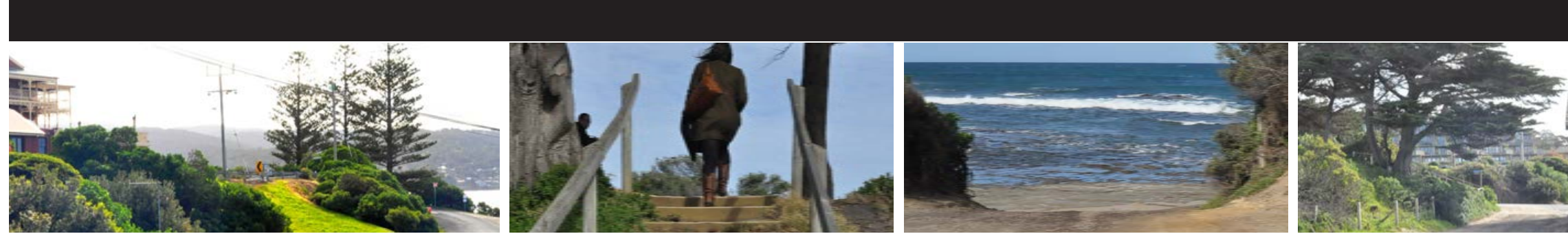
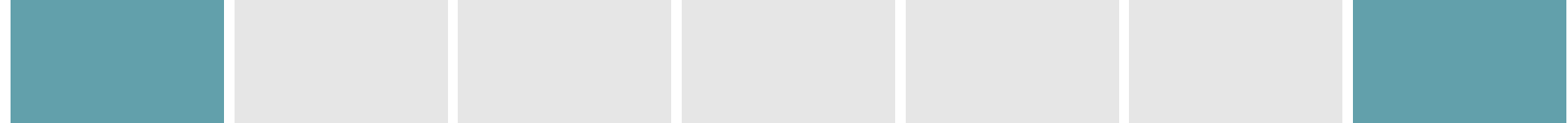
Response in draft plan

Car parking has been minimised in the core of the precinct, with the majority of parking to be accommodated through an expansion to the existing car park above Shelley Beach.

The above issues, as well as many more, provided significant challenges to the planning process. In order to ensure a balance was reached and legislative and planning requirements were satisfied, compromises were needed to be made. These compromises were made in a way that best reflected the community's desires, while providing a well-designed outcome to ensure people will continue to use and enjoy the precinct for years to come.



Existing car parking areas within the precinct



2.3 Community and stakeholder feedback

Community and stakeholder consultation is an important part of developing the precinct plan for Point Grey. The consultation undertaken so far in the project is explained further opposite.

2.3.1 Consultation Stage One

Consultation was held in December 2012 to:

- Obtain feedback from the Lorne community on what they do and do not want to see at Point Grey.
- 'Check in' with the community as to previous consultation undertaken as part of the Point Grey and Slaughterhouse Master Plan Project - Place Essence Report (2009) to confirm/update the findings of the Place Essence Report.
- Gather and consider feedback for use in the development of 'ideas' for the Point Grey Precinct.
- 'Listening posts' were held in the main street of Lorne and a survey was made available online and in hard copy. In total, 139 completed surveys were submitted.



Participants at the open house events in January 2013

2.3.2 Consultation Stage Two

A second stage of consultation was held over January/February 2013 to:

- Obtain feedback from the Lorne community on the Guiding Principles and Image and Character Ideas presented in the Ideas Paper.
- Obtain feedback from the Lorne community and key stakeholders on the six Precinct Layout Scenarios for Point Grey presented in the Ideas Paper.
- Gather and consider feedback for use in the development of a draft plan for the Point Grey Precinct.

Over 300 people attended open house events held on the Lorne Foreshore over two days in January, and in total, 206 completed surveys were submitted. Targeted stakeholder consultation was also held with 13 stakeholder groups (including government agencies, authorities and other key organisations).

Additionally, a targeted workshop was held with 18 students from Lorne-Aireys P-12 College in order to capture input from a younger demographic.

The full results of both previous stages of consultation are detailed in reports which can be found at www.gorcc.com.au.



Participants at the student workshop in February 2013

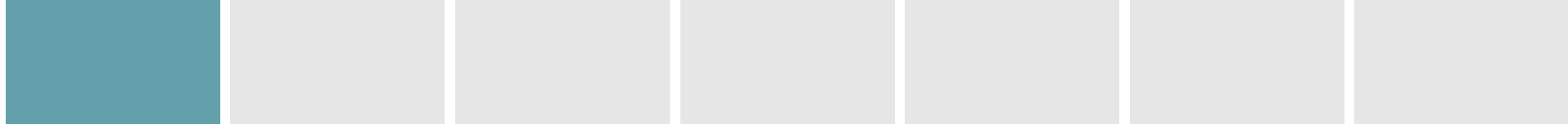
2.3.3 Community Reference Group and Agency Working Group

Additionally, two separate groups have been formed to provide feedback and input during the planning process.

These are:

- The CRG – comprising representatives from the local community, including residents, visitors, businesses, community groups, etc
- The AWG – comprising representatives from the main government bodies with a role in the project (ie SCS, Department of Environment and Primary Industries (DEPI) and RDV)

Further information about the CRG and AWG is included as Appendix B and C, respectively.



2.3.4 Key themes from consultation stages one and two

The table opposite identifies some of the key themes raised through the consultation process for this project so far. To the right of the table it is explained how each theme has been responded to in this draft plan and what guiding principle(s) each of these relates to.

This is a summary of a larger table that is included in Appendix A and includes all key themes for the consultation process so far.

| No. | What we heard | Consultation Stage | How has this been responded to in the draft plan? | Guiding Principle(s) this relates to |
|-----|---|--------------------|--|--------------------------------------|
| 1 | Passive and active recreation was the most popular choice for what community members would like to see at Point Grey (e.g. walking tracks, fishing). | Stage 1 | <p>A large (1,150 sqm. approx.) 'passive recreation' area has been provided in the northern part of the precinct. It will allow good access to the foreshore and passive recreational opportunities, including picnicking, barbequing, contemplating and enjoying the expansive views.</p> <p>Pedestrian access has been improved through filling the 'missing link' in the foreshore trail in front of the current restaurant building.</p> <p>Access to fishing opportunities (eg via the pier and boat access ramp) have been maintained.</p> | 2, 5, 7, 9, 11 |
| 2 | The second most popular choice for what community members would like to see at Point Grey was restaurant/cafes (although some specified only one was necessary) and fresh produce. | Stage 1 | The restaurant/café and fish-sales uses have been retained, and will be housed in new, purpose built facilities. | 1, 3 |
| 3 | The most common choice for what community members would not like to see at Point Grey is a tourism/information centre. | Stage 1 | <p>A tourism or information centre has not been provided for in the draft plan.</p> <p>Instead, subtle, low-key interpretive materials are integrated throughout the site (eg in bands of paving/seating in the passive recreation area) while also featuring specifically in the open heritage interpretive facility.</p> | 1, 3, 8 |
| 5 | The most popular choice from community members for what makes Point Grey special and unique were its history, views, natural beauty and the Pier and they indicated that these features should be kept and/or enhanced. | Stage 1 | <p>Subtle, low-key historical interpretive materials are to be integrated throughout the site (eg in bands of paving/seating in the passive recreation area) while also featuring specifically in the open heritage interpretive facility.</p> <p>Views from and to the precinct have been significantly improved through having no building in the northern part of the precinct.</p> <p>The natural beauty of the precinct will be enhanced through the reduced number of buildings and revegetation works.</p> <p>The pier is to remain and pedestrian access to it will be improved through the extension of the foreshore walking trail and removal of parking from the head of the pier.</p> | 5, 6, 8, 9 |
| 7 | The majority of survey respondents said they would prefer a scenario that contained two buildings rather than one. | Stage 2 | While technically one building, the new building has two distinct and separated parts: one for commercial uses (eg restaurant/café, fish sales); and one for community uses (eg LAAC and other community uses). It is felt that this design represents the best balance between the various influences on the plan (see Section 2.2) and provides more 'pros' for the precinct. | 1, 2, 3, 5, 7, 13 |
| 8 | The majority of survey respondents said they preferred a low cost scenario. | Stage 2 | The draft plan represents a low cost scenario for the future of the precinct, while still meeting the other requirements of the project (eg Vision and other Guiding Principles) | 13 |
| 12 | The majority of community members indicated that they preferred a single storey building and members of the CRG also expressed this preference. | Stage 2 | The new building is single storey. | 1, 3, 4 |

3. The Vision and Guiding Principles

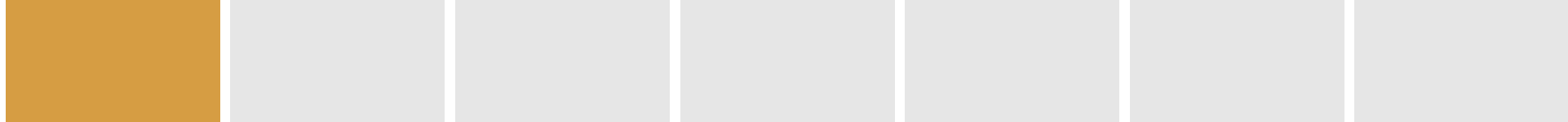
3.1 The Vision

The Vision provides a statement of the preferred long term future for the Point Grey precinct. It is an aspirational statement that conveys a sense of how the precinct should look, function and feel in the future.

The statement opposite is the same Vision contained within the 2009 Point Grey and Slaughterhouse Master Plan Project - Place Essence Report. It was reconfirmed as the Vision for the precinct during earlier stages of this project.

This Vision has provided high level guidance throughout the development of this draft plan.

“The Point Grey precinct is a place...
... *that is inviting and friendly... that caters for locals and visitors alike ... that is authentic and true to its character... that provides a strong sense of community ... where you can get a great coffee ... for memory making and celebration... for recreation, for fishing and water activities ... of stunning and beautiful natural assets ... to get close to the water ... that is accessible, affordable and connected to Lorne ... that is active all year round and leaves you wanting to return and stay longer ... a place that captures its history and tells its story.*”



3.2 The Guiding Principles

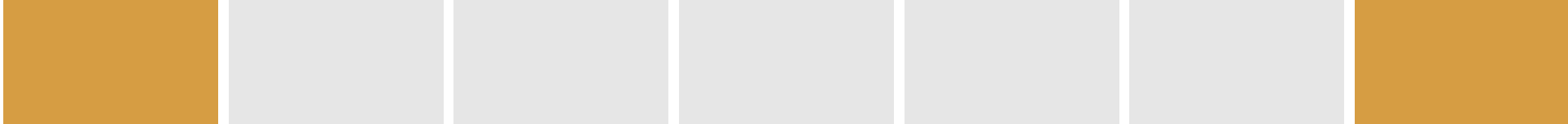
The draft plan has also been guided by a set of 13 principles. These principles were also developed through earlier stages of the project and are intended to integrate with the vision, while providing more detail in regards to the ‘on the ground’ outcomes sought within the precinct.

A draft set of Guiding Principles were tested as part of the second stage of community consultation with 78% of respondents supporting the principles proposed. A number of specific comments were also received regarding the principles and how they could be improved. The feedback received was used to make some small changes and create the final set of Guiding Principles for the precinct.

The Vision and Principles have been used to direct development of this draft plan and ensure it aligns with the requirements of the redevelopment, including the aspirations of stakeholders.

The table below lists all the final 13 Guiding Principles for the Point Grey Precinct and identifies how they have been achieved in the draft plan.

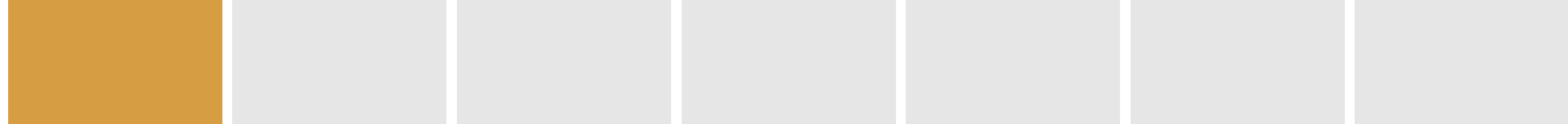
| Guiding Principle | What does this mean for the precinct? | How has it been achieved in the draft plan? |
|---|--|---|
| PRINCIPLE 1 <i>Future uses should largely reflect what currently exists (no significant increase)</i> | <ul style="list-style-type: none">▪ The LAAC, fish sales and restaurant should be included in any future plans, with consideration of future expansion requirements▪ Any new land uses should be complementary to existing uses, while not significantly increasing the overall development footprint | <ul style="list-style-type: none">▪ The LAAC, fish sales and restaurant are provided for in the draft plan, with appropriate provisions for their future requirements (eg reduced area for fish sales, increased area for LAAC use)▪ New land uses are minimal and for public use (ie maritime square, boardwalk, barbeque shelter, interpretation)▪ The developed foot print (ie buildings and car parking and vehicular access) has been reduced from its current size |
| PRINCIPLE 2 <i>The precinct should be a public place and a community resource</i> | <ul style="list-style-type: none">▪ The precinct should focus primarily on people▪ Commercial uses within the precinct should be limited▪ Future community uses / facilities / rooms should be inclusive, flexible and shared | <ul style="list-style-type: none">▪ The plan provides significant increases in open space and facilities for the public▪ Commercial uses of the precinct remain unchanged▪ The space allocated for ‘LAAC and other community uses’ will be available to all and flexible in its use |
| PRINCIPLE 3 <i>The scale of new buildings should largely reflect the existing scale</i> | <ul style="list-style-type: none">▪ Buildings should be 1-2 storeys in scale (roof line of existing restaurant is close to two-storeys in height)▪ Opportunities should be investigated to embed buildings within the topography so that they are not visually prominent | <ul style="list-style-type: none">▪ One building is provided and it is single storey▪ The new building incorporates a pitched roof to reflect the existing character▪ The new building has been sited on the lower level of the precinct, will feature natural materials and is of a size and bulk that will not protrude from the landscape▪ The overall building site coverage across the precinct has not increased |
| PRINCIPLE 4 <i>The precinct must reflect its own unique character and identity and provide buildings, structures and public spaces that are simple, legible and uncomplicated</i> | <ul style="list-style-type: none">▪ Pedestrian access should be logical and connect key features within the precinct▪ Materials should reflect the local character and history of the precinct▪ Buildings should be designed with simple forms | <ul style="list-style-type: none">▪ Pedestrian access has been improved through filling the ‘missing link’ in the foreshore trail in front of the current restaurant building▪ Natural, exposed timbers are specified for use throughout the precinct, including on the building▪ The new building incorporates a pitched roof to reflect the existing character▪ The new building is of the smallest size possible that still allows functional requirements of users to be met |
| PRINCIPLE 5 <i>The pier entry area and adjoining area must be a space for people to gather, interact and enjoy the surrounds</i> | <ul style="list-style-type: none">▪ Surrounding buildings should engage with and open up to the public space▪ The space should be protected from prevailing south west winds and rain▪ The space should be of a size that feels comfortable for people and contained▪ The space should maximise its northern aspect | <ul style="list-style-type: none">▪ A ‘Maritime Square’ is to be located at the pier entry and next to the building▪ The building will open onto and engage actively with the square and pier entry▪ The building has been sited and designed to provide protection from the prevailing south west winds▪ The square is large enough to facilitate and support use, without being too large and dominating the site. Use can ‘spill over’ onto grassed area if required▪ Sunlight will reach the square all day effectively |
| PRINCIPLE 6 <i>The environmental and natural qualities of the precinct should be protected and enhanced</i> | <ul style="list-style-type: none">▪ Sensitive environmental areas should be protected▪ Significant vegetation should be retained where possible▪ Revegetation should occur where possible whilst considering impacts on views out from the site▪ The natural topography of the site should be retained where possible | <ul style="list-style-type: none">▪ The majority of existing vegetation will remain, in particular large, mature trees▪ Other areas are identified for revegetation with appropriate coastal species▪ The sloping, two-tier topography will also remain, with some terracing on the grassed open space area▪ No intrusion into sensitive marine or intertidal areas will occur▪ Erosion protection works to be undertaken in front of building |



