

Point Grey Precinct Plan

Final Plan

3D Perspective View – Indicative only



NOVEMBER 2015

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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
DEDJTR	Department of Economic Development, Jobs, Transport and Resources
DELWP	Department of Environment, Land, Water and Planning
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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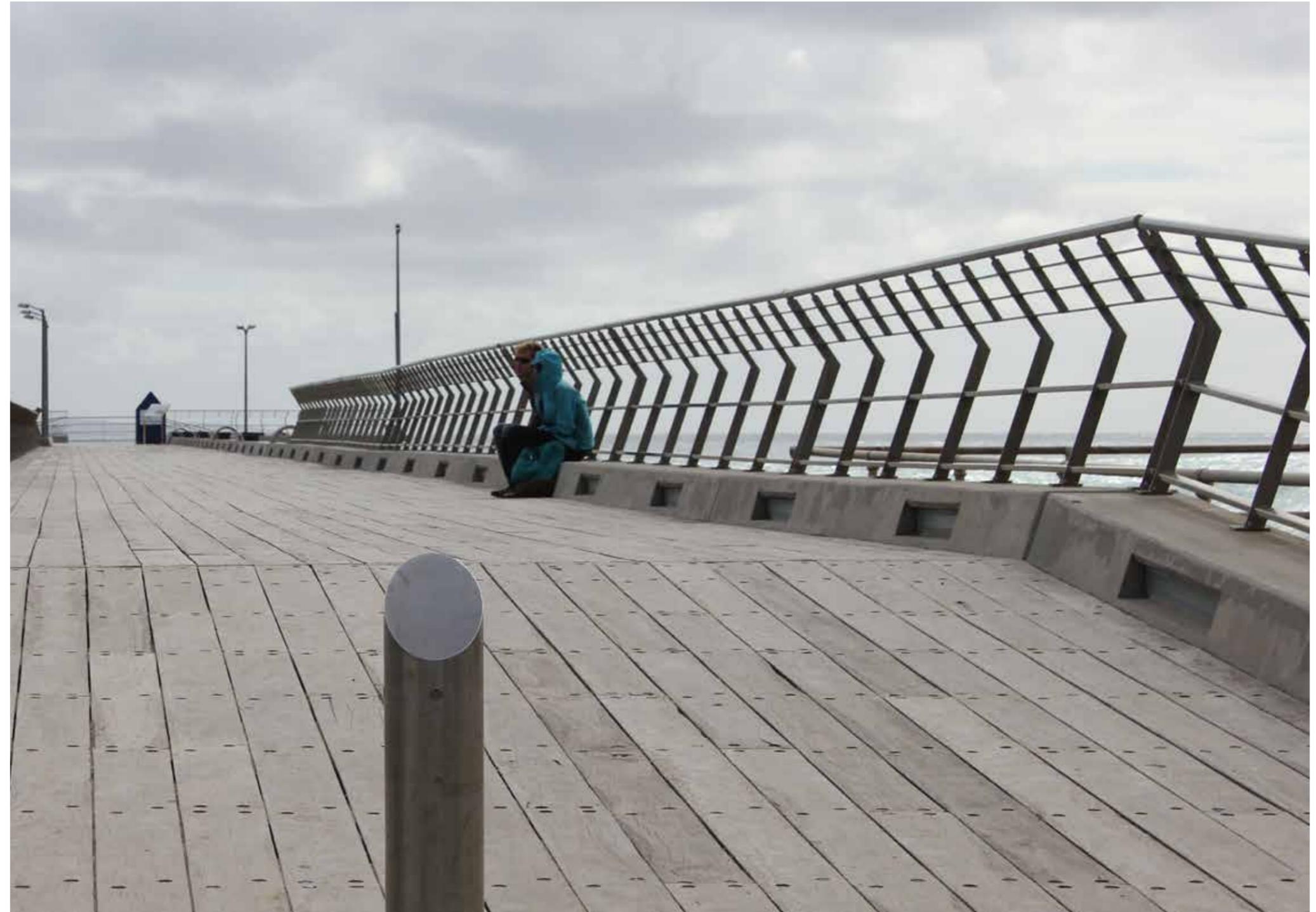
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Lorne Pier - Point Grey



1. Introduction

1.1 About this report

This report was prepared by the Great Ocean Road Coast (GORC) Committee, in consultation with the community and other stakeholders, to identify the future use and development of the Point Grey precinct in Lorne.

The plan outlined in this report was developed using the results and findings of the previous stages of the project. More specifically, it was informed by:

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

The 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 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 Section 4 for further details).

This concept level 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.

1.2 About this project

1.2.1 What are the project objectives?

The key objectives of the planning process for Point Grey were 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; and
- 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 implementation of the 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; and
- 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). 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 the 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) has provided advice and coordinating input from key government bodies, while a Community Reference Group (CRG) was 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 was sought through extensive engagement activities (see Section 2.3 for further details).

The project was 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 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 of 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
- Stage 3 consultation report
- Stage 4 consultation report
- Ideas Paper
- 2013 Draft Plan
- 2014 Revised Draft Plan

A summary of important background information compiled during previous stages of the project and used in the development of this plan is also included as Appendix A.

