

Point Grey Precinct Plan

2014 Revised Draft Plan



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Acronyms

AHD	Australian Height Datum
AWG	Agency Working Group
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
GORCC	Great Ocean Road Coast Committee
LAAC	Lorne Aquatic and Angling Club
RDV	Regional Development Victoria
SCS	Surf Coast Shire
VCS	Victorian Coastal Strategy

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1. Introduction

This report details the Great Ocean Road Coast (GORC) Committee's revised draft plan for the Point Grey Precinct in Lorne.

The original version of the draft plan was released for consultation in September 2013. Following careful consideration of the strong feedback received in response to the 2013 Draft Plan, the Committee resolved to make several changes to the design of the precinct. These changes, which have been made by Tract Consultants as directed by the Committee, are outlined in this 2014 Revised Draft Plan.

Nearly 12 months have passed since the release of the 2013 Draft Plan, and significant changes have been made to the design. Therefore, this 2014 Revised Draft Plan is now being released for comment to check that the changes made have support from the Lorne community and other stakeholders, and any final feedback can be considered before a final version of the plan is developed.

Key changes from the 2013 Draft Plan to this 2014 Revised Draft Plan include:

- Addition of a separate and independent building for the Lorne Aquatic and Angling Club (LAAC) in a similar location to its current building;
- Reincorporation of a northern vehicle entry to the precinct;
- A drop off / loading zone allowing for large and medium sized bus passenger drop-off and pick-up and commercial loading within the precinct;
- Reconfiguration of parking to provide additional convenience parking close to the Maritime Square;
- Reconfiguration of the boat trailer parking in the main car park;
- Refurbishment of the existing public toilets and new toilets incorporated within the main building; and
- Opportunity for heritage interpretation and displays to be incorporated into the foyer of the main building.

It is acknowledged that many in the Lorne community have been waiting for news on this planning process for many months, and the Committee thanks all interested community members and stakeholders for their patience. The consideration of feedback received during the previous phase of consultation held over September – October 2013 and the development of the Revised Draft Plan contained in this report has taken longer than anticipated due to the following:

- Much consideration and deliberation by the Committee of all feedback received on the 2013 Draft Plan.
- Further research and discussions with stakeholders to identify an alternative approach that would be better supported by the Lorne community and also still met the requirements of the plan (such as its Guiding Principles, Vision, etc.)

This report is much shorter in length and detail than the 2013 Draft Plan and has been intentionally designed this way to ensure key information, and in particular key changes to the document, are highlighted, without unnecessarily repeating information that has already been published.

While not all information outlined in the 2013 Draft Plan remains relevant (given the amended design contained in this report), much of the background and supporting information contained in the 2013 Draft Plan remains relevant to the Revised Draft Plan outlined in this report. The 2013 Draft Plan is available for viewing at www.gorcc.com.au.

The final version of the plan, which will be developed following consideration of feedback received on this 2014 Revised Draft Plan, is expected to contain a similar amount of information to the 2013 Draft Plan, but up-dated where necessary to reflect the final design.

The final plan will be used to seek funding to support the next stages of the project, which includes business case preparation, development of detailed designs and completion of the construction works. Further details regarding the next steps in the process can be found in Section 4 of this report.

2. Background

2.1 Project history

GORCC is undertaking a planning process to identify a suitable option for the future use and development of the Point Grey precinct in Lorne (see Figure 1: Study Area). The process has occurred over two years to date and involved multiple stages, including three phases of stakeholder consultation. The key stages in the project are identified in the timeline on the opposite page.