| Guiding Principle | What does this mean for the precinct? | How has it been achieved in the draft plan? |
|--|---|--|
| PRINCIPLE 7 <i>The waterfront must be publicly accessible and enjoyable</i> | <ul style="list-style-type: none">■ A continuous public path along the foreshore should be provided■ Additional opportunities to engage with the water should be provided | <ul style="list-style-type: none">■ The ‘missing link’ in the foreshore trail in front of the current restaurant building has been filled through construction of a raised boardwalk■ Moving the LAAC to its new location will allow:<ul style="list-style-type: none">■ Better engagement by members with the boat access ramp■ Greater access and enjoyment by the public of the waterfront near the existing LAAC site■ Expansive areas of open space for passive recreation■ Additional access points from the foreshore trail down to the sand/water’s edge are identified |
| PRINCIPLE 8 <i>The precinct should celebrate and interpret the historical and cultural values of the area</i> | <ul style="list-style-type: none">■ Interpretive material / spaces should be provided within the precinct to tell its story■ The existing historical features (e.g. midden, tramway tracks) should be protected and enhanced■ Materials and the design of buildings and spaces should celebrate the historic role and character of the precinct | <ul style="list-style-type: none">■ Interpretive materials are integrated throughout the site (eg in bands of paving/ seating in the passive recreation area) while also featuring specifically in the open heritage interpretive facility■ Opportunities for interpretive signage to be provided to celebrate the midden and tramway track■ Use of exposed timber throughout precinct will reflect its historic role in the local timber industry■ New building to use similar pitched roof to current restaurant/fishing co-op building |
| PRINCIPLE 9 <i>The precinct and its surrounds should be considered together in an integrated way</i> | <ul style="list-style-type: none">■ A continuous path along the foreshore must be provided through the precinct to connect to the Lorne town centre and Shelley Beach■ Connections to the neighbouring areas/sites should be enhanced■ Ensure land uses within the precinct complement those within the town centre | <ul style="list-style-type: none">■ Pedestrian access has been improved through filling the ‘missing link’ in the foreshore trail in front of the current restaurant building■ Improved pedestrian link across Great Ocean Road (near the Grand Pacific Hotel) to precinct to be provided■ While the land uses at the precinct are to be improved and enhanced, the range of land uses will remain unchanged and therefore will continue to complement those within the town centre as they currently do |
| PRINCIPLE 10 <i>Vehicle access and parking should be flexible and convenient but not dominate the core of the precinct</i> | <ul style="list-style-type: none">■ Car parking should not dominate key public spaces within the precinct■ Car parking and vehicle access areas should be designed so that they can be used for pedestrian circulation and events when needed■ Service access to future buildings and facilities will need to be provided | <ul style="list-style-type: none">■ While the amount of car parking within the precinct has increased slightly overall, this has been achieved through increasing the number of spaces in the area above Shelley Beach, outside of the core of the precinct■ Car parking has been reduced within the core of the precinct to provide for the Maritime Square and additional open spaces■ There will still be sufficient spaces to service the pier, fish sales, etc, without car parking dominating the area■ The central car parking and vehicle access area can easily be cordoned off to allow for increased pedestrian use and circulation when needed (eg during events)■ The northern vehicle access point has been retained for use only when required (eg during emergencies) – the remainder of the time it will be closed and utilised as open space■ A large area for overflow car parking during times of peak demand will remain on the higher level of the precinct next the Great Ocean Road |



View from Lorne Pier to the Point Grey Precinct



| Guiding Principle | What does this mean for the precinct? | How has it been achieved in the draft plan? |
|---|---|--|
| PRINCIPLE 11 <i>The 'Local level' boat access ramp should be retained</i> | <ul style="list-style-type: none">▪ The launching facility will need to be retained with no change. The Western Region Boating Coastal Action Plan classifies the facility as a 'local' level facility that is suitable only for minor improvements▪ Access to the boat access ramp must be provided▪ Boat trailer parking should be provided within the precinct | <ul style="list-style-type: none">▪ The boat access ramp has been retained without change – as required by the Boating CAP▪ Access to the boat access ramp has been provided▪ Boat wash down and fish cleaning facilities have been provided in close proximity to the launching facility▪ The location of the LAAC will allow improved interaction and visual surveillance of the boat access ramp▪ Boat trailer parking has been provided for in the main car park |
| PRINCIPLE 12 <i>Future development within the precinct should utilise best practice Environmental Sustainable Design (ESD) techniques</i> | <ul style="list-style-type: none">▪ Buildings and structures should maximise opportunities for passive energy generation utilising the unique climatic conditions▪ Water Sensitive Urban design should be incorporated into the design of public space | <ul style="list-style-type: none">▪ Majority of land uses within the precinct face north to capture the sun▪ Design guidelines propose the future building should incorporate environmentally sustainable initiatives including renewable energy generation, integrated water management, sustainable material selection, cross flow ventilation, insulation and natural lighting▪ Water Sensitive Urban design will be incorporated into the design of public spaces and car parking |
| PRINCIPLE 13 <i>The Point Grey Precinct Plan must be deliverable</i> | <ul style="list-style-type: none">▪ The plan must be of a scale and design that is economically viable▪ The plan should be stageable and flexible so that it can respond to economic conditions and needs▪ Future use and development should be consistent with relevant legislation, policies and plans▪ The future use and development of the precinct should be supported by stakeholders | <ul style="list-style-type: none">▪ The plan is modest and relatively low scale, therefore reducing the construction cost and increasing financial viability▪ The plan is consistent with relevant legislation, policies and plans, in particular the need to minimise development on coastal Crown land, co-locate uses and set back buildings from the water's edge as far as practicable▪ Implementation of elements of the plan are stageable (eg the LAAC can continue use of its current building until the new building is constructed, then the current LAAC building can be removed and the Passive Recreation Area completed)▪ While strong support has been shown amongst all stakeholders for redeveloping the precinct, it would be unrealistic to expect that every person would fully support every aspect of the new design |



Existing boat access ramp at Point Grey

4. The Draft Plan

4.1 Overview

The following sections of the report outline the draft concept plan for the future use and development of the Point Grey precinct in Lorne.

The results and findings from all previous stages of the project were used and weighed up to identify the preferred design for the precinct. In particular, development of the plan was guided by:

- The Vision and Guiding Principles for the precinct.
- Two phases of community consultation.
- Feedback from other stakeholders (eg government agencies).
- Existing legislative, planning and policy requirements.
- Good planning and design principles.

The information from these sources provided a diverse set of views and directions.

One direction identified during the community consultation stages was a preference by many people in Lorne to maintain the current buildings or see them rebuilt in the same location on the precinct. However, it was considered that the current buildings could not be kept and refurbished because:

- The buildings would inhibit the precinct's ability to reach its full potential, are costly to maintain and are past their use-by date (eg they may not meet building code standards and could be unsafe).
- Renovating old buildings is often more costly than building new.
- The LAAC stated they would like new facilities, and hopefully a bigger footprint.

This left two possible options. These were:

- (A) Keeping with the current precinct layout of two buildings but rebuilding them (new).
- (B) A single new building.

Again, different views and directions on these options were received. After weighing these up, it was decided that the preferred response to this important element of the plan is for one new building, sited in the vicinity of the current restaurant/fishing co-op building. The decision making process involved exploring the many benefits and disadvantages of both a two building and a one building option. In particular, the one building option was considered to best meet coastal design principles and the Guiding Principles of the project. This is further explained in Appendix A.

While it is believed that this draft plan provides for the best overall outcomes for stakeholders, including the community, and the precinct, it is understood that not everyone will be entirely happy with it and that some may be disappointed with particular elements of it. One hundred percent agreement by all stakeholders is very rare in any planning process, particularly those concerning sites of high value to the community and where a balance needs to be reached between differing views and directions. A key purpose of this draft plan is to explain the reasons for the decisions made, including the one building design, and outline how feedback from stakeholders, including the community, influenced these decisions.

4.2 Key benefits of the draft plan

The draft Point Grey Precinct Plan will deliver a number of significant benefits to the local and wider community. Key benefits are outlined below. Further details are contained in the triple bottom-line assessment in Section 4.9.

When implemented, the Plan will provide the following:

Significant increases in public open space

The draft plan provides an increase in public space with a new maritime square of 500sqm, and lawn areas of approximately 600sqm, all with uninterrupted views of the water. New seating, picnic and barbecue facilities will create a great place for people to gather, relax and enjoy all that Point Grey has to offer.

The consolidation of uses in to one main building, the removal of the northern vehicle entrance and the reduction of car parking in the core of the precinct enables larger open spaces to be created.

Active and engaging uses

Restaurant /cafe / takeaway and fish sales uses will focus on the maritime square, pier entry and timber boardwalk to create a highly active and engaging place all year round. The inclusion of a cafe / takeaway provides a more affordable and casual offer to the restaurant and creates an end point for the walk from town.

The LAAC and other community uses will provide an attractive address to the waterfront, allowing for commanding views of the coastline and the boat access ramp.

Strong connections to the water

The draft plan will create a stronger sense of connection to the water through additional water access points, expansive water views from the public realm and a large area of public open space directly abutting the water. Importantly, a continuous foreshore path and boardwalk will now enable uninterrupted pedestrian access between the Lorne town centre and Shelley Beach.

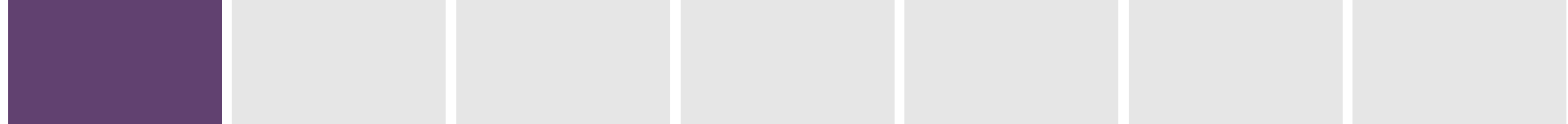
A natural place

The draft plan proposes to increase 'green' public open space, which will further enhance Point Grey as a natural place. Revegetation is proposed along the hillsides and sections of the coastal edge creating a sense of natural enclosure and provides important habitat locations.

A place to tell the story of Point Grey

The precinct will tell its story through interpretation and the design of buildings and structures and by simply reinstating the natural qualities and beauty of Point Grey.

A dedicated shelter along with subtle interpretation through inscriptions in paving will ensure the history of Point Grey is conveyed in a meaningful way.



A community asset

Larger, new and improved built community facilities will be provided through a section of the new building allocated for the ‘LAAC and other community uses’. This will be a flexible and shared space that houses the LAAC and that is also available for appropriate use by other community members and groups, similar to how the current LAAC building operates.

The LAAC building is now located to provide visual surveillance of the boat access ramp. A fish cleaning facility will also be provided adjacent to the building.

Leadership in environmental sustainability

The draft plan proposes several sustainability initiatives both within the building and the public open spaces. Passive energy generation through solar panels and wind energy and use of sustainable building materials will be considered in the future detailed design of the building. Opportunities for water sensitive urban design are recommended for the open space and car parking areas.

Improved management of the coastal edge

The draft plan recognises that there is a need to provide for active management of the coast to ensure the long term management of the precinct. A combination of rocking and re-planting is recommended along the coastal edge to minimise the impacts of erosion and storm surges.

The main building is located close to the coastline, however it will be located at an elevation of Australian Height Datum (AHD) 3.6m, which places it significantly higher than the 0.8m sea level rise that should be considered in coastal planning until 2100 as outlined in the VCS.

A strong boost for the local economy

The proposed development is estimated to provide over \$7.7 million to the Great Ocean Road Region economy during construction and over \$1.4 million annually during its operational phase.

The proposed development is also estimated to support over 28 full-time equivalent (FTE) annual jobs during construction and over 14 FTE annual jobs over the operational phase of the development.



Foreshore and dunes to Shelley Beach

4.3 The draft plan

NOTE

- ⑨ This indicates which guiding principle(s) the identified features relates to.

Emergency Vehicle Access ⑩

Emergency access provided from north along the general alignment of existing road. Road to be closed at other times. The sloping surface will be treated with gravel and the lower surface with lawn. Removable bollards, reboundable bollards or similar treatment to manage access

Pedestrian Link ⑨

Investigate options for safe pedestrian crossing into the Point Grey Precinct

Coastal garden ⑥

Coastal garden utilising indigenous species provides a backdrop to the seating wall and will be lit-up at night time

Shelters and barbeques ②

Shelters and barbeque, tables and chairs strategically positioned to capture expansive views along the coast and to the pier

Heritage Interpretation ⑧

Open heritage interpretive facility embedded into hill provides opportunities to convey history of Point Grey and display historic images and information

Grassed Amphitheatre ②

Grass amphitheatre created utilising natural slope provides opportunities for relaxing or performances

Low seating walls ② ⑧

Low walls to provide seating, interpretation opportunities and create a series of terraced lawn areas. Walls will be lit at night time to complement the pier lighting

Convenience parking ⑩

Vehicle circulation and 16 car spaces for drop-off, disabled parking and convenience parking. Surfacing treated differently from asphalt so that the area better integrates with adjoining public realm. Potential to close this area off to vehicles for large events such as Pier to Pub

Pier Lookout ⑧

Provides the opportunity for interpretive signage or a lookout area (with seating) with some of the best views of the site

Open lawn and views ② ⑦

Large expansive lawn and natural views retained and enhanced. Lawn offers opportunities for passive recreational activities and could be used during public events for overflow carparking. Frequent use for parking may however detract from the views along Great Ocean Road and is discouraged

Entry feature ④

Entry feature to create a strong sense of arrival into the Point Grey precinct. The feature will incorporate heavy timber totems with low-level planting. Similar features will be provided throughout the precinct to define key areas

Picnic area ②

Elevated picnic area improved through the removal of the public toilets, additional landscaping, shelter and picnic tables

Car parking ⑩

Majority of car parking with good access to on-site uses, but ensuring visual impact is minimised. 63 formal car parks provided with an additional 20 spaces in overflow parking. Main car park located 80m walk from nearest building.



Public art ⑧

Opportunity for public art to help tell the story of Point Grey. Potential for elements of former Pier Crane to be utilised / interpreted

Coastal Hazard Management ⑥

Rock stabilisation and revegetation to reduce erosion along the coastal edge and assist with protecting the coastline

Water access ⑦

Additional access provided to the water through stairs

Passive Recreation ②

Significant public space (1,150sqm approx.) created by removal of existing LAAC building providing good access to the foreshore and passive recreational activities including picnicing, contemplating and enjoying the expansive views. Public space also allows for events and gathering of crowds (i.e. staging area for the Pier to Pub race).

Water access ⑦

Improved access provides safe entry for Pier to Pub event and to the water at other times of the year

Interpretation ⑧

Bands of paving / seating walls will provide subtle opportunities for interpretation utilising text inscribed into the paving. Each band will tell a different part of the Point Grey story (i.e. Pier to Pub winners, local poetry related to Point Grey, fishing history, local marine life, the timber/logging industry)

Maritime Square ⑤ ⑦

Large public square / space (500sqm approx.) provides for a range of activities and events and outdoor dining from adjoining cafe. Historic tramway tracks are retained and integrated into the square

Outdoor dining ⑤ ⑦

Slightly elevated timber deck provides good separation from boardwalk and captures great views across the water. Screening will be used to provide privacy between outdoor dining terrace and of 'LAAC and other community uses' area

Timber Boardwalk ⑨

Boardwalk provides for continual pedestrian access along the foreshore and captures historic character of the precinct through uses of timber materials

New Building ① ③ ⑬

New building located at entry to pier capturing high pedestrian traffic and providing protection from the wind to the public square. Layout of building ensures bins and storage areas are hidden from key public views and views to the water within the building area maximised.