2.2.1 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 <i>See Point Grey Precinct Plan - Draft Report, Submission Analysis for further information (www.gorcc.com.au)</i>	Nov. 2013 – July 2014
3d	Release of the Revised Draft Plan for public comment <i>See Point Grey Precinct Plan 2014 Revised Draft Plan, Submission Analysis for further information (www.gorcc.com.au)</i>	Sept. 2014 - Oct. 2014
4	Consideration of feedback and preparation of final plan	Nov. 2014 - March. 2015
5	Application process: Business case funding. <i>See Section 6.2 of this report for further information.</i>	July. 2015 - Nov. 2015
6	Business case development (includes scoping, selective tender, approval process) <i>See Section 6.1 of this report for further information</i>	Dec. 2015 - June 2016
7	Detailed design development (this stage is inclusive of a broad consultation process and discussions with the CRG and site stakeholders) <i>See Section 6.4 of this report for further information</i>	TBC
8	Approval process – detailed design <i>See Section 6.3 of this report for further information</i>	TBC
9	Funding sought for plan implementation (additional to GORCC funding allocation) <i>See Section 6.2 of this report for further information</i>	TBC
10	Implementation <i>See Section 6.5 of this report for further information</i>	TBC

2.2 Key influences on the plan

While the range of influences and considerations for preparing the 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 four 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 2014*, *Lorne Coastal Action Plan 1998*).
- 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).



Existing restaurant / fishing co-op building within the precinct

2.3 Community and stakeholder feedback

Community and stakeholder consultation was an important part of developing the precinct plan for Point Grey. Consultation undertaken is explained 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 Site Masterplan, 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.



Participants at the student workshop in February 2013

2.3.3 2013 Draft Plan Consultation

The Point Grey Precinct Plan - Draft Report 2013 was released for broad consultation during September – October 2013 (Consultation Stage Three).

A total of 55 submissions were received in response to the 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, as opposed to the one building approach identified in the 2013 draft plan.



Point Grey Precinct Plan - Draft Report 2013 - front cover

2.3.4 2014 Revised Draft Plan Consultation

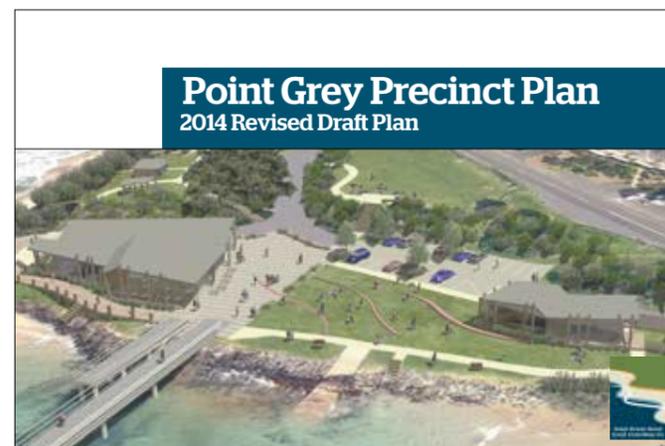
Based on the strong feedback received on the 2013 Draft Plan, the GORC Committee committed to working with relevant stakeholders to investigate alternative approaches to the design that would be better supported by the local community, while also still meeting the other requirements of the plan (eg Vision, Guiding Principles).

The alternative design for the Point Grey precinct identified by the GORC Committee outlined 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.

The Revised Draft Plan was released for public consultation during September - October 2014. A total of 14 submissions were received on the Point Grey Precinct Plan – 2014 Revised Draft Plan, with the majority of submitters indicating that the 2014 Revised Draft Plan for the Point Grey Precinct generally addressed their previous concerns with the original Draft Plan in 2013.

A summary of the consultation results on the Revised Draft Plan and how they have been responded to in this final plan is included in Appendix A.



Point Grey Precinct Plan - 2014 Revised Draft Report - front cover

2.3.5 Community Reference Group and Agency Working Group

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

These were:

- 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, Land, Water and Planning (DELWP) and RDV)

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

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

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

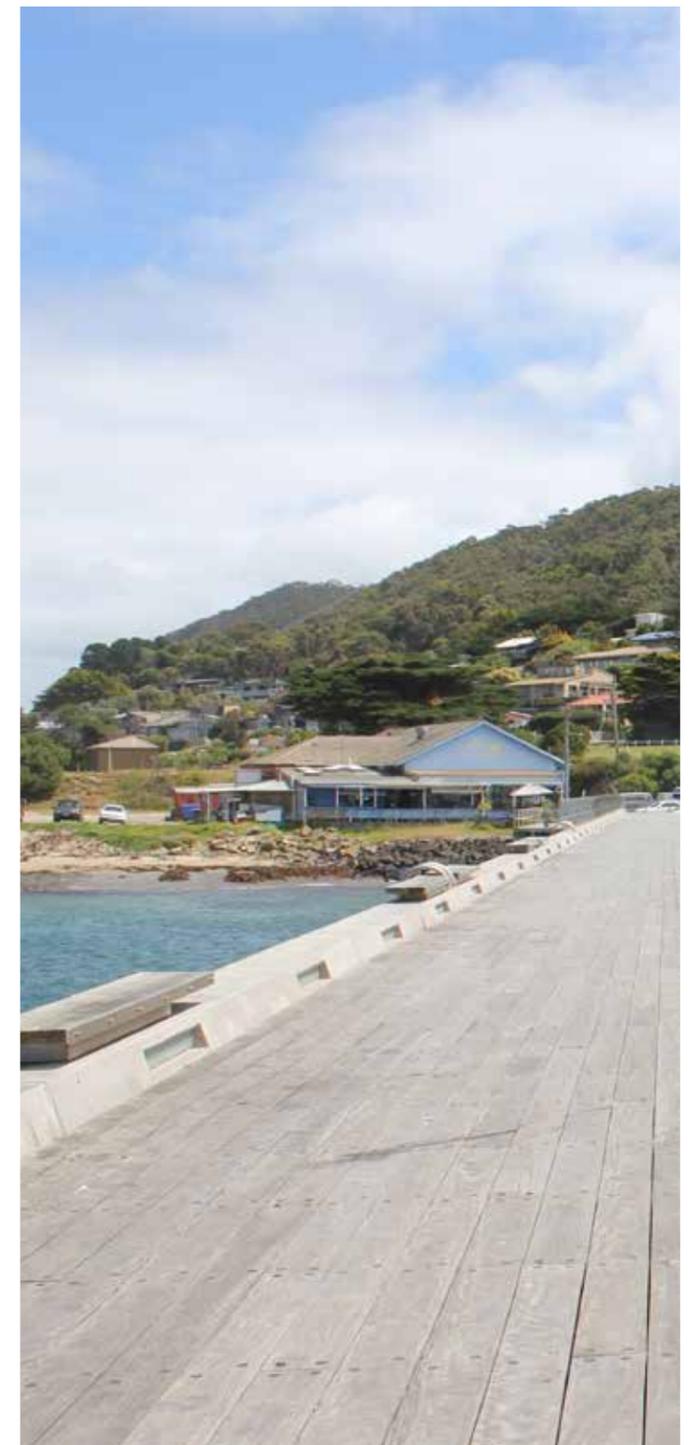
A draft set of Guiding Principles were tested as part of the second stage of community consultation with 78% of respondents supporting the principles proposed. A number of specific comments were also received regarding the principles and how they could be improved. The feedback received was used to make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