Figure 1: Study Area

2.1.1 Project timeline

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 <i>See 2013 Draft Point Grey Precinct Plan for further information (www.gorcc.com.au)</i>	Feb. 2013 - August 2013
3b	Consultation on the Draft Plan <i>See 2013 Draft Point Grey Precinct Plan and Stage 3 Consultation Report for further information (www.gorcc.com.au)</i>	Sept. 2013 - Oct. 2013
3c	Consideration of feedback and development of Revised Draft Plan <ul style="list-style-type: none"> The results of the consultation undertaken on the 2013 Draft Plan were considered by the GORC Committee. It was obvious from the feedback received that the 2013 Draft Plan was not supported by large parts of the Lorne community, in particular the Draft Plan's consolidation of existing users of buildings at the Precinct into one new building in the vicinity of the current restaurant/fishing co-op building. The GORC Committee therefore committed to re-examining approaches to the design in an attempt to find an alternative that was better supported by the community but still met the requirements of the planning process, including its Vision and Guiding Principles. This process involved further research and information gathering and targeted consultation with key stakeholders, including the Lorne Angling and Aquatic Club. The process also involved a number of meetings of the GORC Committee to consider the information and input gathered, and then develop and approve an alternative draft plan for further consultation 	Nov. 2013 – July 2014
3d	Release of the Revised Draft Plan for public comment <i>See Section 5 of this report for further information</i> WE ARE HERE	Sept. 2014 - Oct. 2014
4	Preparation of final plan <i>See Section 4.1 of this report for further information</i>	Oct. 2014 - Feb. 2015
5	Approval process for the plan <i>See Section 4.1 of this report for further information</i>	Mar. 2015 - Sept. 2015
6	Funding sought for implementation of the plan (includes development of a detailed business case) <i>See Section 4.2 of this report for further information</i>	Ongoing
7	Detailed design phase <i>See Section 4.2 of this report for further information</i>	April 2015 - Sept. 2015

2.2 2013 Draft Plan

In September 2013, the Point Grey Precinct Plan – Draft Report was released for broad consultation. This represented the culmination of significant work by many stakeholders involved in the project.

A key element of the 2013 Draft Plan was 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.

It was acknowledged in the 2013 Draft Plan that consolidating the buildings was not the preferred approach of many local people who had participated in the project up to that point as they had indicated they would like to keep the current buildings or see them rebuilt in the same location in the precinct.

While the GORC Committee had considered this feedback, it had determined that, on balance, co-locating the existing buildings into one building best met the project's Guiding Principles and coastal planning guidelines and policies, and achieved the best public space outcomes for the precinct. A key influence on this position was the Victorian Coastal Strategy (2008) (VCS), the State Government's key policy for coastal planning and management, which states that buildings on coastal Crown land should be consolidated and multi-use.

The 2013 Draft Plan was released for broad consultation over September – October 2013. 55 submissions were received in response to the 2013 Draft Plan with the majority of those who responded feeling that a suitable balance had not been achieved and reiterating their strong preference for a two building approach.

2.3 2014 Revised Draft Plan

Based on the strong feedback received on the 2013 Draft Plan, the GORC Committee committed to working with relevant stakeholders to investigate alternative approaches to the design that would be better supported by the local community, while also still meeting the other requirements of the plan (eg Vision, Guiding Principles). In particular this involved further review of the VCS, including the new draft VCS that was also released in September 2013, as well as a traffic and parking study.

The traffic and parking study included a review of commercial, vehicular and bus movement and parking within the precinct and access from the north. The findings of the study included that whilst large coaches may enter the precinct from the northern access road, manoeuvring and parking is constrained and thus drop off from these coaches is achievable providing they then travel through the precinct and exit back onto the Great Ocean Road. Conversely mini-bus type vehicles can be accommodated. The study also found that practical levels of parking could be retained adjacent to the LAAC and the restaurant and fish sales building.

The alternative design for the Point Grey precinct identified by the GORC Committee outlined in this document is a result of this process. The 2014 Revised Draft Plan includes a number of significant changes from the 2013 Draft Plan, in particular:

- Incorporation of two new buildings in the precinct:
 - A main building for the restaurant and fish sales in a similar location to the existing building; and
 - A separate building for the LAAC in a similar location to its existing building.
- Inclusion of a full time northern entry road for vehicles;
- Provision of a drop off / loading zone allowing for large and medium sized bus passenger drop-off and pick-up and commercial loading within the precinct;
- Parking reconfigured to respond to northern entry point and to allow for additional convenience parking close to Maritime Square;
- Parking in main car park reconfigured to enhance access to boat trailer parking;
- Refurbished public toilets, with new additional toilets provided close to Maritime Square (within main building); and
- Foyer space within main building providing a flexible space for interpretation and displays.

These changes had implications for other aspects of the plan which then also needed to be reviewed. In particular this included vehicle circulation and parking, and consequently a traffic study of the precinct was necessary to confirm how to best accommodate these elements into the plan and determine the best form / design of the northern access road.

Further details regarding the revised plan can be found in Section 3.

Further information is available in the 2013 Draft Report and other background documents located at www.gorcc.com.au

3. The 2014 Revised Draft Layout

3.1 Overview

The following section of the report outlines the 2014 Revised Draft Plan for the Point Grey precinct in Lorne.

The 2014 Revised Draft Plan provides an alternative design for the Point Grey Precinct in response to significant feedback received on the 2013 Draft Plan. The 2014 Revised Draft Plan aims to provide a design for the future use and development of the precinct that considers concerns raised by the community, as well as addressing legislative, planning and policy requirements.