Boat Access ⑪

The boat access ramp is retained. Minor improvements have been made including provision of improved access to the facility, a boat wash down area, fish cleaning facilities and boat trailer parking nearby. Surveillance is also enhanced with new building overlooking boat access area.

Environmental Sustainable Design ⑫

Building is proposed to incorporate environmentally sustainable initiatives including maximising opportunities for renewable energy generation, integrated water management, sustainable material selection, cross flow ventilation, insulation and natural lighting. Water sensitive urban design should be incorporated in public spaces and car parking areas.

Figure 2: Draft Plan

4.4 Image and character ideas

The following are photo examples intended to help portray how elements of the draft plan may look and feel in the future. These images are indicative only.

Public Art

Public art utilising timber and forms reminiscent of past site uses (i.e. Couta boats). Potential for elements of the former Pier Crane to be utilised / interpreted



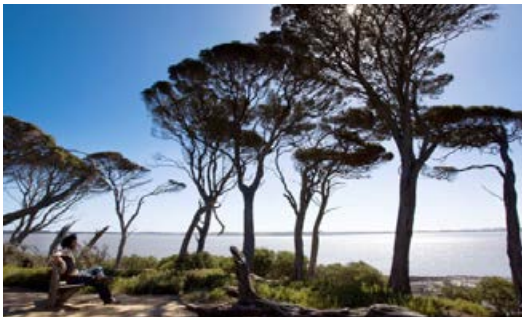
Coastal garden

Indigenous / native coastal species reinforce the inherent character of the site



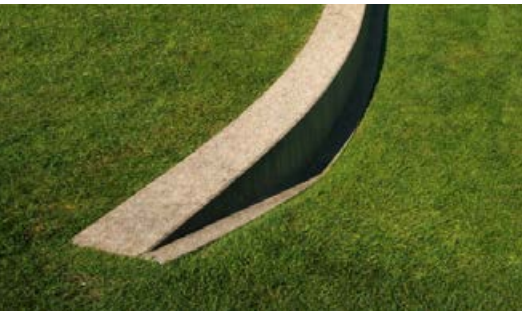
Shade Trees

Indigenous trees provide afternoon shade to picnic and bbq area and frame the lawn space



Low Seating Walls

Low walls provide seating and interpretation opportunities. Walls will be lit at night time to complement the pier



Passive Recreation

Additional space along the foreshore provides for passive recreational activities including picnicking, contemplating and enjoying the expansive view



Picnic Tables

Simple and contemporary picnic tables utilising natural materials that complement the site's character



Shelter and Barbeque

Simple, functional and contemporary shelter and barbeque facilities utilising natural materials that complement the site's character



Heritage Interpretation

Open heritage interpretation feature using images and text to convey history of Point Grey



Figure 3: Passive Recreation Area



Interpretation

Subtle interpretation elements in the landscape provide opportunities to tell the story of Point Grey, from past to present



Seating

Simple and contemporary seating utilising natural materials that complement the site's logging / fishing history



Building

Contemporary one storey building utilising natural materials, heavy timber, simple forms and ensures views of the water are maximised



Opportunity to provide a pitched roof form reminiscent of the existing building



Maritime Square

Hardscape / paved public square / space providing for a range of activities and events including outdoor dining



Cafe seating

Slightly elevated timber deck and Maritime Square provide opportunities for outdoor dining and cafe seating



Screening

Screening will provide privacy between outdoor dining terrace and of 'LAAC and other community uses' area



Timber Boardwalk

Boardwalk enables pedestrians access along the foreshore and to capture expansive views of the water



Figure 4: New Building and Maritime Square

Stairs

Stairs provide access between open lawn / pier lookout and key activities within the site



Passive Recreation

Open lawn provides for passive recreational activities including picnicking, contemplating and enjoying the expansive view



Lawn Area

Lawn area provides expansive views of the water from Great Ocean Road and allows for passive recreational activities



Entry Feature

Low level coastal planting and heavy timber totems provide a sense of arrival to Point Grey and complement the character and history of the site



Pier Lookout

Pier lookout provides some of the best views of the site and the pier. Interpretive signage (with seating) will enhance this space



Public Art

Public art utilising timber and forms reminiscent of past site uses



Bollards

Simple, heavy timber bollards restrict vehicular access and complement the character of the site



Shelter

Simple, functional and contemporary shelter and barbeque facilities utilising natural materials that complement the site's character



4.5 Cross sections and 3D artist impressions

The following cross sections provide an impression of how the Point Grey Precinct will appear when the plan is implemented. Materials and design detail are indicative only and will be subject to change following the next detailed design phase of the project.

Refer to the plan on Page 17 for location of cross sections.

Figure 6: Cross Section A - A'



Figure 7: Cross Section B - B'



Figure 8: Cross Section C - C'



Figure 9: 3D Perspective View 1 - Proposed



Figure 10: 3D Perspective View 1 - Existing Conditions



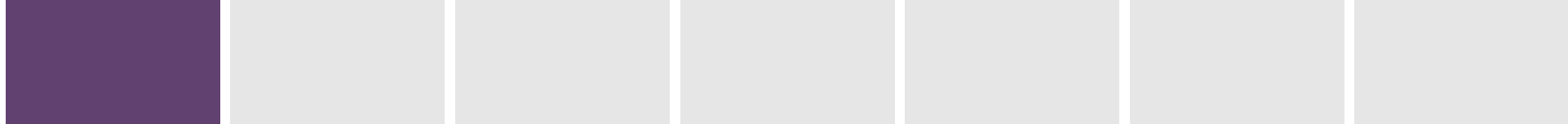


Figure 11: 3D Perspective View 2- Proposed



Figure 12: 3D Perspective View 2 - Existing Conditions



Figure 13: 3D Perspective View 3 - Proposed





Figure 14: 3D Perspective View 4 - Proposed



4.6 The design response

This section provides a summary of how the draft Point Grey Precinct Plan responds to key land uses, activities and elements within the precinct. The existing condition is compared to the proposed plan in order to understand future benefits.

COMMERCIAL USES

EXISTING



- Restaurant - 200 sqm building and 105 sqm terrace
- Limited storage space within the restaurant resulting in external storage areas that are visible from the coast
- Fish sales - 300sqm building space. Existing floor space is too large for current operator needs

PROPOSED



- Restaurant - 200 sqm building and 100 sqm terrace. Additional outdoor tables to be provided in the Maritime Square – Can seat up to 150 people
- Cafe / Takeaway offer to be provided as part of the restaurant
- Fish sales - 100sqm
- Dedicated bin storage area to be provided for commercial uses

- Restaurant / Cafe / Takeaway uses
- Outdoor restaurant / cafe seating
- Fish sales

LAAC / COMMUNITY USES

EXISTING



- LAAC - 170sqm building (includes garage) with 80sqm outdoor entertaining area
- LAAC has expansive views of the water
- LAAC has limited relationship to the boat access ramp - no visual surveillance
- No fish cleaning facilities provided
- Boat washdown facilities provided adjacent to LAAC building

PROPOSED

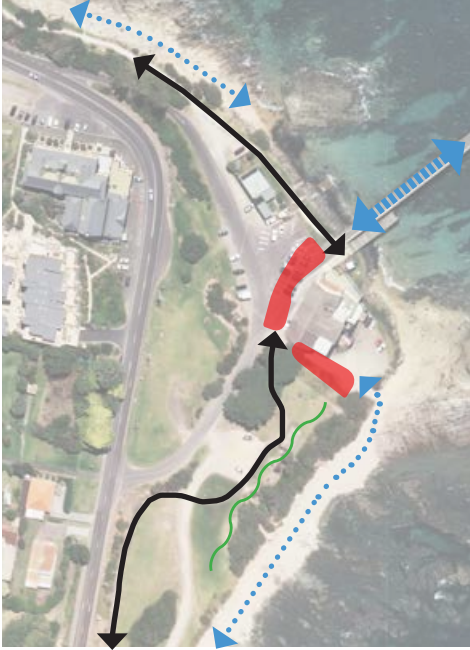


- New shared facilities for 'LAAC and other community uses' to be provided in new building
- LAAC / Community use - 190sqm building (including garage) with 105 sqm outdoor entertaining area (lawn and deck)
- LAAC / Community use building has expansive views of the water and to the Point
- Good visual surveillance of the launching facilities is provided
- Boat washdown facilities provided adjacent to LAAC building and launching facility
- New fish cleaning facility proposed near LAAC / Community use building

- LAAC / Community use building
- Outdoor entertaining area
- Boat washdown area
- Fish cleaning facility
- 'Local level' boat access ramp
- Views to the water

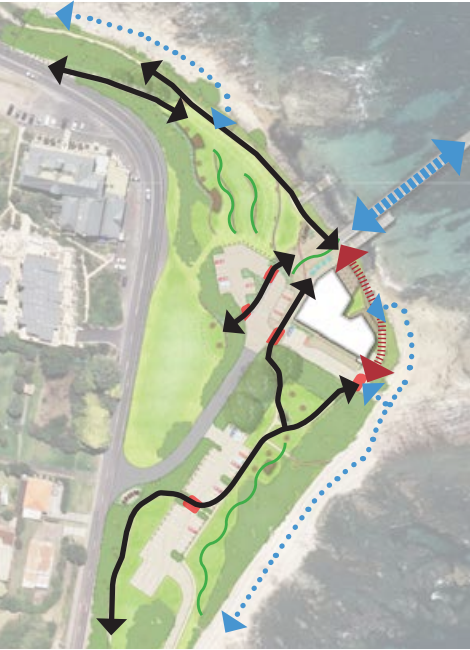
WALKING

EXISTING



- Minimal amount of definition of pedestrian access
- Significant areas of pedestrian / vehicle conflicts
- Limited opportunities for access to the 'beach walk'

PROPOSED



- Pedestrian access through the precinct is improved and well defined
- New timber boardwalk along waters edge provides a close to the water experience and increases pedestrian access to foreshore
- 'Rambling' opportunities in new lawn area and public square
- Additional access points to the beach walk
- Vehicle / pedestrian conflict points managed to provide priority to pedestrians

- Defined pedestrian path access
- 'Rambling' opportunities
- Pier walk
- Beach walk
- Boardwalk
- Pedestrian / vehicle conflict areas

PICNICS / BARBEQUE / PASSIVE RECREATION

EXISTING



- Precinct dominated by car parks with no defined public space in the central part of the precinct
- No defined pedestrian access through the precinct
- No significant lawn areas provided adjacent to water

PROPOSED

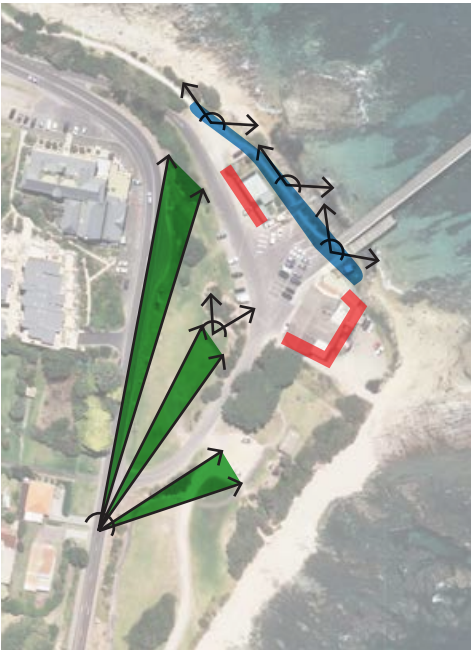


- Public square provided at pier entry activated by adjoining cafe / restaurant uses
- Large lawn area and picnic facilities provided adjacent to the water
- Expansive views along the coast to Aireys Inlet provided from new lawn area
- Additional picnic facilities provided throughout
- Direct stair access from upper picnic area into the public square

- Lawn areas for passive recreation (i.e. relaxing, picnicking)
- Public square
- Formalised picnic facilities (i.e. tables / seating)
- Defined pedestrian access to passive recreation facilities

VIEWS AND VISTAS

EXISTING



- Limited space where uninterrupted water views are available
- Views into precinct from the south interrupted by LAAC building
- Large areas of restaurant / fish sales back of house / rear visible from beach and LAAC rear fencing dominant in precinct

PROPOSED



- Increased amount of public space where uninterrupted water views are available
- More natural views when approaching the precinct from the south
- Reduced amount of 'back of house' areas visible from the public realm

- Key water / coastline views from the public realm
- Areas where uninterrupted water views are available from the public realm
- 'Natural' views across the precinct not interrupted by buildings
- Service / 'Back of house' areas visible

ACTIVATION / SURVEILLANCE

EXISTING



- Limited active frontages results in poor passive surveillance throughout precinct
- Back of house areas address key public spaces
- Public toilet located away from activity within the precinct with potential to create safety issues
- Cone of surveillance from active frontages does not include entire precinct

PROPOSED



- Active frontage areas expanded significantly to better address key public spaces
- Back of house areas limited and address service areas
- Public toilet integrated into new building with improved passive surveillance
- Passive surveillance provided to the majority of the precinct through active land uses

- Activated frontages providing good passive surveillance
- Servicing / back of house areas with limited passive surveillance
- Areas where passive surveillance is provided by active land uses

ENVIRONMENT AND HERITAGE

EXISTING



- Aboriginal cultural middens on site
- Remnant patches of coastal vegetation exist on site (although degraded in areas)
- Limited erosion management along the western point of the site
- No interpretive elements provided
- Limited environmentally sustainable initiatives

PROPOSED

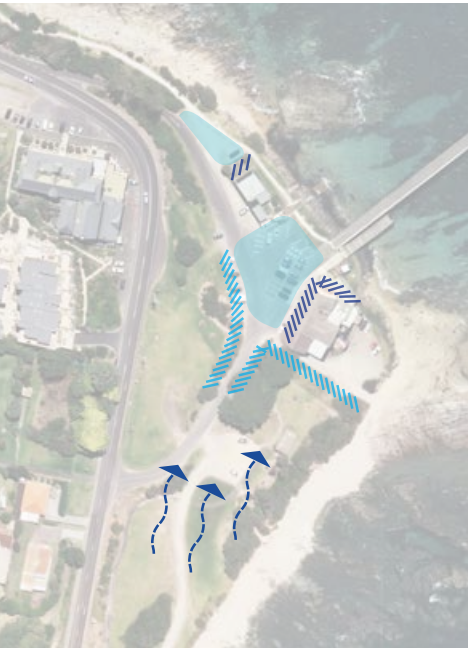


- Aboriginal cultural middens retained
- Remnant patches of coastal vegetation retained and enhanced through revegetation
- Erosion management provided along entire coastline
- Increase opportunities for interpretive elements to be provided
- Increased environmentally sustainable initiatives including renewable energy sources, integrated water management, sustainable material selection and building design requirements.