The Vision and Principles were used to direct development of the plan and ensure it aligned with the requirements of the redevelopment, including the aspirations of stakeholders.

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

Guiding Principle	What does this mean for the precinct?	How has it been achieved in the 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 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 not increased 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. In general, commercial uses of the precinct remain unchanged. The space allocated for 'foyer' in the restaurant/fish sales building 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). 	<ul style="list-style-type: none"> Two buildings are provided and are both single storey. New buildings will incorporate pitched roofs to reflect the existing character of built form in the precinct. The new buildings have been sited on the lower level of the precinct, will feature natural materials and are 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 buildings incorporate pitched roofs to reflect the existing character. The new buildings are of an appropriate size that allows functional requirements of users to be met, whilst minimising their footprint and the room they take up within the precinct.
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 new buildings will open onto and engage actively with the square and pier entry. The new buildings have 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.

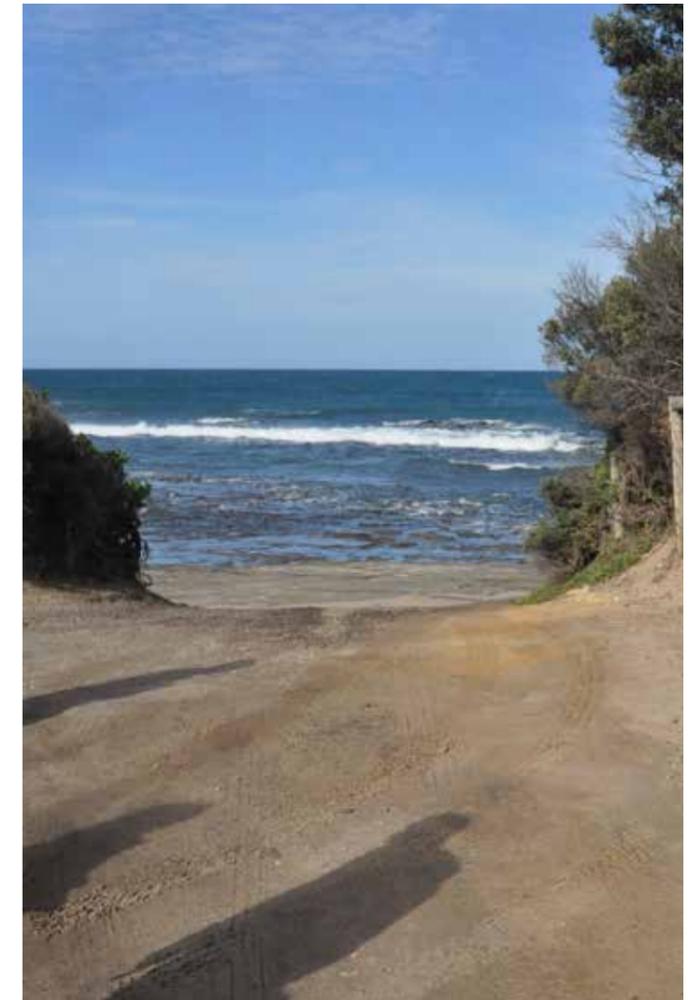
Guiding Principle	What does this mean for the precinct?	How has it been achieved in the plan?
PRINCIPLE 6 <i>The environmental and natural qualities of the precinct should be protected and enhanced</i>	<ul style="list-style-type: none"> ▪ Sensitive environmental areas should be protected. ▪ Significant 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 remain, with some retaining structures to allow for car parking and vehicle access. ▪ No intrusion into sensitive marine or intertidal areas will occur. ▪ Erosion protection works to be undertaken in front of buildings.
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. ▪ Setting the LAAC building back from the waterfront will allow: <ul style="list-style-type: none"> ▪ 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 buildings to use similar pitched roof to current restaurant/fishing co-op building.
PRINCIPLE 9 <i>The precinct and it 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 compliment those within the town centre as they currently do.