3.2 Key benefits of the 2014 Revised Draft Plan

The 2014 Revised Draft Point Grey Precinct Plan will deliver a number of significant benefits to the local and wider community. Key benefits are outlined below.

When implemented, the plan will provide the following:

Significant increases in public open space

The 2014 Revised Draft Plan provides an increase in public space (greater than existing conditions) with a new maritime square of 600sqm, and lawn areas of approximately 900sqm, all with uninterrupted views of the water. New seating and picnic areas will create a great place for people to gather, relax and enjoy all that Point Grey has to offer.

The reconfiguration of car parking in the core of the precinct enables a larger open space 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.

A separate building will provide for the LAAC, in a similar location to the existing building. The building will be of high architectural quality, reflective of its prominent position along the Victorian coast. It will also provide an attractive address to the waterfront, allowing for commanding views of the coastline and towards the maritime square. Entry areas, an outdoor area and decking will provide opportunities for the LAAC to engage with adjacent public areas, creating activity and vibrancy within the precinct.

Strong connections to the water

The 2014 Revised 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 2014 Revised 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.

Subtle interpretation through inscriptions in paving will ensure the history of Point Grey is conveyed in a meaningful way. A foyer space in the main building will also allow for temporary and semi permanent installations within the core of the precinct, providing an engaging and changing experience for both residents and visitors alike.

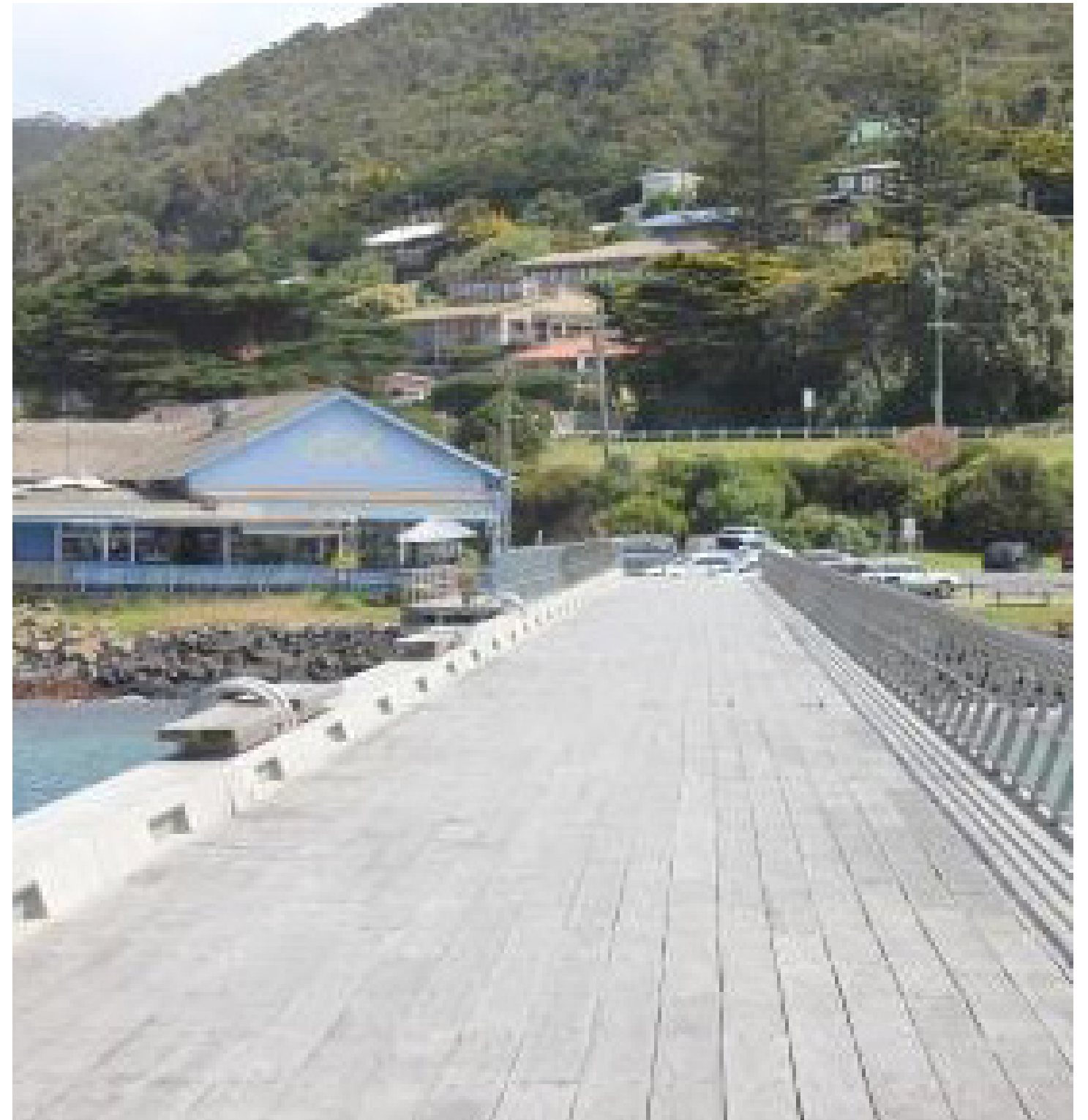
Leadership in environmental sustainability