- Aboriginal cultural heritage
- Vegetation and Habitat
- ||||| Erosion management

WIND PROTECTION

EXISTING



- Existing topography / slopes provides some protection from south west winds
- Current location of restaurant / fishing co-op building provides good protection to core of site from the south west winds
- Outdoor space for LAAC / community use protected from wind

PROPOSED

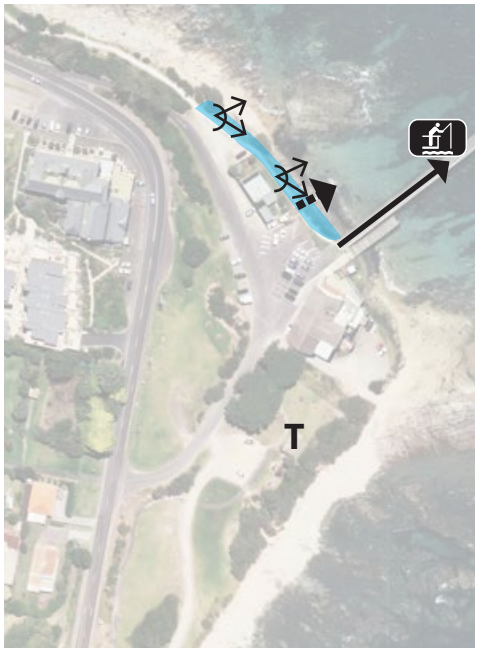


- Topography / slopes provides some protection from south west winds
- Wind protection provided to the core of the precinct by adjacent built form and topography - similar to existing wind protection
- Outdoor space for LAAC / community use protected from wind - similar to existing wind protection

- /// Built form edge providing wind protection
- /// Topography / slope providing wind protection
- Cold south west winds
- Public realm areas where wind protection is provided by adjacent slopes and built form

SWIMMING / FISHING / SNORKELLING

EXISTING



- Pier provides primary location for fishing activities
- Toilets located away from core of precinct
- Views to pier activities from public realm limited
- Only one defined pedestrian access point to water from within precinct
- Public realm adjacent to water is restricted by LAAC building and restaurant

PROPOSED



- Pier provides primary location for fishing activities
- Toilets located within core of precinct with better access to pier
- Opportunity for views to pier activities from public realm expanded
- Number of defined pedestrian access points to water from within precinct increased
- Public realm adjacent to water is expanded by setting built form back from shoreline

- Defined water access points
- X Views to pier activities from the public realm (i.e. fishing, promenading)
- T Public toilet location
- Locations where public space abuts water

PIER TO PUB EVENT

EXISTING



- Moderate amount of space available for crowds
- Water entry ramp is dangerous
- Parking provided in external locations on events day
- Durable hard space is provided for crowds
- Parking area used as gathering space creating potential conflict between event participants and car movements.

PROPOSED

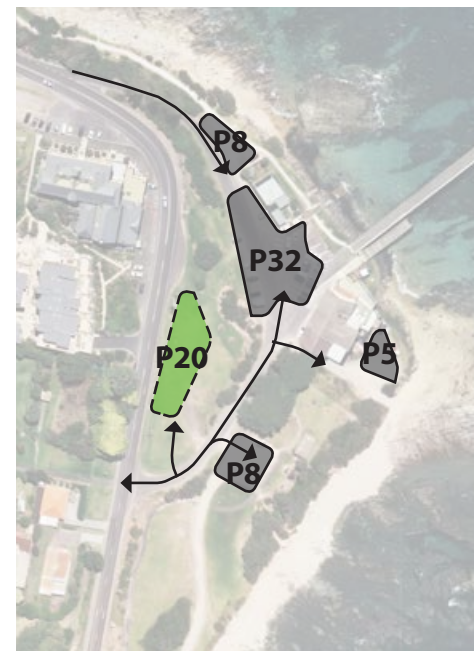


- Increased amount of hard / soft space provided to cater for large crowds
- Improved water entry
- Central car park can be bollarded to create larger space for people but allow for emergency / service vehicle access
- Cafe use could provide food/ drink for competitors and observers
- Parking provided away from core of precinct to allow more space for people
- Parking and gathering space separated reducing potential conflict between event participants and car movements.

- Potential gathering space available for event
- Existing water access for swimmers
- Improved water access for swimmers
- P Car parking for event

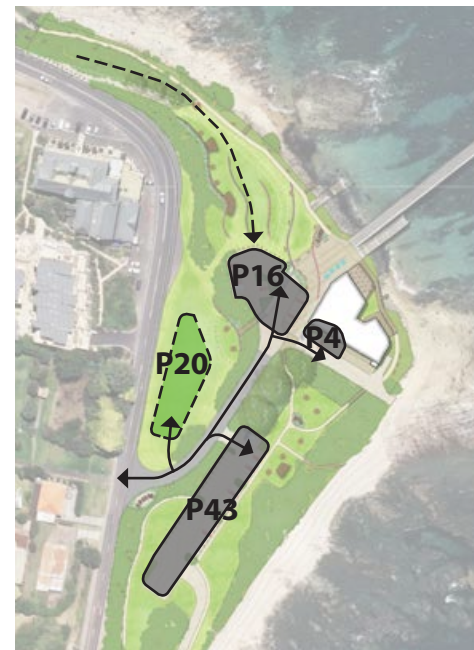
PARKING / VEHICLE ACCESS

EXISTING



- Significant amount of car parking provided in a convenient location for car users
- Car parking is not defined and somewhat inefficient
- Lack of defined pedestrian access from car parks
- Car parking dominates the central part of the precinct
- Furthest car park is 105m from pier entry

PROPOSED



- Significant amount of car parking provided at convenient locations for car users
- Car parking is defined and more efficient
- Defined pedestrian access from car parks
- Car parking does not dominate the central part of the precinct
- Furthest car park is 145m from pier entry

- P Car parking areas
- 5 Approximate parking spaces
- P Overflow car parking areas (remains grassed)
- Emergency / Event vehicle access into precinct
- ↔ Vehicle access to car parks

EMERGENCY VEHICLE / COMMUNITY SAFER PLACE

EXISTING



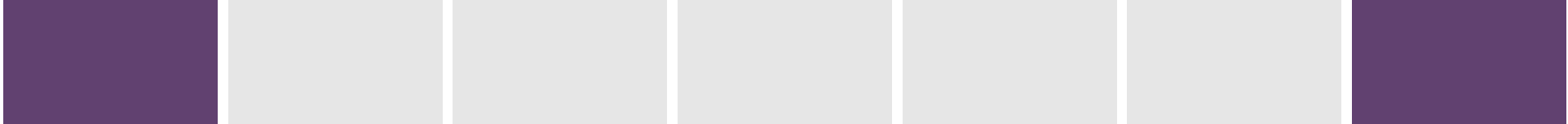
- Entire precinct along with Lorne town centre foreshore reserve is designated a community safer place
- Good emergency access into the precinct provided from north and south
- Large amount of hard / soft space provided for assembly of people

PROPOSED



- Entire precinct remains as a designated community safer place
- Good emergency access into the precinct provided from north and south
- Increased amount of consolidated hard / soft space provided for large assembly of people

- Potential gathering space available for emergency use
- Vehicle access into precinct
- Emergency vehicle access into precinct



4.7 Project cost and economic impact assessment

The following outlines the anticipated cost of the project’s construction and an assessment of its economic impacts.

The economic impact assessment is important to understand what benefits the project could deliver to the local economy through way of investment and jobs.

4.7.1 How much will the project cost?

An estimate of the anticipated total cost for the draft Point Grey Precinct Plan development is **\$4,990,000** for a fixed price contract at July 2014 cost level. A summary of this estimate is provided below:

| Item | Cost |
|--|-------------|
| Building Works - Fully enclosed covered areas (FECA) 650m2, Unenclosed covered areas (UCA) 160m2 | \$1,870,000 |
| Site Works and External Services | \$2,270,000 |
| Sub Total | \$4,140,000 |
| Other costs (eg contract administration) | \$850,000 |
| Anticipated Total Project Cost excluding GST (Fixed Price Contract - July 2014) | \$4,990,000 |

Allowances for the following have been excluded from the estimate:

- Cost escalation to tender after July 2014
- Adverse market conditions
- Authority contribution and headwork charges
- Abnormal ground conditions
- Loose furniture and equipment
- Goods and Services Tax

This estimate is based on preliminary information. Assumptions have been made and these assumptions will require confirmation when further documentation becomes available.

4.7.2 Economic Impact Assessment

Urban Enterprise Pty Ltd has undertaken an economic impact assessment of the proposed development, based on the input-output analysis framework. Input-Output (I-O) analysis is a widely used technique for estimating economic impacts of an activity in a region. It examines how the industry affects an economy through its linkages between all other sectors in the industry. Urban Enterprise has constructed regional specific input-output multipliers for the Great Ocean Road Region.

The Economic Impact Assessment examines the total economic impact to the Gross Regional Output of the region. The analysis also assesses the level of Full Time Equivalent (FTE) employment generated as a result of the expenditure. FTE employment is the estimated number of **annual** full time equivalent jobs supported by the economic impact.

Construction phase

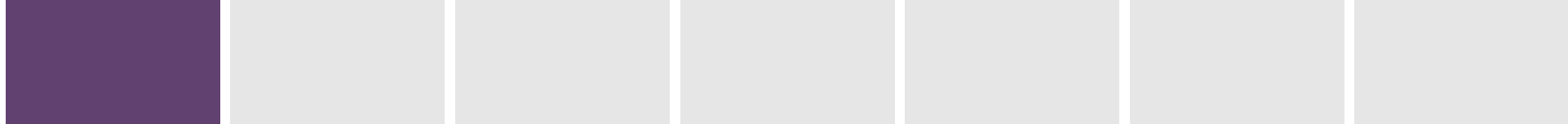
The following table provides a summary of economic impact during the construction phase of the Point Grey precinct. Overall, the capital investment works are estimated to support a total economic impact of over \$7.7 million to the Great Ocean Road Region economy, supporting over 28 FTE annual jobs.

| | Total Economic Impact on Regional Output | FTE Job Impact |
|--------------------------|--|----------------|
| Capital Investment Works | \$7,682,769 | 28 |

Operational phase

The following table provides a summary of economic impact during the operational phase of the Point Grey precinct. Overall, the proposed development is estimated to support an annual economic impact of over \$1.4 million to the Great Ocean Road Region economy, supporting over 14 FTE annual jobs (direct and indirect).

| Establishments | Total Economic Impact on Regional Output | FTE Job Impact |
|---------------------------------|--|----------------|
| Restaurant/café/ Take-away | \$812,247 | 8.6 |
| Fish Sales | \$282,030 | 3 |
| LAAC | \$330,159 | 2.4 |
| Total Estimated Economic Impact | \$1,424,437 | 14 |



4.8 Triple bottom line assessment

A number of impacts are anticipated for Point Grey and its community through the implementation of this plan. A triple-bottom line assessment of the draft plan in terms of its economic, social and environmental performance has been undertaken and has identified the following impacts:

4.8.1 Social / Community Impacts

Building Community Capacity

- Engaging the local community in the planning process aims to empower them to become active members of the community. It also aims to encourage the community to start conversations and therefore strengthen relationships between the various user groups and stakeholders within Lorne, to improve the ability to make things happen within the community.

Community Ownership and Pride

- Engaging the local community, including on-site traders and local community groups, in the planning process has enabled the community to share their aspirations for the precinct and inform the draft plan. The community engagement process aims to foster a sense of pride and ownership in the future development of Point Grey.
- The draft plan delivers a wide range of activities and amenities for visitors and locals to enjoy within the site, as well as improved access for all abilities. These enable people to use, appreciate and engage with the site, promoting a sense of ownership.
- The draft plan provides opportunities to interpret and celebrate the cultural and heritage assets of the community.
- Enhancements to the quality and aesthetic of Point Grey will promote a sense of pride in the community's assets.

Community Education

- Community engagement has allowed the local community to stay informed during the planning process. It has also enabled the draft plan to be informed by local values, aspirations and ideas for the precinct.
- The draft plan provides opportunities for interpretation within the precinct, including signage and text inscribed in paving. This will provide for community education on natural and cultural assets within Point Grey.

A 'Third Place' for the Local Lorne Community

- The 'third place' is an informal meeting place; a place that fosters social interaction and gathering; a place people go when they are not at home ('first place') or at work ('second place'). The Point Grey precinct currently provides opportunities for people to interact, with the LAAC for example providing a 'hang out' for locals. The draft plan aims to provide greater opportunities for social interaction by increasing publicly accessible areas, increasing access for disabled visitors and providing improved opportunities for passive recreation.

Community Facilities

- The Point Grey precinct itself is an important asset for the community. The draft plan provides increased public open space areas for passive recreation and improved facilities to enhance the use and enjoyment of this space.
- New and improved built community facilities will be provided through a section of the new building allocated for the 'LAAC and other community uses'. This will be a flexible and shared space that houses the LAAC and that is also available for appropriate use by other community members and groups, similar to how the current LAAC building operates. Also, its positioning will allow improved interactions with and visual surveillance of the boat access ramp.

Utilisation of Creative Capital within the Community

- The draft plan provides opportunities for local community groups and creative people within Lorne to be involved in the creation of cultural and historical interpretation and public art within the precinct. These elements will enhance the identity and the authenticity of Point Grey.

Affordability

- A greater variety of price points will be offered at Point Grey. This provides the opportunity for a wider range of visitors and locals to use and enjoy the Point Grey precinct.

4.8.2 Environmental Impacts

Weed Removal

- The removal of environmental weeds such as exotic grasses and pittosporum species from the site will restore degraded eco systems, improve native habitat and the natural function of the landscape.

Habitat Creation

- While all efforts will be made to reduce any impacts, there maybe some loss of remnant vegetation during the construction stage of the project. These impacts will be mitigated through revegetation works utilising native and indigenous species.
- Significant revegetation utilising native and indigenous species aims to enhance the biodiversity values of the site and improve native habitats for local fauna species.

Ecological/Cultural Protection

- Enhanced access to the water and opportunities to experience the natural environment aim to foster an appreciation of natural assets and their conservation.
- Interpretive elements will provide opportunities to educate the community about the site's environmental and cultural assets, promoting awareness of their importance and encouraging their conservation.

Environmental Sustainability

- The draft plan proposes a number of environmentally sustainable initiatives including renewable energy sources, integrated water management, sustainable material selection, alternative transport modes, coastal risk mitigation and building design requirements.

Coastal Hazard Management

- The draft plan has considered climate change and coastal hazards and has incorporated the Victorian Coastal Strategy position of planning for sea-level rise of not less than 0.8 metres by 2100.
- Erosion control measures such as rock stabilisation and revegetation will minimise coastal erosion and the effects of inundation. This will reduce damage to buildings, infrastructure, and the natural coastal environment and will limit the amount of land lost as a result of erosion.
- While the boardwalk will impact on the coastal edge during construction stages of the project, in the long term it will enable people to access the coastal edge in a sensitive way and will allow for rock stabilisation and revegetation.

4.8.3 Economic Impacts

Employment

- The proposed development is estimated to support over 28 full-time equivalent (FTE) annual jobs during the construction stage.
- The operational phase of the commercial establishments are estimated to support over 14 FTE annual jobs.

Tourism

- The improved facilities and amenities of Point Grey will strengthen its role as a tourist destination within the region.
- Enhanced cafe / take away uses within the precinct create an end of walk destination from Lorne town centre.

Regional Economy

- The proposed development is estimated to support a total economic impact of over \$7.7 million to the Great Ocean Road Region economy, during the construction stage.
- The operational phase of the commercial establishments are estimated to support an annual economic impact of over \$1.4 million to the Great Ocean Road Region economy.

4.9 Land use assessment

In order to compare and quantify the changes in land use based on the draft plan, the following assessment has been prepared. It measures the proposed land uses against the existing conditions and is divided into the following five categories:

- Public Realm - Including Maritime Square, footpaths, boardwalks and viewing decks.
- Open Space - Including public grassed areas, barbeque's, picnic and playgrounds, terracing and feature planting.
- Vegetation and Habitat - Including existing habitat and proposed revegetation.
- Infrastructure - Including car parks, access roads and drop-offs, coastline protection, private grassed areas and boating facilities.
- Buildings - Including community uses and commercial / mixed use facilities.

The assessment is summarised in the below table and the figures opposite.

The results indicate the following:

Increases

3% more *Open Space* and *Public Realm* in the proposed precinct due primarily to the rationalisation of car parking areas and consolidation of uses into one building.

4% more *Vegetation and Habitat* in the proposed precinct due primarily to the revegetation of degraded open space areas.

Decreases

10% less *Infrastructure* in the proposed precinct due primarily to the rationalisation of car parking around the pier entry and removing the slip lane entry from Great Ocean Road (emergency access retained).