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 plan?
<p>PRINCIPLE 10 <i>Vehicle access and parking should be flexible and convenient but not dominate the core of the precinct</i></p>	<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. Parking layouts shown are all that will be available due to design limitations. ▪ 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 to facilitate emergency vehicle access, bus access, service vehicles access (to the LAAC building) and car parking within the precinct. ▪ 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
<p>PRINCIPLE 11 <i>The 'Local level' boat access ramp should be retained</i></p>	<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 tractor shed and store will allow improved access to the boat access ramp. ▪ Boat trailer parking has been provided for in the main car park.
<p>PRINCIPLE 12 <i>Future development within the precinct should utilise best practice Environmental Sustainable Design (ESD) techniques</i></p>	<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.

Guiding Principle	What does this mean for the precinct?	How has it been achieved in the plan?
<p>PRINCIPLE 13 <i>The Point Grey Precinct Plan must be deliverable</i></p>	<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 while the 'Restaurant and Fish Sales' building is constructed, then the current LAAC building can be removed and replaced with a new building). ▪ A relatively high level of support was shown by stakeholders to the design (as evidenced by the consultation findings on the 2014 Revised Draft Plan).



Existing boat access ramp at Point Grey

4. The Plan

4.1 Overview

The following section of this report outlines the concept plan for the Point Grey precinct in Lorne.

The plan provides a design for the Point Grey Precinct in response to significant community feedback. The 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.

4.2 Key benefits of the plan

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

Significant increases in public open space

The 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 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 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 providing 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.

Historic elements including the historic tram way track, which runs adjacent to the restaurant / fish sales building, will be retained and integrated into the design of the precinct.

The retention and reuse of other significant elements that contribute to the story of Point Grey and are valued by the community, such as the old signage and the loading dock at the front of the building, will be further considered in the detailed design phase of this project.

Leadership in environmental sustainability

The 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 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.

4.3 The Plan

NOTE

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

Northern Access ⑩

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 ① ③ ⑬

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 ⑩

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 ⑩

24 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 ⑧ ④

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 ⑧

Provides the opportunity for 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 car parking.

Picnic Area ②

Elevated and sheltered picnic area improved through refurbished public toilets and additional landscaping and barbecue and picnic facilities.

Entry Feature ④

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 ⑩

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 ②

Significant public space (900sqm approx.) providing expansive views, good access to the foreshore and passive recreational activities including picnicking 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 ⑥

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

Maritime Square ⑤ ⑦

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 ① ③ ⑬ ②

New building located at entry to pier capturing high pedestrian traffic and providing protection from the wind to the public square. Opportunity to retain valued heritage elements (eg steps to old fish shop) and preserve key historic features (eg the co-op building). To be investigated as part of detailed design of the building.

Entry foyer to provide a functional, communal/shared space for local heritage and interpretation uses, as well as access to internal building use. The design of this space is subject to further detailed design.

Bins and storage areas are hidden from key public views and views to the water from within the building are maximised.

Outdoor Dining ⑤ ⑦

Slightly elevated timber deck provides good separation from boardwalk and captures great views across the water. It provides a space to be utilised by the restaurant or for uses within the foyer to spill out into. Protection from the weather (sun and wind) will be provided to ensure this space is comfortable for users while retaining views to the Bay.

Boardwalk and Continuous Path ⑨

Provides for continual pedestrian access along the foreshore. Ensure existing quality outlook over the rocky platform is preserved and enhanced.

LAAC Tractor Shed and Store ⑪

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

Boat Launching ⑪

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 ⑫

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

Figure 1: The Plan

4.4 Image and character ideas

The following are photo examples intended to help portray how elements of the plan may look and feel in the future. They are included to provide guidance and direction on the types of finishes and materials that may be used.

While these 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.

Coastal planting

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



Low Seating Walls

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



Removable Bollards

Simple, heavy timber removable bollards to allow car park area to be closed off to vehicles, while complementing the character of the precinct.



Transparent Fencing

Transparent fencing utilising timber detailing to define outdoor area / lawn of LAAC building, while retaining views to water and allowing for passive surveillance.



New Building - LAAC

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



Car Park area

Car park area provides convenience parking in heart of the precinct. Potential to close this area off to vehicles for large events such as Pier to Pub.



Figure 2: Passive Recreation Area

The following are photo examples intended to help portray how elements of the plan may look and feel in the future. They are included to provide guidance and direction on the types of finishes and materials that may be used.

While these 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.

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.



Entry Foyer

Entry foyer to provide a multi-functional, community space, accommodating exhibitions, installations, and community events and creating a public interface with Maritime Square.

New Building - Restaurant and Fish Sales

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.



Weather Protection

Protection from the weather (sun and wind) will be provided to ensure this space is comfortable for users while retaining views to the Bay.



Timber Boardwalk

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



Figure 3: New Building and Maritime Square

The following are photo examples intended to help portray how elements of the plan may look and feel in the future. They are included to provide guidance and direction on the types of finishes and materials that may be used.

While these 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.

Stairs

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



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.



Shelter

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



Picnic Tables

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



Figure 4: Main Car Park and Open Lawn

4.5 Cross sections and 3D artist impressions

The following cross sections and 3D perspectives 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 15 for location of cross sections.