The 2014 Revised Draft Plan proposes several sustainability initiatives both within the buildings 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 2014 Revised 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.



View from the pier looking south west towards Point Grey

3.3 The 2014 Revised Draft Plan

- Northern Access**

One way road pavement allows for vehicle access from the north, facilitates emergency access, bus access and parking within the precinct and service access to the LAAC Building.
- New Building - LAAC Building**

New LAAC building located further north west (compared to existing building) and set back further from foreshore to open up views from within the precinct and minimise its visibility from the Great Ocean Road. The entry and deck area provide an active edge to adjacent public areas. Opportunity for heritage interpretation within the building
- Drop Off / Loading Zone**

Space allows for large and medium sized bus passenger drop-off and pick-up and commercial loading within the precinct. Access is provided via the northern access road.
- Car Parking**

20 car parking spaces are provided to the north of the plaza with a turn around space for u-turns. 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. An additional 4 parking spaces are located next to the restaurant and fish sale building.
- Interpretation**

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.
- Pier Lookout**

Provides the opportunity for a lookout area (with seating) with some of the best views of the site
- Open Lawn and Views**

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 car parking.
- Picnic Area**

Elevated and sheltered picnic area improved through refurbished public toilets and additional landscaping and barbecue and picnic facilities.
- Entry Feature**

Entry feature to create a strong sense of arrival into the Point Grey precinct. The feature could incorporate heavy timber totems with low-level planting.
- Main Car Park**

Main car park with good access to on-site uses (80m walk from nearest building), but ensuring visual impact is minimised. 45 formal car parks and 4 boat trailer parks provided in main car park with an additional 20 car spaces provided in the overflow parking area.



- Passive Recreation**

Significant public space (900sqm approx.) providing expansive views, good access to the foreshore and passive recreational activities including picnicing and contemplating. Public space also allows for events and gathering of crowds i.e. staging area for the Pier to Pub race.
- Coastal Hazard Management**

Rock stabilisation and revegetation to reduce erosion along the coastal edge and assist with protecting the coastline
- Maritime Square**

Large public square / space (600sqm approx.) provides for a range of activities and events. Historic tramway tracks are retained and integrated into the square
- New Building - Restaurant and Fish Sales**

New building located at entry to pier capturing high pedestrian traffic and providing protection from the wind to the public square. Bins and storage areas are hidden from key public views and views to the water within the building area maximised. Opportunity for local history and interpretation in the foyer.
- Outdoor Dining**

Slightly elevated timber deck provides good separation from boardwalk and captures great views across the water.
- Boardwalk and Continuous Path**

Provides for continual pedestrian access along the foreshore.
- LAAC Tractor Shed and Store**

LAAC tractor shed and store area within close proximity of boat ramp to allow for easy and convenient access.
- Boat Launching**

Boat launching facilities are retained. Minor improvements have been made including provision of improved access to the facility, the LAAC tractor shed and fish cleaning facilities nearby (as per the Western Boating Coastal Action Plan).
- Environmental Sustainable Design**

Buildings are proposed to incorporate environmentally sustainable initiatives. Water sensitive urban design will be incorporated in public spaces and car parking areas.

Figure 2: 2014 Revised Draft Layout

3.4 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. The building design, materials and landscape design detail are indicative only. While these detailed elements may be refined / subject to change during the next detailed design phase of the project, the overall design intent of the plan will be maintained. Refer to the plan on Page 9 for location of cross sections.