Limited change

Building areas have had limited change, even though they are combined into one singular built form. This is due primarily to the retention of existing uses on site and the need to retain similar sized facilities. Efficiencies have also been achieved through shared use of facilities (eg common areas).

| Land Use | Existing Conditions | | Proposed draft plan | | % draft plan Difference |
|---|---------------------|-----------|---------------------|-----------|-------------------------|
| | Area (ha) | % of Site | Area (ha) | % of Site | |
| Public Realm | | | | | |
| ■ Maritime Square, Footpaths Boardwalk and Viewing Decks | 0.11 | 5.63% | 0.17 | 8.73% | 3.10% |
| Open Space | | | | | |
| ■ Public Grassed Areas, Barbeques, Picnic and Playgrounds, Terracing and Feature Planting | 0.68 | 36.12% | 0.75 | 39.55% | 3.43% |
| Vegetation and Habitat | | | | | |
| ■ Existing Habitat and Proposed Revegetation | 0.45 | 23.70% | 0.53 | 28.11% | 4.41% |
| Infrastructure | | | | | |
| ■ Car Parks, Access Roads and Drop-offs, Coastline Protection, Private Grassed Areas and Boating Facilities | 0.58 | 30.60% | 0.38 | 20.20% | -10.40% |
| Buildings | | | | | |
| ■ Community Facilities, Commercial / Mixed Use | 0.07 | 3.95% | 0.06 | 3.41% | -0.54% |
| TOTAL | 1.89 | 100% | 1.89 | 100% | 0.00 |

EXISTING

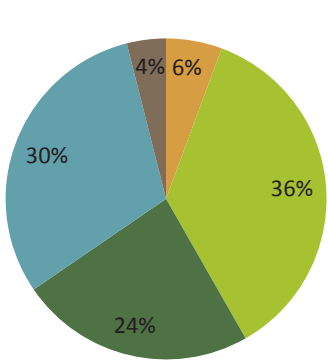


Figure 15: Existing Land Uses

PROPOSED

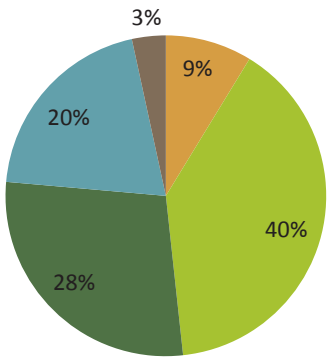


Figure 16: Proposed Land Uses



5. Design Guidelines

5.1 Overview

This draft plan provides concept level designs for the future use and development of the Point Grey precinct. A further stage of detailed design will be required to progress these concept plans into plans and drawings suitable for tendering and construction stages (see Section 6.2 for further details).

The following design guidelines have been created to provide guidance and direction for the detailed design of the Point Grey precinct so that it is consistent with the intent and requirements of this project. The guidelines aim to provide a sustainable and contemporary design of the precinct and will ensure future development:

- Complements the natural and cultural values in the precinct.
- Responds to themes of the precinct, including its history, its environment and its people.
- Considers a site responsive approach to design.
- Contributes to the rugged coastal character of the precinct.
- Achieves a certain standard as outlined in this draft report.

These guidelines consist of two key sections. These are:

- **Main Building** - Provides guidance for the future detailed design of the new building.
- **Public Realm** - Provides guidance for the future detailed design of all elements within the public realm.

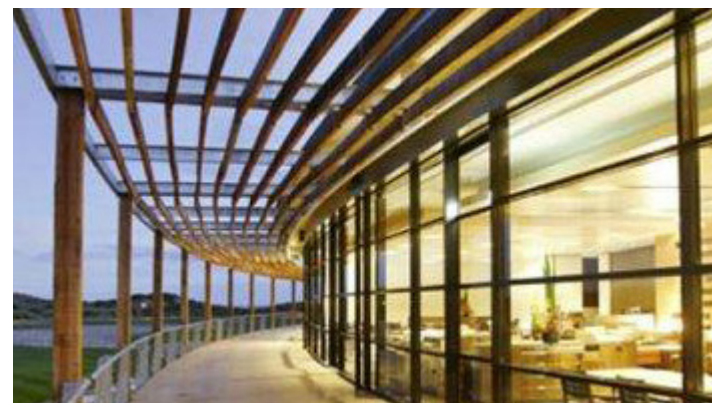
5.2 Main building

5.2.1 Building Form and Design

- Built form and design should complement the topography to minimise the cut and fill
- Built form height should not exceed the height of the existing co-op building and should appear as a single storey building from the public realm
- Low pitched roof (although greater than 5 degrees to allow self washing) is encouraged. This is reminiscent of the existing co-op building
- Buildings are to be of a responsive architectural style and reflect a form of development appropriate to the coastal character of the precinct. Avoid excessive detailing in facades
- All building walls that are visible from key public areas should be articulated to provide visual interest. Avoid excessive blank walls
- Articulation can be achieved by varying building setbacks or projecting building elements, utilising glazing, and varying building materials, finishes and colours
- The building should be orientated so that loading and servicing is hidden from key public areas
- The building should provide awnings along the Maritime Square interface to provide shelter and shade to pedestrians
- The buildings should be sited to retain the historic tramway



Indicative example of pitched roof form



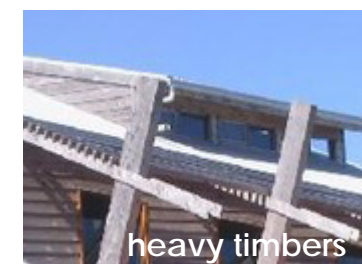
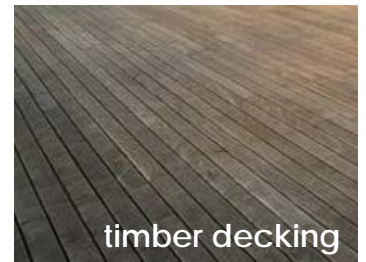
Indicative example of awning to be provided along the Maritime Square interface



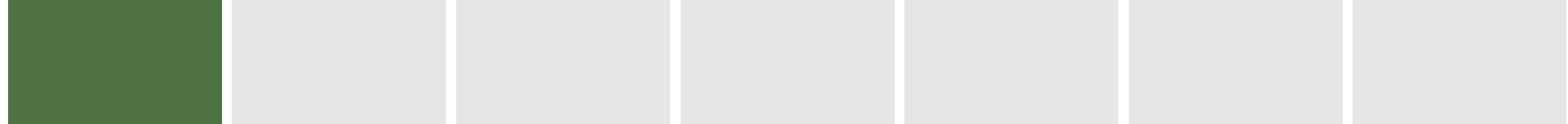
Maximise views of the water from internal spaces

5.2.2 Materials and Colours

- The preferred materials for external wall finishes should contribute to the rugged coastal character of the precinct and should include a complementary combination of materials selected from the following; simulated weatherboards, lightweight materials, timber, render, clay bricks, corten and natural stonework
- Materials should reflect the timber logging and / or the fishing history of the precinct
- Utilise heavy timber columns within the building facade to reflect the historic logging character and the coastal palette of the site
- Consider the re-use of elements of the existing building that contribute to the rugged coastal character of the precinct (eg heavy timbers, the fish loading dock and gantry)
- All cladding, trim and painted external walls should be coloured and maintained in muted natural / coastal tones or other similar colours. Avoid the use of bright, bold colours that are not compatible with the muted tones of the natural landscape
- External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas. This includes roofing materials. Solar panels are exempted
- Materials should consider the coastal environment and be resistant to elements such as salt, wind and sand
- Roof materials should contribute to the overall coastal character of the precinct. Appropriate materials include; metal sheeting (painted galvanised steel, aluminum, copper zinc or stainless steel coated with a mixture of zinc and tin) and unglazed terracotta tiles. Aluminum should be sourced carefully as it contains high embodied energy
- Roofing material should be coloured and maintained in muted natural / coastal tones or other similar colours
- Roof elements such as flues are to be painted to match the colour of the roof



Indicative example of preferred materials and external finishes for the Main Building



5.2.3 Layout and Entries

- Clearly define pedestrian access between the car park and the entrance to the main building
- Building entries are to be located and orientated to address key public areas and located at the same level as the car park in order to provide logical and convenient access for visitors

5.2.4 Servicing and Bins

- Service items, such as ducted vacuum system motors, radio masts, satellite dishes, TV antennae and air-conditioning units should be hidden from key public areas. Radio mast(s) are exempt
- Bin / dumpster storage should be hidden / screened from key public areas
- Electrical and security alarms boxes are to be painted to match the main building colour and their visibility minimised where practical
- Gas and water meters are to be located so they are hidden from key public areas
- Any fish cleaning structures should complement the form, materials and colours of the main building

5.2.5 Signage

- Signage should be integrated into the design of building by forming a logical element of the front facade and be in keeping with the scale of the facade
- All signage should be coloured in muted natural / coastal tones or other colours approved by the responsible authority and should complement the colours of the building. Avoid the use of bright, bold colours that are not compatible with the muted tones of the natural landscape
- Signage should be limited in numbers to avoid visual clutter and unnecessary repetition

5.2.6 Public Realm Interface

- Buildings should be designed to address key public areas with windows and active uses such as entrances to provide visual interest and assist in passive surveillance. Key public areas include the maritime square, outdoor dining areas and the timber boardwalk



Signage should be coloured in muted natural / coastal tones and should complement the colours of the Main Building

5.2.7 Environmentally Sustainable Design

- Where practical, incorporate solar (photo-voltaic) panels to generate electricity
- Incorporate rainwater tanks on the building of at least 5,000 litres to collect runoff from the roof. The water should be used for landscape irrigation, cleaning and toilet flushing.
- Provide water efficient taps and fittings and utilise recycled or tank water to minimise consumption of potable water
- Where practical, incorporate grey water treatment and re-use systems (in accordance with EPA requirements) to provide additional water sources for irrigation of landscapes, cleaning and toilet flushing
- Consider wind energy generation provided it does not adversely impact on key views
- Position windows, awnings and shutters to capture solar access in winter and provide appropriate shading in summer
- Utilise natural systems to provide cross flow ventilation of buildings while ensuring openings are sealed in winter to minimise draft
- Utilise insulation in combination with other materials that maximise thermal performance. Insulation products containing recycled or renewable materials are preferred
- Heating and cooling systems should be zoned to meet the operating times and uses of the internal uses
- Maximise natural lighting through skylights, light wells and positioning windows to capture northern light
- Consider the use of heavy weight interior materials (e.g. concrete floors and interior brick walls) that have good thermal mass qualities
- Utilise light coloured internal finishes to reflect light
- Utilise energy efficient lighting and appliances
- Where practical, source local building materials to reduce transportation. Selection should also take into account the embodied energy required in the production of the material
- Consider the environmental credentials of external finishes such as durable external materials / paints and paints that are low in volatile organic compounds (VOC)
- Recycled, rather than newly processed, products and materials should be considered such as concrete with recycled aggregate, recycled steel and cement substitutes

- Timbers from sustainability managed plantations, salvaged or recycled sources are preferred. Spotted gum and Silvertop ash for example fade to grey and are sympathetic to the coastal character of the precinct
- Windows should be double or triple glazed to provide insulation from both hot and cold conditions. Tinted or toned windows are not encouraged as these can limit the warmth from the winter sun, distort and discolour views and limit views into the into the building from the adjacent public realm



Solar panels could be used to generate electricity within the precinct. Care should be taken to ensure panels do not negatively impact on key view lines



Rainwater tanks could collect runoff from the roof of the Main Building

5.3 Landscape / Public Realm

5.3.1 Outbuildings

- The design of outbuildings should be consistent with the overall design aesthetic of the precinct
- Outbuildings should be functional (i.e. provide shade) and utilise simple, contemporary forms and natural materials
- Skillion or gabled roof forms are encouraged
- Outbuildings should be sited to minimise their impact on key view lines and vistas
- Outbuildings should utilise appropriate materials and external colours, that complement the main building and are sympathetic to the coastal character of the precinct



Example of preferred outbuilding / shelter design aesthetic

5.3.2 Materials and Colours

- All landscape interventions should be appropriate to the rugged coastal character of the precinct, be constructed of durable materials, vandal resistant, robust, safe and easily maintained
- Where practical, source local materials to reduce transportation. Selection should also take into account the embodied energy required in the production of the material
- Timbers from sustainability managed plantations, salvaged or recycled sources are preferred
- The preferred materials for the public realm should contribute to the rugged coastal character of the precinct. Materials should be selected from the following:
 - grass / lawn
 - heavy timbers totems / bollards
 - timber furniture and outbuildings
 - granitic gravel paths
 - exposed aggregate concrete feature paving
 - asphalt paving



grass



timber



exposed aggregate concrete



gravel



concrete



timber totems

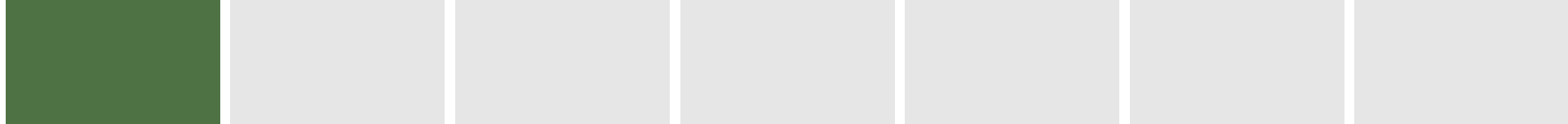
Indicative example of preferred materials and external finishes for use within the public realm

5.3.3 Furniture

- Furniture including barbecues, bollards, seating and picnic tables should be functional and utilise simple, contemporary forms and natural materials
- The design of furniture should be consistent in style and form



Indicative example of preferred furniture styles and forms for use within the public realm

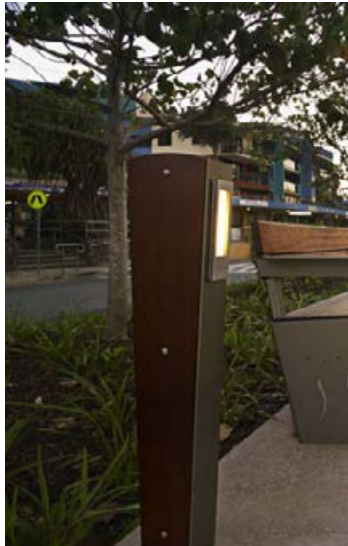


5.3.4 Lighting

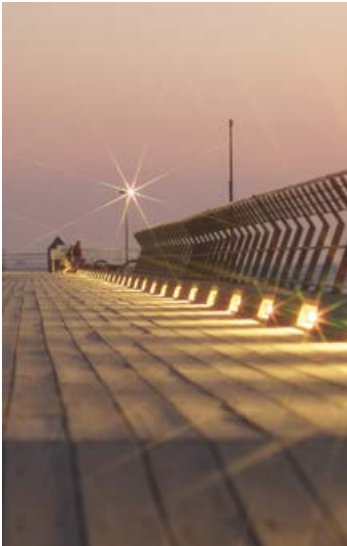
- Lighting should be provided for the purposes of security and safe pedestrian access to buildings and car parks. It should be designed so that it does not adversely impact on the safety of road users and does not impact on views to the water. Lighting of public art and interpretation elements is encouraged
- Lighting should complement lighting along the pier

5.3.5 Vegetation and Planting

- Avoid or minimise the removal of native vegetation, where possible
- All works within the precinct should ensure appropriate protection of existing vegetation including protection during construction
- Vegetation should be resistant to coastal conditions (i.e. salt, wind and sand tolerant). Species that do not require irrigation from potable water supply are preferred
- Where practical, indigenous and native coastal planting species that complement the coastal character of the precinct should be utilised
- Vegetation should not impede key views to the water
- Shade trees should be incorporated, where practical
- Vegetation should not impede on key sight lines for vehicles exiting and entering the precinct (from the Great Ocean Road)
- No plants classified as environmental weeds are to be planted on the precinct



Indicative example of bollard lighting that may provide safe access between car parking and the building