Figure 5: Cross Section A - A'

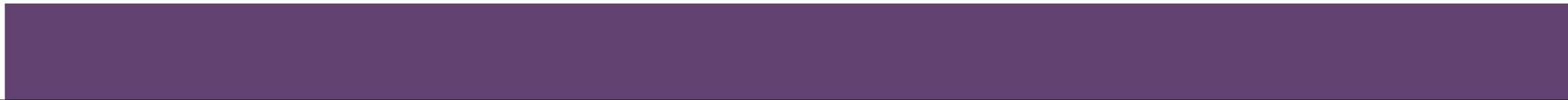


Figure 6: Cross Section B - B'



Figure 7: 3D Perspective View 1 - Indicative

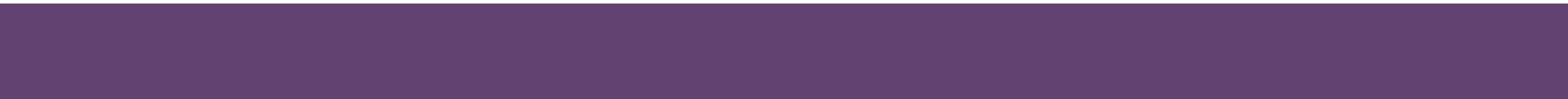


Figure 8: 3D Perspective View 2 - Indicative



Figure 9: 3D Perspective View 3 - Indicative

4.6 The design response

The following section provides a summary of how the Point Grey Precinct Plan responds to key land uses, activities and elements within the precinct. The existing conditions are 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

FINAL PLAN



- Restaurant - 255 sqm building and 135 sqm terrace. Additional outdoor tables to be provided in the Maritime Square
- Cafe / Takeaway offer to be provided as part of the restaurant
- Fish sales - 80sqm
- Dedicated bin storage area to be provided for commercial uses

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

LAAC

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

FINAL PLAN



- New shared facilities for 'LAAC' to be provided in new building
- LAAC 155 sqm building, with 55 sqm of deck and outdoor entertaining area (lawn and deck)
- Tractor storage of 32 sqm located within main building adjacent to launching facility
- LAAC building has expansive views of the water
- Boat washdown facilities provided adjacent to launching facility
- New fish cleaning facility proposed near launching facility

- LAAC
- Outdoor entertaining area
- Boat washdown area
- Fish cleaning facility
- 'Local level' boat access facility
- Views to the water

WALKING

EXISTING



- Pedestrian access is poorly defined
- Significant areas of pedestrian / vehicle conflicts
- Limited opportunities for access to the 'beach walk'

FINAL PLAN



- 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
- Limited public space provided adjacent to water

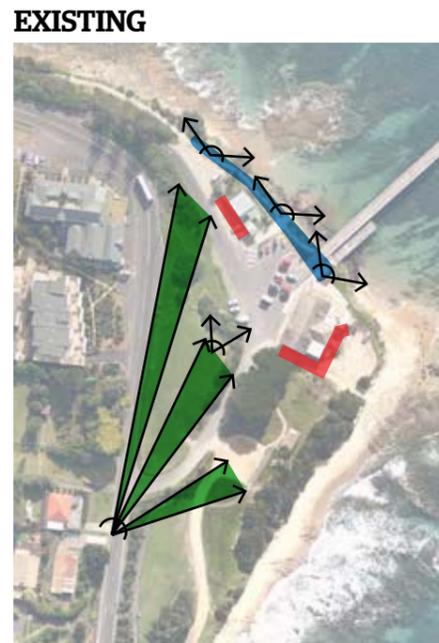
FINAL PLAN



- Public square provided at pier entry activated by adjoining cafe / restaurant uses
- Large lawn area 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

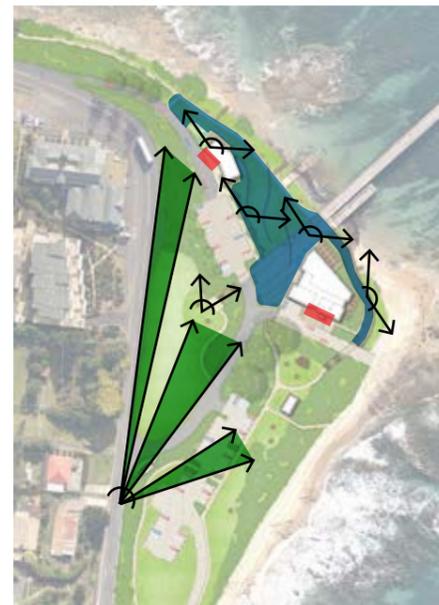
- Lawn areas for passive recreation (i.e. relaxing, picnicking)
- Public square
- Formalised picnic facilities (i.e. tables / seating)
- Defined pedestrian access to passive recreation facilities

VIEWS AND VISTAS EXISTING



- Limited public space where uninterrupted water views are available
- Large areas of restaurant / fish sales back of house / rear visible from beach and LAAC rear fencing dominant in precinct

FINAL PLAN



- Increased amount of public space where uninterrupted water views are available
- Reduced amount of 'back of house' areas visible from the public realm

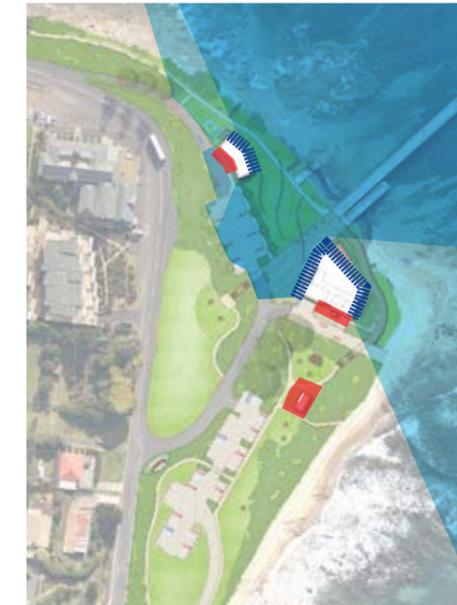
- Key water / coastline views from the public realm
- Areas where uninterrupted water views are available from the public realm
- 'Natural' views across the precinct not interrupted by buildings
- Service / 'Back of house' areas visible