Figure 3: Cross Section A - A'

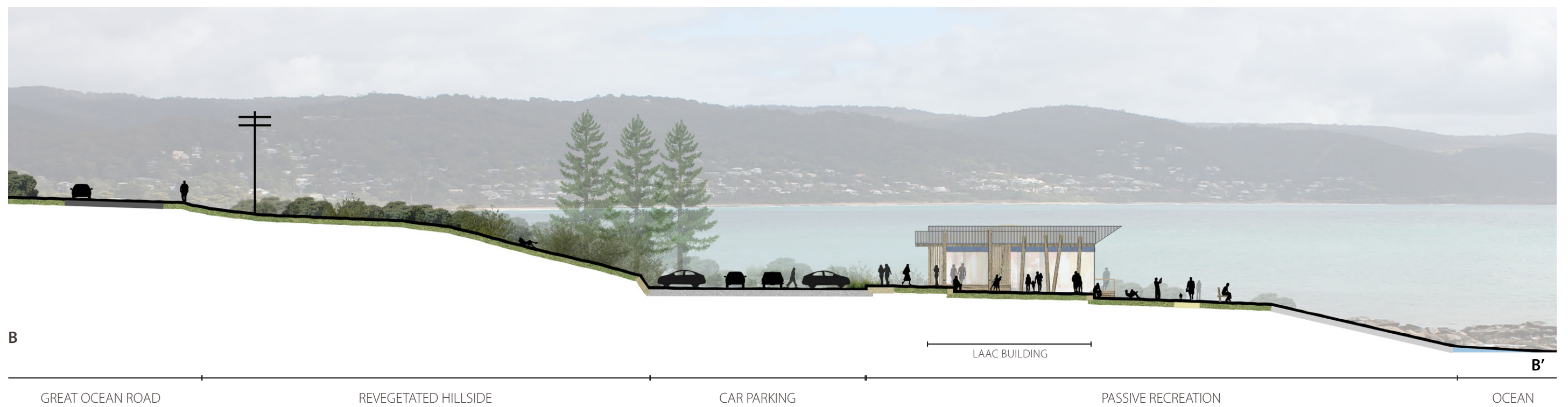


Figure 4: Cross Section B - B'



Figure 5: 3D Perspective View 1 - Proposed

4. Next Steps

4.1 The final Point Grey Precinct Plan

Comments received on this 2014 Revised Draft Plan for the Point Grey Precinct will be considered by the GORC Committee and used to provide direction to Tract for making any changes to the plan in creating the final version.

Once approved by the GORC Committee, the final Point Grey Precinct Plan will be submitted to the Minister for Environment and Climate Change for approval under the *Coastal Management Act* 1995. A range of other external approvals may also be required before the plan can be implemented, including a planning permit and Cultural Heritage Management Plan (CHMP).

4.2 Plan implementation

A number of key stages are then required to implement the final approved Point Grey Precinct Plan. These are briefly outlined below and indicative timing shown in the accompanying table.

4.2.1 Seek and secure funding

Significant funding will be required to implement the plan and undertake the works required to realise the new precinct. This is now expected to be more than the approximately \$5 million estimated to have been required to implement the 2013 Draft Plan. GORCC remains committed to up to a \$1.5 million contribution to these costs, however the remaining required funds will need to be sourced from other contributors. While investigations to identify potential contributors are ongoing, no significant progress has been made since the 2013 Draft Plan.

4.2.2 Develop detailed design and documentation

The concept level designs of the final Point Grey Precinct Plan will need to undergo a further detailed design and documentation process to produce the level of information required to cost and complete the works.

Stakeholder and community input will be sought during this phase.

4.2.3 Undertake tender process

The detailed design and documentation will be used in a tender process to identify and then engage a suitable contractor/s to undertake the works.

4.2.4 Complete construction

The appointed contractor/s will then undertake the works.

Description	Time
Seek funding	Ongoing
Obtain required approvals	March - Sept. 2015
Complete detailed designs	April - Sept. 2015
Prepare tender documentation	Oct. - Dec. 2015
Undertake tender process to engage contractor/s	Jan. - March 2016
Complete building construction	May - Nov. 2016
Complete landscaping and other works	April - June 2017

Further information is available in the 2013 Draft Report and other background documents located at www.gorcc.com.au

5. How to have your say

The 2014 Revised Draft Point Grey Precinct Plan (this document) has now been released for comment. There are two ways you can make 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 – 2014 Revised Draft 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)**

SUBMISSIONS CLOSE AT 5:00pm, SUNDAY 19 OCTOBER 2014

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 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 2014 Revised 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 2014 Revised Draft Plan rather than simply stating your opposition or support for that element.