Existing lighting along Lorne Pier



Example of coastal planting

5.3.6 Access and Circulation

- Separate pedestrian / cyclist entry and movements (e.g. by landscaping) from vehicle movements, particularly loading and servicing, where feasible
- Pedestrian access within the precinct should be designed to achieve Disability Discrimination Act (DDA) compliance, where possible
- Loading should be located to the rear or the building and hidden from key public views. Landscaping, articulation and fencing are key considerations to screen these areas
- Loading areas should be clearly defined with line marking, designed to allow unobstructed vehicle access and provide appropriate turning areas in accordance with Australian Standards AS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities
- Clearly define pedestrian / cyclist access between the car park and the entrance to the main building
- Car parking spaces and access ways should be designed in accordance with the dimensions specified in Clause 52.06 of the Surf Coast Planning Scheme and the Australian Standards
- Utilise pervious and porous surfaces and minimise impervious sealed surfaces in order to maximise onsite stormwater infiltration
- Recycled, rather than newly processed products and materials should be considered such as concrete with recycled aggregate
- Utilise water sensitive urban design techniques to treat stormwater run-off from car parks and passively irrigate vegetation
- Directional signage should be provided within the precinct to delineate entries and exits, parking and loading areas. Directional signage within the precinct should be consistent in style and form



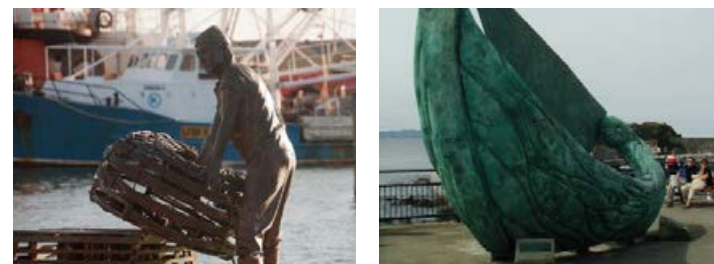
Water sensitive design techniques such as planted swales to treat stormwater run-off from car parks to be utilised



Porous materials such as gravel allows for onsite stormwater infiltration

5.3.7 Public Art

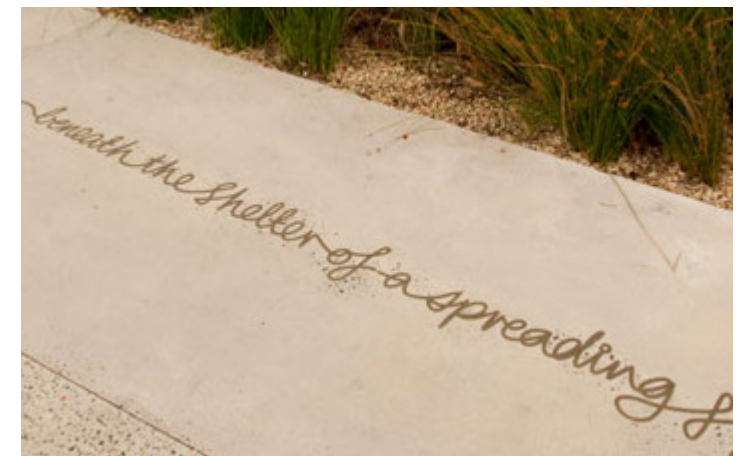
- Public art should:
 - Contribute to the cultural identity and create a distinctive sense of place
 - Respond to themes of the precinct, including its history, its environment and its people
 - Relate to buildings and the coastal character of the precinct
 - Respond to the challenge of climate change through sustainable design and fabrication
 - Utilise timber and forms reminiscent of past site uses
- Lighting of public art should complement lighting along the pier and in public areas



Indicative examples of public art styles and themes for use within the public realm

5.3.8 Interpretation

- The design of interpretation should be consistent in style and form
- Interpretation should:
 - Be subtle in the landscape and not be visually intrusive
 - Contribute to the cultural identity and create a distinct sense of place
 - Respond to themes of the precinct, including its history, its environment and its people
- Lighting of interpretation should complement lighting along the pier and in public areas



Indicative examples of interpretation styles and forms for use within the public realm

6. Next Steps

6.1 The final Point Grey Precinct Plan

6.1.1 Making comment on the draft plan

The Draft Point Grey Precinct Plan (this document) has now been released for the third and final stage of consultation for the project. If you would like to provide a comment on the draft plan you can make a submission to GORCC. There are two options for making a submission:

A) Electronic

Visit www.gorcc.com.au and follow the links to make an electronic submission via the online form provided.

B) Hard copy

Send hard copy submissions to:

Draft Point Grey Precinct Plan
Great Ocean Road Coast Committee
PO Box 53
Torquay VIC 3228

Use of the official hard copy submission form is also encouraged for hard copy submissions. These forms are available at www.gorcc.com.au. Hard copy forms and reply paid envelopes are also available at:

- The GORCC Office (35 Bell Street, Torquay VIC)
- The Lorne Foreshore Caravan Park Office (2 Great Ocean Road, Lorne VIC)
- The Lorne Visitor Information Centre (15 Mountjoy Parade, Lorne VIC)

How submissions will be used

Every submission received will be considered by the GORC Committee in the development of the final Point Grey Precinct Plan. A report will be prepared which details the key issues raised and GORCC's response to these issues and this will also be published on the GORCC website.

Publication of submissions

Submissions received will be published on the GORCC website. No names or personal details will be published.

If you would prefer that your submission is not published or if you would like your name or your organisation or groups' name published, please indicate this to GORCC by selecting this option when filling out the submission form.

What to include in your submissions

For individuals: Please include your name and address including the postcode.

For organisations: It is helpful to receive one submission that reflects the views of your whole organisation, rather than multiple submissions from different parts. Please include your name, address (including the postcode) and the number of members in your organisation (if appropriate).

Tips for making a clear submission

- If your submission is lengthy it is helpful to include an Executive Summary with any recommendations included.
- Where possible, comments should be structured around the specific elements of the draft plan that they are referring to. Please use page numbers, section numbers and other details to indicate what you are specifically referring to.
- Please indicate why you like or dislike particular elements of the draft plan rather than simply stating your opposition or support for that element.

6.1.2 Preparation of the final plan

Comments received on this draft plan will be considered by the GORC Committee and used to provide direction to Tract for making any changes to the plan to create the final version.

6.1.3 GORCC approval of the final plan

The final version of the plan will then be submitted to the GORC Committee for consideration and final approval.

6.2 Plan implementation

6.2.1 Funding

GORCC intends to contribute up to \$1.5 million towards the implementation of this plan and the redevelopment of Point Grey. As the land manager, it is appropriate that GORCC provides some funding for the redevelopment, in particular to the public elements (eg Passive Recreation Area, public toilets), however, with its limited budget and broad responsibilities, GORCC is restricted in how much funding it can contribute.

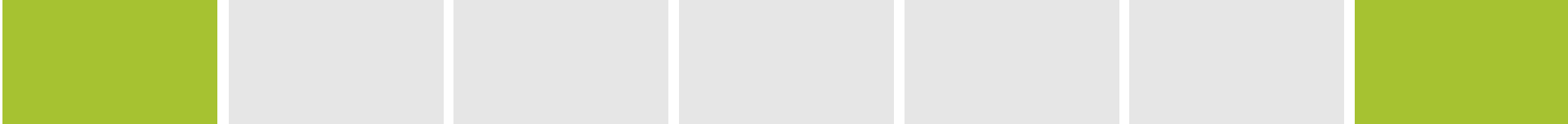
As identified in Section 4.7, it is estimated that nearly \$5 million will be required for the construction stage of the project. Extra costs will also likely be incurred in order to progress the project to the construction stage, for example to obtain the required approvals (see Section 6.2.2).

While the planning process has aimed to minimise the total cost of the redevelopment, as part of Guiding Principle 13 (ie 'The Point Grey Precinct Plan must be deliverable'), it has tried to balance this with ensuring that the other Guiding Principles and stakeholder's requirements are also met. This has resulted in a gap between the available funds for the project and the cost for it to be completed. However, GORCC is confident that this gap can be met and the redevelopment achieved.

GORCC has investigated other potential funding sources for the project as part of the development of this draft plan. The main potential sources of funding identified are summarised below.

GORCC will use its contribution as 'seed funding' that demonstrates its commitment to the project and to attract other contributions required to meet the full cost

SUBMISSIONS CLOSE AT MIDNIGHT, SUNDAY 6 OCTOBER 2013



of the redevelopment. GORCC will continue to explore and progress the identified funding sources, and any other new potential funding sources, so that the full \$5 million required for the redevelopment is secured. While this may take some time, having a plan (ie the final version of this document) is an important step in the process and will greatly assist in this task.

- **‘Self-funding’** - Funds generated from the operation of the new precinct would be used pay off the construction costs. These funds would mainly come from rental returns generated from the leases and licences applied to the new precinct. While full commercial rents will be applied to any commercial uses of the precinct, the draft plan identifies limited commercial operations (ie restaurant/café/takeaway and fish sales) within the redeveloped precinct. It is therefore expected that the rental returns would be relatively low and would therefore take a long time to accrue the funds required to pay for the redevelopment.
- **Private funding** - This would most likely be through a commercial developer who would fund and construct the redevelopment, or parts of it, and then gain a return from running, or leasing out, the commercial elements of the precinct. It is expected that a long term lease would need to be offered to the developer in order to provide sufficient security to make their investment feasible. While leases of up to 65 years are now possible under the Crown Land (Reserves) Act 1978, it is likely that 21 years would be the maximum term that would gain the necessary approval from the Government for a project of this type. It is expected that this would be too short a time to be feasible to a developer and will therefore significantly restrict the amount of funding available from this source. Also, as with the ‘self-funding’ option (previous), the limited commercial elements contained within the new precinct would further reduce the ability of a developer to generate a sufficient return from their investment, therefore reducing the attractiveness of the project further.
- **Public funding (ie government)** - RDV, which contributed funding to this planning stage of the Point Grey redevelopment, has advised that the later stages of the project (eg construction) would have a strong likelihood of securing funds from its Putting Locals First Program. The maximum amount of funding available to a project from this fund is \$500,000. Surf Coast Shire also contributed funding to this planning stage of the project,

but has not indicated if it will contribute further funding to later stages of the project. Given its strong benefits to rate payers and businesses in the Surf Coast region, and recognising the solid relationship between the two bodies, GORCC is looking forward to a contribution from the Shire towards the redevelopment. A number of other potential sources of funding from the State and Federal governments have been identified, including the Regional Growth Fund and Regional Development Australia Fund. While significantly greater amounts of funds are potentially available from these sources and the Point Grey redevelopment is considered to align with their assessment criteria, competition for them is very strong and other projects may be considered a higher priority.

6.2.2 Other approvals

A range of other, external approvals (ie in addition to approval by the GORC Committee) may be required for the final plan before it can be implemented. These approvals can involve a number of steps and may involve further resources (eg time, funds) and consultation with stakeholders. Key approvals identified for their likely applicability to the project are outlined below, however other approvals may also be required.

Coastal Management Act Consent

Written consent from the Minister for Environment and Climate Change is required under the *Coastal Management Act* 1995 for any use or development of coastal Crown Land. The consent process may require additional information to be provided as outlined below and opposite.

Planning Permit

A planning permit may be required for the proposed uses, buildings and works within the precinct. The permit approvals process will provide for an assessment of the detailed design against relevant planning policies and controls. The process may trigger additional studies and approvals referrals which are outlined below and opposite.

EPBC Act

The ‘Great Ocean Road and Scenic Environs’ is included in the National Heritage List and it is the National Heritage listed values associated with this place (which includes Point Grey) that are protected under the *Environment Protection and Biodiversity Conservation Act* 1999. Approval may need to be sought to ensure the development does not diminish the aesthetic value of the place.

Related studies and approvals

Some of the key studies and approvals that may be required as part of the Coastal Management Act Consent and Planning Permit approvals process are outlined below. Additional studies, approvals and further information requests may also be required, however this will not be known until the approvals process has commenced.

- **Cultural Heritage Management Plan (CHMP)** - A CHMP provides an assessment of the proposed activity (i.e. use and development of the land) on Aboriginal Cultural Heritage and outlines measures to be undertaken before, during and after an activity to ensure management and protection of Aboriginal Cultural Heritage. A CHMP is required for a ‘high impact activity’ that falls within an area of ‘Cultural Heritage Sensitivity.’ Point Grey is identified as an area of ‘Cultural Heritage Sensitivity’ under the *Aboriginal Heritage Act* 2006. Further assessment will be required to assess whether or not the proposed activity areas have previously been subject to significant ground disturbance and whether the proposed activity is considered to be high impact.
- **Cultural Heritage Permit** - A Cultural Heritage Permit (CHP) may be required for works within the precinct that propose to disturb or excavate land to uncover Aboriginal cultural heritage or carry out an activity that will or, is likely to, harm Aboriginal cultural heritage. An application for a CHP must be made to the Department of Transport, Planning and Local Infrastructure (DTPLI), formerly the Department of Planning and Community Development (DPCD), with a copy of this application provided to the relevant Registered Aboriginal Party (RAP) for comment. A CHP will be required for any works that disturb the existing known registered site (ie shell midden near boat access ramp). It should be noted that a permit cannot be granted for an activity which requires a CHMP.
- **Coastal Hazard Vulnerability Assessment** - A Coastal Hazard Vulnerability Assessment may be required to assess the impact of the proposed development on the coast within consideration of factors such as sea level rise, storm tide and surge, coastal processes and erosion. The assessment may provide recommendations for setbacks and protection works. This maybe required for Point Grey as it adjoins the coast and the plan proposes new buildings and works.

6.2.3 Detailed design

Following ministerial approval of the Final Plan, a detailed design will be undertaken so that the project can proceed to the Planning Permit approvals stage.

The detailed design will build on the final Point Grey Precinct Plan providing additional detail around the main building, outdoor structures, the landscaping and revegetation, coastal management initiatives and car parking and access.

6.2.4 Construction

Following detailed design, a tender process will be undertaken to identify and then engage a suitable contractor(s) to commence development.

Contractor (s) will be evaluated based on economic, social and environmental performance, consistency with the aims of the plan and value for money. The tender process and construction will be overseen by GORCC to ensure on the ground outcomes meet the aims of the plan.

6.2.5 Indicative timeframe

The following indicative timeline shows the anticipated timing for the key stages of the plan’s implementation. This is subject to change, for example pending the outcomes of the approvals stage.

| Description | Time |
|---|--------------------|
| Seek funding | Jan. - Dec. 2014 |
| Obtain required approvals | Jan. - Sept. 2014 |
| Complete detailed designs | March - Sept. 2014 |
| Prepare tender documentation | Oct. - Dec. 2014 |
| Undertake tender process to engage contractor/s | Jan. - March 2015 |
| Complete building construction | May - Nov. 2015 |
| Complete landscaping and other works | April - June 2016 |

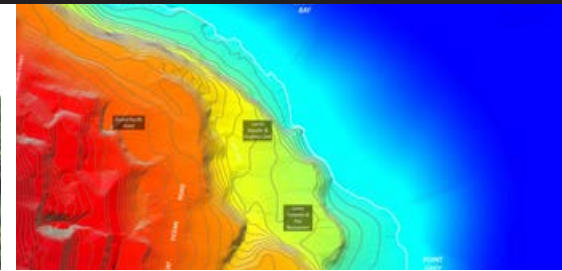
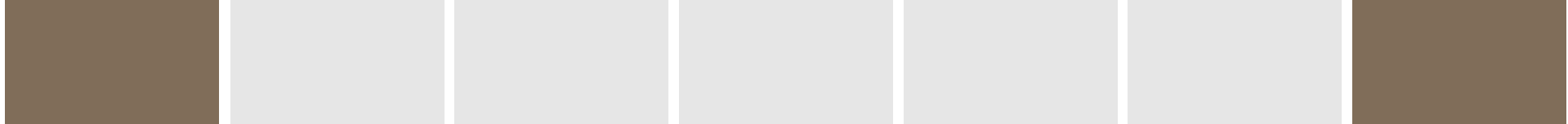


Appendices

Appendix A: Supporting Information

Appendix B: Community Reference Group

Appendix C: Agency Working Group



Appendix A: Supporting Information

The following provides a summary of important background information that was compiled during previous stages of the project and was used in the development of this draft plan.