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

FINAL PLAN



- Active frontage areas expanded significantly to better address key public spaces
- Back of house areas limited and address service areas
- Additional public toilet integrated into new building
- 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

FINAL PLAN



- 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

FINAL PLAN



- Topography / slopes provide 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

FINAL PLAN

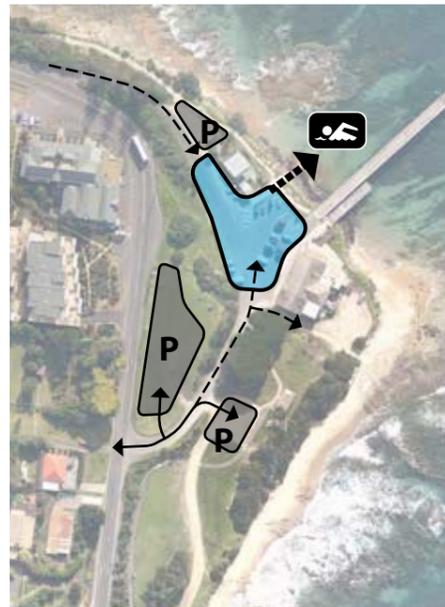


- Pier provides primary location for fishing activities
- Additional toilets located within core of precinct with better access to pier
- Opportunity for views to pier activities from public realm expanded
- Number of defined pedestrian access points to water from within precinct increased
- Public realm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

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

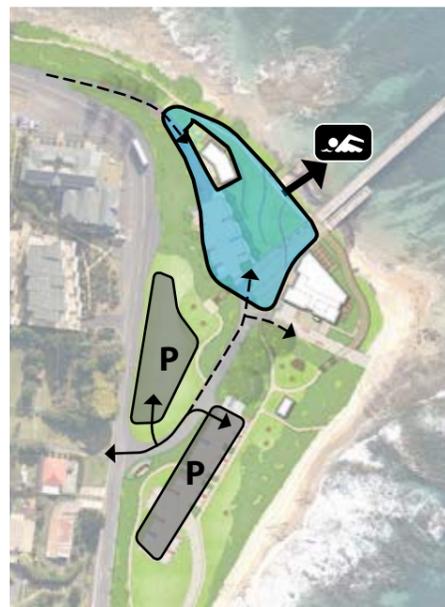
PIER TO PUB EVENT

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.

FINAL PLAN

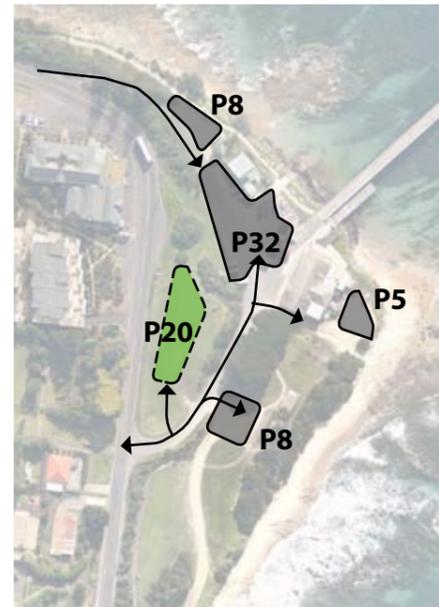


- Increased amount of hard / soft space provided to cater for large crowds
- Improved water entry
- Central car park can be bollarded to create larger space for people but allow for emergency / service vehicle access
- Cafe use could provide food / drink for competitors and observers
- Parking provided 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
- Car parking for event

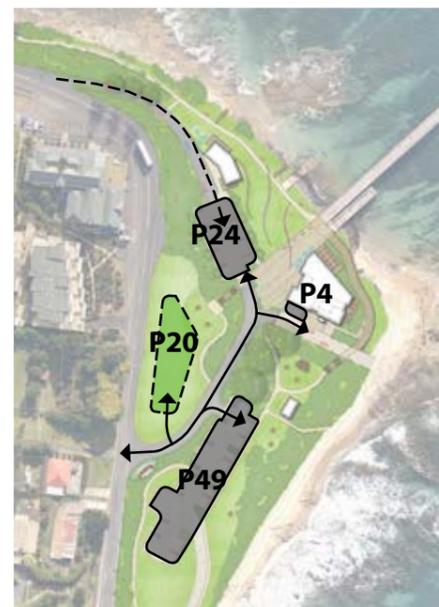
PARKING / VEHICLE ACCESS

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
- 73 car parking spaces in total

FINAL PLAN



- 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 175m from pier entry
- 97 car parking spaces in total

- Car parking areas
- Approximate parking spaces
- 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

FINAL PLAN



- 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 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 was 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 Point Grey Precinct Plan development is \$5,770,000 for a fixed price contract at April 2016 cost level. A summary of this estimate is provided below:

Item	Cost
Building Works - Fully enclosed covered areas (FECA) 717m ² , Unenclosed covered areas (UCA) 215m ²	\$2,418,000
Site Works and External Services	\$2,402,000
Sub Total	\$4,820,000
Other costs (eg contract administration)	\$950,000
Anticipated Total Project Cost excluding GST (Fixed Price Contract - April 2016)	\$5,770,000

Allowances for the following have been excluded from the estimate:

- Cost escalation to tender after April 2016;
- Adverse market conditions;
- Authority contribution and headwork charges;
- Abnormal ground conditions;
- Loose furniture and equipment; and
- Goods and Services Tax.