Further background information about the project is available at www.gorcc.com.au

Study Area



Site opportunities & constraints

Key overall opportunities and constraints are summarised opposite.

EPBC Act

The 'Great Ocean Road and Scenic Environs' is included in the National Heritage List and it is the National Heritage listed values associated with this place [which includes Point Grey] that are protected under the *Environment Protection and Biodiversity Conservation Act 1999*. Particular consideration is to be given to ensuring any new development and/or infrastructure does not diminish the aesthetic value of the place, for example by obstructing views or access.

Continuous pedestrian link

Opportunity to provide a continuous pedestrian link across the precinct to connect to Shelley Beach.

Northern Access

The precinct is nominated as a CFA Neighbourhood Safer Place and emergency vehicular access from the north should be maintained.

Buildings setback from coast

To be consistent with the Victorian Coastal Strategy, any new development should be set back from the coast to allow for broader community benefit of coastal Crown land.

Parking

Parking currently dominates the core of the precinct. Some convenience car parking should be provided in the core of the site, however should not dominate the public realm.

53 car spaces are currently provided across the precinct. The Surf Coast Planning Scheme requires approximately 80 spaces based on current uses. Boat trailer parking should be provided to support activities in the precinct.

Steep Slope

Steeply sloping land needs to be carefully managed to prevent erosion. There may be potential for buildings to be benched into the slope to 'hide' infrastructure and services from key views.

Views from Grand Pacific Hotel and Residential Uses

Residences and hotel on the west side of the Great Ocean Road have views across the site to the water. These views should be retained.

Sewer pumping station

Sewer pumping station to be retained.

Open lawn and views

Key view to and across the precinct to the water and Otway ranges are important to the entry into Lorne and the journey through. The lawn areas, vegetation, water and the ranges creates a sense of naturalness. This key view should be retained.

Southern Vehicular Entry

A vehicular access point exists to the south of the precinct. It provides not only access to the precinct but also to Shelley Beach. This access point is considered to have better sight lines as compared to the existing northern entry point and should be retained as the key vehicular entry point into the precinct.



Pier to pub starting area

Starting area for Pier to Pub event should be able to accommodate crowds.

Pier to pub water entry

Water access for Pier to Pub event should be enhanced to provide safe access to the water for competitors.

Pier access

Pedestrian access to pier entry must be retained. Opportunity to provide public plaza space within the core of the site around the pier entry.

Weather protection

The prevailing wind and swell direction is from the south west. Built form to the south of the pier will shelter the space from prevailing winds and make it more comfortable for people.

Building interface

Opportunity to improve visual quality of building and provide surveillance of adjoining spaces.

Boat access

The Western Victoria Boating CAP classifies the facility as a 'local level' ramp that is suitable only for minor improvements. Access to the facility must be maintained

Middens

Remains of large shell midden have been found within the precinct adjacent to the Fisherman's Cooperative. A report prepared by the Framlingham Aboriginal Trust recommends that existing heritage sites be protected, with no further development to occur near the large shell midden site. This midden is a registered site on the Victorian Aboriginal Heritage Register (VAHR 7721-1180)

Coastal edge

Coastal edge will need to be carefully managed to minimise erosion from predominant swells.

Figure 17: Site Opportunities and Constraints

Location of building(s)

The following table provides a discussion of various building locations within the Point Grey Precinct. This is particularly important for the Precinct Plan as it affects the size and location of public space provided within the precinct and views to and from the precinct.

Refer to the map for building locations.



Figure 18: Location of buildings discussion

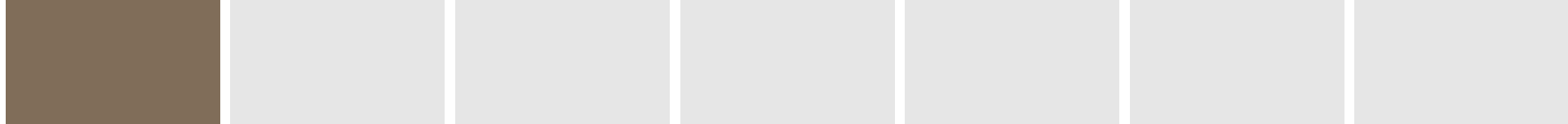
| Building Location | Positives | Negatives |
|-------------------|---|--|
| 1 | <ul style="list-style-type: none">Views to water maximised from buildings | <ul style="list-style-type: none">Setback not consistent with the Victorian Coastal StrategyDisrupts public views to the coast from other locations within the precinctLocation reduces the amount of continuous public open space near the waterCould be difficult to stage. Existing uses may be temporarily unavailable while construction of new building at this location is undertaken. |
| 2 | <ul style="list-style-type: none">Building may be benched into slope ensuring visibility from surrounding areas including the Great Ocean Road is minimalViews to water maximised from buildingsLocation allows more public space adjacent to the waters edgeLocation of servicing / delivery / bins could be hidden from public view if embedded into hillside | <ul style="list-style-type: none">Higher construction costs associated with embedding buildings into the hillsideLocated away from the pedestrian focus for the precinct which is near the pier entry |
| 3 | <ul style="list-style-type: none">Provides good weather protection to new public squareViews to water maximised from buildingsDoes not significantly impact on views into the site from the Great Ocean Road (screened by vegetation / slope)Located at entry to pier capturing high pedestrian trafficReinforces and supports pier as focus for activity | <ul style="list-style-type: none">Would need to be set back as far as possible to comply with the Victorian Coastal StrategyWould need to be set back slightly to create pedestrian connection along foreshoreCould be difficult to stage. Existing uses may be temporarily unavailable while construction of new building at this location is undertaken. |
| 4 | <ul style="list-style-type: none">Does not significantly impact on views into the site from the Great Ocean Road (screened by vegetation) | <ul style="list-style-type: none">Does not sensitively respond to the adjacent middensFragments activity within precinctViews to water maybe limited from vegetation along coast edgeLocated away from the pedestrian focus for the precinct which is near the pier entry |

How has the draft plan responded?

The draft plan proposes one building in location number 3.

In balancing the positives and negatives, this position was considered to provide the greatest benefits to the precinct particularly with focusing activity around the pier entry and providing wind protection to the proposed Maritime Square.

The draft plan proposes to remove buildings from locations 1 and 4. This was considered important in order to provide a greater amount of public open space and to open-up views from the public realm.



Number of buildings

The major land uses within the Point Grey precinct are currently provided across two main buildings, along with a smaller public toilet building located in the southern section of the site.

A key issue to be resolved for the Precinct Plan was whether to consolidate major uses into one building or provide two new buildings to accommodate future uses. The table opposite provides an analysis of each option.

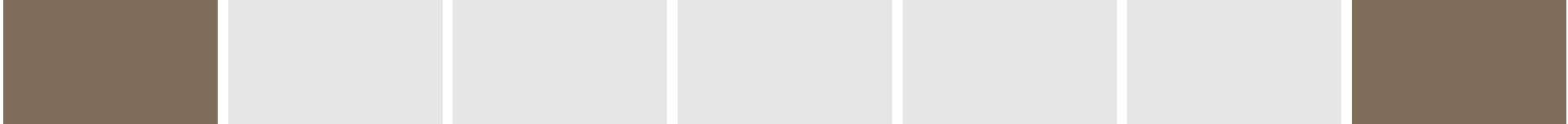
| Number of buildings | Positives | Negatives |
|---------------------|--|---|
| One building | <ul style="list-style-type: none">■ Accords with the Victorian Coastal Strategy which says that buildings in coastal locations should be rationalised and multi-use■ Allows for a greater amount of public open space by consolidating the building footprint into one site■ Provides for sharing of facilities / storage / bin areas between future uses■ Lower construction costs – more realistic to achieve■ Greater views available from greater part of the precinct to greater number of people■ Building has minimal visibility from the Great Ocean Road - little chance of implications under EPBC Act due to impacts on heritage listed views■ Aquatic Club could be situated close to the boat access ramp – facilitating easier access, monitoring, etc■ Greater potential for sharing of facilities (eg restaurant kitchen could service community rooms)■ Overall lower level of development across the site■ Better aligns with coastal planning policy (eg VCS, Siting and Design Guidelines) resulting in a greater chance of approval from DSE■ Larger area would be available for Pier to Pub staging/ marshalling■ Larger area would be available for use during emergencies (ie as per role as a Safer Neighbourhood Place)■ Cheaper to construct and maintain | <ul style="list-style-type: none">■ Less sense of enclosure around public space/plaza■ Different uses close to each other (eg angling and dining)■ Preferred by smaller parts of the community based on previous consultation■ Less flexibility with staging (i.e. entire building has to be constructed in one stage) |
| Two Buildings | <ul style="list-style-type: none">■ Greater sense of enclosure and comfort to the public plaza■ Separates different uses (eg angling and dining)■ Preferred by larger parts of the community■ Greater flexibility with staging i.e. construct each buildings as funding becomes available | <ul style="list-style-type: none">■ Location of servicing / delivery / bins maybe challenging■ Higher construction cost – harder to achieve■ Second building increases visibility from GOR – higher chance of implications under the EPBC Act due to impacts on heritage listed views■ Overall higher level of development■ Not aligned with coastal planning policy (eg VCS, Siting and Design Guidelines) |

How has the draft plan responded?

The draft plan provides for the consolidation of uses into one building.

A major reason for this approach was to maximise the amount of public open space for the local and broader community. Providing all uses within one building allows for the largest, contiguous area of public open space. It also complies with the VCS direction to co-locate uses and rationalise the number of buildings.

The building is arranged so that uses are clearly separated as shown in the Draft Plan.



Vehicle access and parking

Determining an appropriate response to vehicle access and parking is critical for Point Grey to ensure the precinct is successful as a place for people and easy and convenient to access.

The key areas of consideration revolve around whether or not the northern vehicle entry should be retained and how car parking is configured in the precinct. This is summarised in the accompanying table.

| Element | Key Considerations |
|------------------------|--|
| Northern vehicle entry | <ul style="list-style-type: none">■ The northern vehicle access currently provides convenient one-way vehicle access into the Point Grey precinct.■ VicRoads would prefer to see the access point removed and access provided at the existing southern entry.■ The Precinct is currently designated as a Neighbourhood Safer Place which becomes a refuge during a bushfire. The northern access road provides more convenient access into the site to support this use.■ The ‘Siting and Design Guidelines for Structures on the Victorian Coast’ state that car parks and roads should be minimised.■ The northern access road and car parking currently dissects the precinct. Removal of the access road would allow for a larger, continuous public open space to be provided adjacent to the water. |
| Car Parking | <ul style="list-style-type: none">■ 53 car parks (approx.) are currently provided in the both central and southern car parks. Some parking must be provided at the precinct, and at least enough to meet the Surf Coast Planning Scheme’s requirement of one car space per 0.4 patrons for the restaurant/café/takeaway facility.■ Car parking currently dominates the core of the precinct.■ Potential for car parking areas to be located further south away from the core of the precinct. This would allow for a public space to be created adjacent to the pier entry and restaurant / fish sales building.■ The ‘Siting and Design Guidelines for Structures on the Victorian Coast’ state that car parks and roads should be minimised.■ Disabled parking should be provided close to the restaurant / fish sales building.■ The upper lawn area could be utilised for overflow parking if required. |

How has the draft plan responded?

The draft plan restricts the northern vehicle access to use for emergency vehicles only. The road would be removed and replaced with gravel for the steeper northern section and grass for the flatter sections.

The main reason for this decision was to create the large public open space adjacent to the water. This could only occur with the northern road removed.

The management of the emergency vehicle access will need to be resolved with key stakeholders. Access treatments could include removable bollards or reboundable bollards.

The draft plan proposes to provide a total of 63 formal car parks as well as 20 additional spaces for overflow in the upper lawn area.

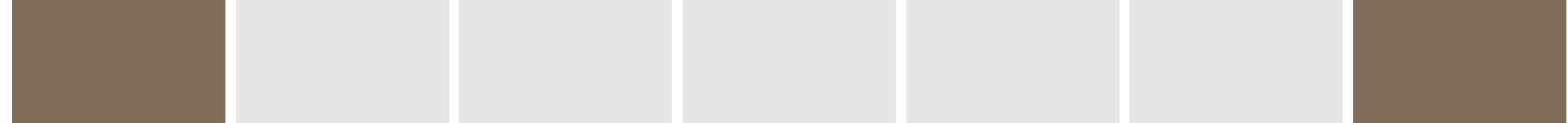
Car parking is minimised in the core of the precinct so that the majority of this area can be designated as public space. This aligns with the Guiding Principles established during the Ideas Phase of the project.

The majority of the car parking will be provided further south and overflow parking provided in the upper lawn area.

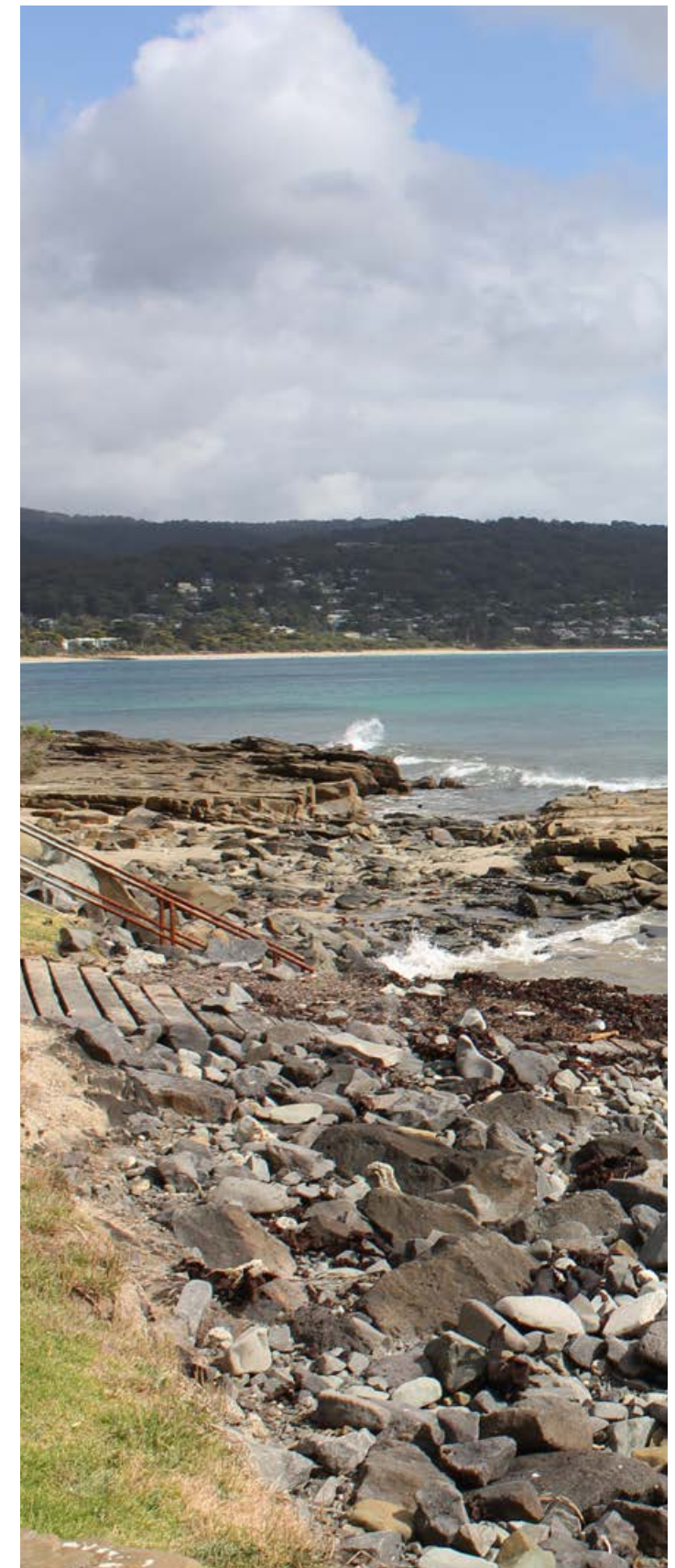
Summary of consultation results - Stages 1 and 2

The table opposite identifies the key themes identified through the consultation process for this project so far. The key themes are, in essence, a summary of the main findings from the Stage One and Stage Two Consultation Reports (see www.gorcc.com.au). To the right of the table, it is explained how each theme has been responded to in this draft plan and what guiding principle each of these relates to.