This estimate was based on preliminary information. Assumptions have been made and these assumptions will require confirmation when further documentation becomes available (eg detailed designs).

4.7.2 Economic Impact Assessment

Urban Enterprise 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 \$8.8 million to the Great Ocean Road Region economy, supporting over 32 FTE annual jobs.

	Total Economic Impact on Regional Output	FTE Job Impact
Capital Investment Works	\$8,880,030	32

Source: Urban Enterprise Economic Impact Model, 2014.

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	\$844,737	8.6
Fish Sales	\$293,311	3
Aquatic Club	\$343,365	2.4
Total	\$1,481,414	14

Source: Urban Enterprise Economic Impact Model. Urban Enterprise Business Surveys 2014.

4.8 Triple bottom line assessment

A number of impacts are anticipated for Point Grey and its community through the implementation of the plan. A triple-bottom line assessment of the plan in terms of its economic, social and environmental performance was undertaken and 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 plan. The community engagement process aims to foster a sense of pride and ownership in the future development of Point Grey.
- The 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 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 allowed the local community to stay informed during the Point Grey Precinct planning process. It also enabled the plan to be informed by local values, aspirations and ideas.
- The plan provides opportunities for interpretation within the precinct, including signage and text inscribed in paving, as well as a space for interpretation within the new restaurant and fish sales building. 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 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 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 in two locations. The foyer of the 'Restaurant and Fish Sales' building will provide a flexible and shared space for interpretation and public displays, while the new LAAC building will provide a flexible meeting space available for appropriate use by community members and groups (similar to how the current LAAC building operates.) The new LAAC building will also allow for improved interactions with and visual surveillance of the surrounding precinct.

Utilisation of Creative Capital within the Community

- The 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 ecosystems and will improve native habitat and the natural function of the landscape.

Habitat Creation

- While all efforts will be made to reduce any impacts, there may be some loss of existing 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 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 and Climate Change Adaption

- The plan has considered climate change and coastal hazards and incorporates 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 may 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 32 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 nearly \$8.9 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 nearly \$1.5 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 plan, the following assessment was prepared. It measures the proposed land uses against the existing conditions based on 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

7% more *Public Realm* in the proposed precinct due primarily to the rationalisation of car parking areas, as well as the provision of Maritime Square and an extensive footpath / boardwalk network.

8% more *Vegetation and Habitat* in the proposed precinct due primarily to the revegetation of degraded open space areas.

Decreases

7% less *Infrastructure* in the proposed precinct due primarily to the rationalisation of car parking around the pier entry.

While there is 8% less *Open Space* in the proposed precinct primarily (due to the consolidation of open space areas), an increase in *Public Realm* and *Vegetation and Habitat* areas results in a precinct that is generally more 'green'.

Limited change

Building areas have had limited change. This is due primarily to the retention of existing uses on site and the need to retain similar sized facilities.

Land Use	Existing Conditions		Proposed plan		% plan Difference
	Area (ha)	% of Site	Area (ha)	% of Site	
Public Realm					
Plaza, Footpaths Boardwalk and Viewing Decks	0.11	5.63%	0.25	12.95%	7.32%
Open Space					
Public Grassed Areas, BBQ's, Picnic and Playgrounds, Terracing and Feature Planting	0.68	36.12%	0.54	28.30%	-7.82%
Vegetation and Habitat					
Existing Habitat and Proposed Revegetation	0.45	23.70%	0.59	31.39%	7.69%
SUB TOTAL	1.24	65.45%	1.37	72.64%	13.61%
Infrastructure					
Car Parks, Access Roads and Drop-offs, Coastline Protection, Private Grassed Areas and Boating Facilities	0.58	30.60%	0.44	23.24%	-7.36%
Buildings					
Community Facilities, Commercial / Mixed Use	0.07	3.95%	0.08	4.12%	0.17%
TOTAL	1.89	100.00%	1.89	100.00%	

EXISTING

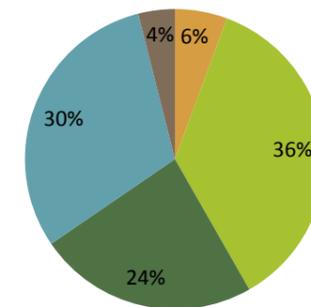


Figure 10: Existing Land Uses

PROPOSED

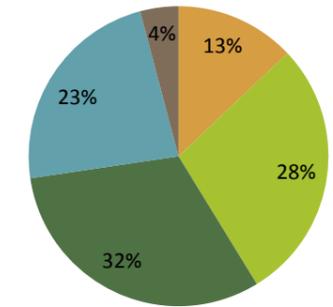


Figure 11: Proposed Land Uses

5. Design Guidelines

5.1 Overview

This document 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 Sections 6.4 and 6.5 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; and
- Achieves a certain standard as outlined in this report.

These guidelines consist of two key sections. These are:

- **New Buildings** - Provides guidance for the future detailed design of the new buildings.
- **Public Realm** - Provides guidance for the future detailed design of all elements within the public realm.



5.2 New buildings

5.2.1 Building Form and Design

- Built form and design should complement the topography to minimise the cut and fill.
- Built form heights 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 buildings should be orientated so that loading and servicing is hidden from key public areas.
- The buildings 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.
- The sympathetic integration of historically / culturally valued elements into the design of buildings, is encouraged.