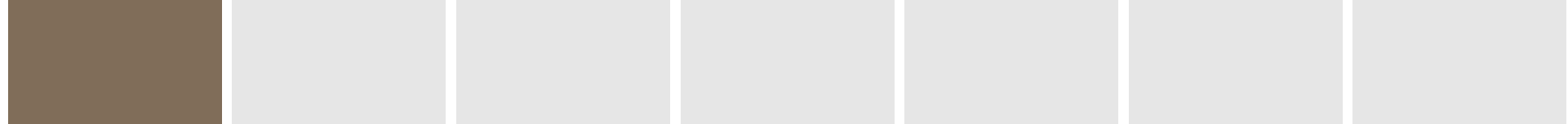
| No. | What we heard (key theme) | Consultation Stage | How has this been responded to in the draft plan? | Guiding Principle (s) this relates to |
|-----|---|--------------------|--|---------------------------------------|
| 1 | Passive and active recreation was the most popular choice for what community members would like to see at Point Grey (e.g. walking tracks, fishing). | Stage 1 | <p>A large (1,150 sqm. approx.) 'passive recreation' area has been provided in the northern part of the precinct. It will allow good access to the foreshore and passive recreational opportunities, including picnicking, barbequing, contemplating and enjoying the expansive views.</p> <p>Pedestrian access has been improved through filling the 'missing link' in the foreshore trail in front of the current restaurant building.</p> <p>Access to fishing opportunities (eg via the pier and boat access ramp) have been maintained.</p> | 2, 5, 7, 9, 11 |
| 2 | The second most popular choice for what community members would like to see at Point Grey was restaurant/cafes (although some specified only one was necessary) and fresh produce. | Stage 1 | The restaurant/café and fish-sales uses have been retained, and will be housed in new, purpose built facilities. | 1, 3 |
| 3 | The most common choice for what community members would not like to see at Point Grey is a tourism/information centre. | Stage 1 | <p>A tourism or information centre has not been provided for in the draft plan.</p> <p>Instead, subtle, low-key interpretive materials are integrated throughout the site (eg in bands of paving/seating in the passive recreation area) while also featuring specifically in the open heritage interpretive facility.</p> | 1, 3, 8 |
| 4 | The majority of community members felt that environmental constraints (such as storm surges, native vegetation and heritage) were the biggest challenges for the precinct. | Stage 1 | <p>Removal of environmental weeds such as exotic grasses and pittosporum species and significant revegetation will restore degraded eco systems, improve native habitat and the natural function of the landscape.</p> <p>Erosion control measures such as rock stabilisation and revegetation will minimise coastal erosion and the effects of inundation.</p> <p>Climate change and coastal hazards have been considered and the Victorian Coastal Strategy position of planning for sea-level rise of not less than 0.8 metres by 2100 has been incorporated.</p> | 6, 12 |
| 5 | The most popular choice from community members for what makes Point Grey special and unique were its history, views, natural beauty and the Pier and they indicated that these features should be kept and/or enhanced. | Stage 1 | <p>Subtle, low-key historical interpretive materials are to be integrated throughout the site (eg in bands of paving/seating in the passive recreation area) while also featuring specifically in the open heritage interpretive facility.</p> <p>Views from and to the precinct have been significantly improved through having no building in the northern part of the precinct.</p> <p>The natural beauty of the precinct will be enhanced through the reduced number of buildings and revegetation works.</p> <p>The pier is to remain and pedestrian access to it will be improved through the extension of the foreshore walking trail and removal of parking from the head of the pier.</p> | 5, 6, 8, 9 |
| 6 | The majority of survey respondents said they would like the existing character of the precinct to remain or the precinct to stay the same and only minor upgrades to occur. | Stage 2 | Many elements of the design are intended to reflect and preserve the existing character of the precinct, including retaining existing uses, maintaining a similar scale of buildings and promoting its heritage. With the existing buildings needing to be replaced, the design represents a minimal level of change that also still meets current planning and policy requirements. | 1, 3, 4, 8 |
| 7 | The majority of survey respondents said they would prefer a scenario that contained two buildings rather than one. | Stage 2 | While technically one building, the new building has two distinct and separated parts: one for commercial uses (eg restaurant/café, fish sales); and one for community uses (eg LAAC and other community uses). It is felt that this design represents the best balance between the various influences on the plan (see Section 2.2) and provides more 'pro's' for the precinct. | 1, 2, 3, 5, 7, 13 |



| No. | What we heard (key theme) | Consultation Stage | How has this been responded to in the draft plan? | Guiding Principle (s) this relates to |
|-----|--|--------------------|--|---------------------------------------|
| 8 | The majority of survey respondents said they preferred a low cost scenario. | Stage 2 | The draft plan represents a low cost scenario for the future of the precinct, while still meeting the other requirements of the project (eg Vision and other Guiding Principles) | 13 |
| 9 | Some community members and members of the CRG felt the northern vehicle entry to the precinct was important for safety and emergency access while some key stakeholders felt that this entry was dangerous and should be closed off. | Stage 2 | The northern vehicle entry remains in place, but only for use in emergencies or special events. When not in use, it will allow a much larger and more effective area of open space for use within the precinct | 2, 10 |
| 10 | The LAAC submitted a petition to GORCC signed by 570 members and guests that they desired to stay on their current site but with an extended footprint and support for this position was expressed by other community members and groups, including many members of the CRG. | Stage 2 | It is felt that the draft plan represents the best balance between the various influences on the plan (see Section 2.2) and provides more 'pro's' for the precinct. | 1, 2, 3, 7, 13 |
| 11 | The LAAC and others put forward that all uses of the precinct may not work well together (e.g. fish and boat cleaning and club activities adjacent to the restaurant). | Stage 2 | The design groups like uses together. For example, the LAAC, boat access ramp, and fish and boat cleaning are all located in the same part of the precinct. While technically one building, the new building has two distinct and separated parts: one for commercial uses (eg restaurant/café, fish sales); and one for community uses (eg LAAC and other community uses). Fish and boat cleaning and the restaurant are on opposite corners of the building. | 4, 7, 11, 13 |
| 12 | The majority of community members indicated that they preferred a single storey building and members of the CRG also expressed this preference. | Stage 2 | The new building is single storey. | 1, 3, 4 |
| 13 | The response to car parking was very mixed with a range of views expressed. | Stage 2 | The draft plan provides a balance between some car parking on the lower level (eg for disabled access and servicing the building) and the remainder on the higher level before cars enter the core of the precinct. | 10 |
| 14 | A common suggestion from community members was that the boat access facilities should be improved. | Stage 2 | The boat access facility needs to remain as a 'local level' ramp as prescribed by the Western Coastal Board Western in the Western Region Boating Coastal Action Plan. While the boat access facility itself was outside the scope of the project, the related land-based components (eg fish and boat cleaning, trailer parking) have been considered and provided for in the draft plan | 11 |
| 15 | There was a mix of responses from the community when it came to historical interpretation. The majority said there should be greater emphasis on heritage but many also said interpretation should be simple and unobtrusive. | Stage 2 | A tourism, information or heritage interpretation centre has not been provided for in the plan as it was inconsistent with the Guiding Principles. Instead, subtle, low-key interpretive materials are integrated throughout the site (eg in bands of paving/seating in the passive recreation area) while also featuring specifically in the open heritage interpretive facility. | 1, 3, 8 |
| 16 | The majority of survey respondents said the area should be kept natural (through materials, forms and siting). | Stage 2 | Buildings have been minimised and open, natural areas have been maximised in the precinct. Natural, exposed timbers are specified for use throughout the precinct, including on the building. | 4, 6 |
| 17 | The majority of survey respondents said they didn't feel play areas were appropriate for Point Grey and that it should be kept natural. | Stage 2 | No formal play area (eg play ground) is included in the draft plan. Rather, opportunities for play have been incorporated throughout the precinct (eg 'passive recreation' area, access to water). | 1, 7, 9 |



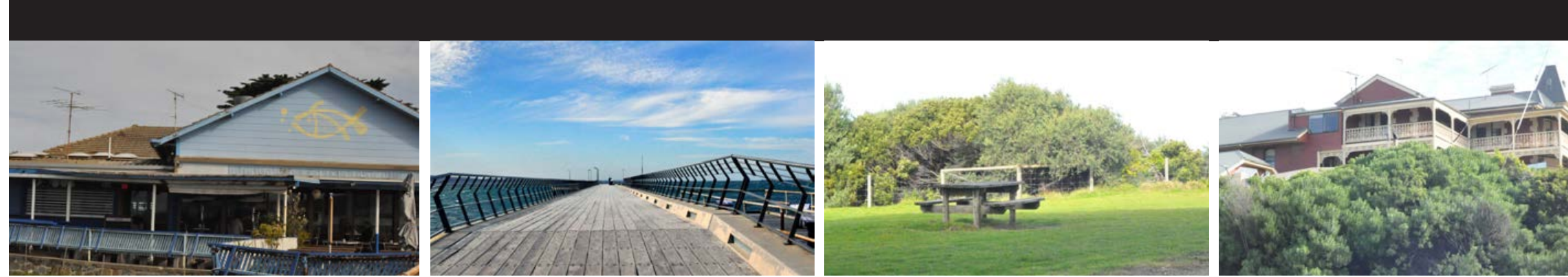
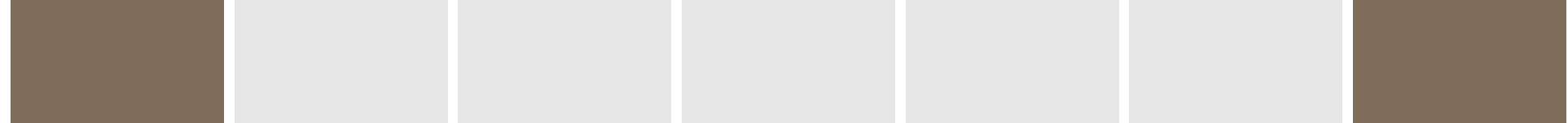
View to across stairs / ramp to Lorne



| No. | What we heard | Consultation Stage | How has this been responded to in the draft plan? | Guiding Principle (s) this relates to |
|-----|---|--------------------|---|---------------------------------------|
| 18 | The majority of survey respondents said either they didn't want a plaza, or it should be kept natural or informal. | Stage 2 | Feedback received from respondents indicated that this result could be due to not properly defining what was meant by the word 'plaza' in the 'Ideas Paper' and people instead visualising it as a large, retail shopping type of area. A 'Maritime Square' has been provided in the draft plan which is suitable for a range of activities and events and outdoor dining. This is of a size appropriate for these activities, while not being so large that it dominates the precinct. Natural materials and vegetation will be used to integrate it with the rest of the precinct. | 2, 4, 5, 7, 10 |
| 19 | The CRG expressed a desire to see the Pier to Pub considered in the planning process and catered for in the design. | Stage 2 | The Pier-to-Pub event will be able to utilise the Passive Recreation Area, Maritime Square and the car park, which is a much larger and more suitable area than they currently use, for the beginning and staging of the race. | 1, 5, 7, 8, 10 |
| 20 | Members of the AWG and other targeted key stakeholder groups indicated that government funding for the implementation of the plan may be limited and that the plan will need to have a sound funding model which includes both public and private investment. | Stage 2 | Funding for implementing the plan is discussed in Section 6.2. It identifies a mix of funding sources, including private and public. A more detailed funding model will be prepared for the final version of the plan. | 13 |
| 21 | Members of the AWG and the CRG said that staging of construction would be important to ensure the plan was achievable. | Stage 2 | Implementation of elements of the plan are stageable (eg the LAAC can continue use of its current building until the new building is constructed, then the current LAAC building can be removed and the Passive Recreation Area completed) | 13 |
| 22 | Members of the AWG and other targeted key stakeholder groups indicated the plan should be consistent with government policies and plans (such as the Victorian Coastal Strategy) | Stage 2 | The draft plan is consistent with government policies and plans. | 13 |
| 23 | Members of the AWG and other targeted key stakeholder groups emphasised that safe pedestrian access was important. | Stage 2 | Access to the precinct from the other side of the Great Ocean Road will be improved through the recommendation of a formalised crossing point (subject to further investigation). Safe pedestrian movement around the precinct will be improved through a number of measures, including the use of the northern access point for emergencies and events only, reducing car parking and vehicle movement in the core of the precinct and filling the 'missing link' in the foreshore trail in front of the current restaurant building. | 2, 5, 7, 9, 10 |
| 24 | The Lorne youth surveyed would like to see affordable food options at Point Grey (e.g. cafe or takeaway) | Stage 2 | The new building will house a combined restaurant/café/takeaway facility. | 1, 3, 4, 9 |
| 25 | The Lorne youth surveyed would like to see more vegetation and grass at Point Grey as well as open space | Stage 2 | The draft plan provides more open space than is currently available at the precinct and much of this will be open lawns (eg Passive Recreation area). Revegetation with suitable coastal species will also be undertaken across the precinct. | 2, 6, 7, 10 |
| 26 | A few of the Lorne youth surveyed said they would to see a wave pool, skate park or skateable edges to the car park. | Stage 2 | These uses were considered inconsistent with the Guiding Principles and not appropriate for Point Grey. Also, insufficient room is available within the precinct for a wave pool and an existing skate park is located close by on the main Lorne foreshore. | 1, 3 |



Lorne Pier



Appendix B: Community Reference Group

The purpose of the Point Grey Precinct Plan Community Reference Group (CRG) is to compliment the broader community and stakeholder engagement process by providing a structured mechanism for gaining input and feedback from community representatives during the development of the plan. This is facilitated primarily via meetings of the group at key points during the planning process.

The CRG was formed following a public Expression of Interest (Eoi) process. All 14 people who submitted an Eoi were appointed to the CRG, resulting in it representing a wide cross section of the community and local interest groups.

An independent professional facilitator, Nicola Mendleson of Mendleson Communication, was engaged to facilitate meetings of the CRG.

The CRG members are:

- Lawrie Baker, community representative.
- Darren Balderas, LorneCH Pt Grey Team.
- Howard Bishop, community representative.
- Peter Matthews, Friends of Lorne.
- Neil Morarty, Lorne Surf Life Saving Club.
- Graeme Norton, community representative (LorneCH Pt Grey Team).
- Russell Oakley, community representative (also Chairman of Body Corporate for 'Pacific Apartments').
- Tony Peddie, Lorne Aquatic and Angling Club.
- Alain Purnell, community representative (also co-convenor of LorneCare).
- Tony Smith, community representative.
- Peter Spring, Lorne Historical Society and Lorne Community Association (also on LorneCH Pt Grey Team).
- Ian Stewart, Committee for Lorne.
- Peggy Taylor, community representative.
- Chris Tully, Lorne Business and Tourism Association (also on LorneCH Pt Grey Team).

Appendix C: Agency Working Group

The Point Grey Precinct Plan Agency Working Group (AWG) was formed to compliment the broader community and stakeholder engagement process by providing a formal mechanism to coordinate the involvement and support of key government departments and organisations in the development of the plan. This is facilitated primarily via meetings of the Group to provide input at key points during the process.

The members of the AWG are:

- Department of Environment and Primary Industries – Frances Northeast, Senior Environmental Planner.
- GORCC – Richard Davies, Chief Executive Officer.
- Regional Development Victoria, Department of State Development, Business and Innovation – Phil Currie, Senior Development Coordinator.
- Surf Coast Shire – Councillor Clive Goldsworthy, Councillor Lorne Ward, and Stephen Wall, Chief Executive Officer.