Indicative example of pitched roof form



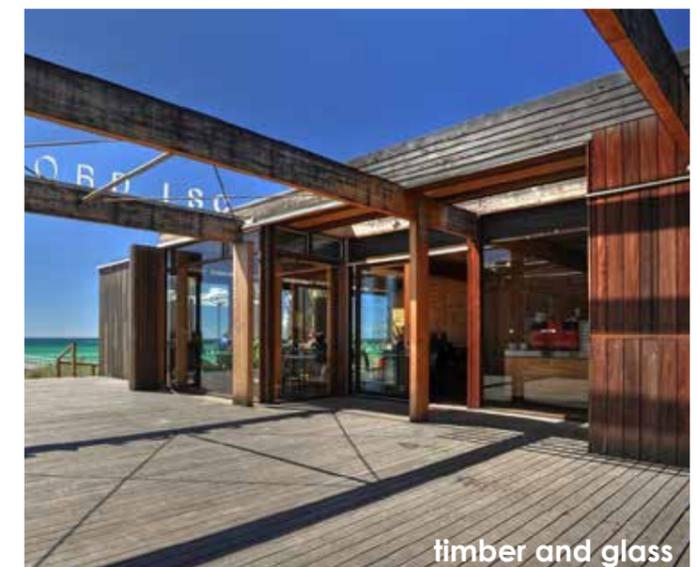
Indicative example of awning to be provided along the Maritime Square interface



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 car parks and building entries.
- 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 adjacent 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 building from the adjacent public realm.



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.



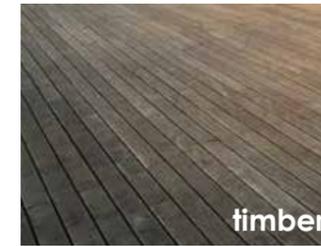
Example of preferred outbuilding / shelter design aesthetic

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; and
 - 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



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

5.3.3 Furniture

- Furniture including barbeques, 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.

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; and
- 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; and
 - 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 Business Case

A detailed business case will be prepared to enable funding submissions to be lodged to support the redevelopment of the Point Grey Precinct, in accordance with this plan.

A funding application has been made to RDV to support development of this business case and at the time of this report, is subject to approval.

6.2 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 \$5.8 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 6.3).

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 plan. The main potential sources of funding identified are summarised opposite.

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 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 \$5.8 million (plus) required for the redevelopment is secured. While this may take some time, having this plan will greatly assist in this task.

- **'Self-funding'** - Funds generated from the operation of the new precinct would be used to 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 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 it 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) may have a likelihood of securing funds from the new Regional Jobs and Infrastructure Fund. Surf Coast Shire also contributed funding to the planning stage of this 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 Development Australia Fund. While significantly greater amounts of funds are potentially available from this source 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.

6.3 Other approvals

A range of other, external approvals may be required for the 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 Economic Development, Jobs, Transport and Resources (DEDJTR), with a copy of the 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.

6.4 Detailed design

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

The detailed design will build on the 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.

While expected to be limited, opportunities to retain and reuse the existing buildings or parts of, especially heritage elements, will be further investigated as part of this stage.

6.5 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.

6.6 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
Final plan submitted for Coastal Management Act consent	July 2015 – Nov. 2015
Application process: Business case funding.	July 2015 – Nov. 2015
Business case development (includes scoping, selective tender, approval process)	Dec. 2015 – June 2016
Detailed design development (this stage is inclusive of a broad consultation process and discussions with the CRG and site stakeholders)	TBC
Approval process – detailed design	TBC
Funding sought for plan implementation (additional to GORCC funding allocation)	TBC
Implementation	TBC

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 plan.

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

Study Area



Figure 12: 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.

Step 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 13: Site Opportunities and Constraints

Summary of consultation results - Stage Four - Revised Draft Plan

The table opposite identifies the key themes identified through Stage Four of the planning process. The key themes are, in essence, a summary of the main findings from the Point Grey Precinct Plan 2014 -Revised Draft Plan, Submission Analysis (see www.gorcc.com.au). To the right of the table, it is explained how each theme has been responded to in the plan and what guiding principle each of these relates to.

Reference No.	Theme	Description	How has the plan responded?	Guiding Principle this relates to
1.	More could be done to include and preserve heritage	Many submitters welcomed the “infusion” of heritage into the design but also thought that more could be done to retain heritage elements (eg. the steps to the old fish co-op, the façade of the Pier Restaurant) and preserve key historic features (eg. the co-op building). The story of Lorne needs to be told with images, possibly an historic event or attraction.	<p>The retention and integration of cultural and heritage elements will be further explored through architectural work in the detailed design stage of this project. The design guidelines (included as part of this report), have been expanded to encourage the retention and integration of these valued elements during this future stage.</p> <p>It is acknowledged that the restaurant/fish sales building has cultural value due to its long association with the fishing industry and the Lorne community. The building does not appear to have any formal or official heritage significance and it is difficult to distinguish what architectural period it reflects, however elements that may contribute to this cultural value and could be retained in the precinct in the future include the old signage and the loading dock in front of the building. These elements, however will also need to be further considered during the detailed design process.</p> <p>Further reference to how the precinct will tell its story through interpretation and the design of buildings and structures is detailed on page 14 and in section 4.3.</p>	4, 8
2.	Extra car parks are needed to support the precinct	There were several comments about the current planned car parks not being sufficient for the needs of the precinct. Extra car parks are needed for people wanting to picnic near the old toilets, dining at the Pier and going to the fish co-op. Pushing back the LAAC will further reduce car parking to a popular area.	An additional four parking spaces have been provided for in the core of the site, through the relocation and / removal of garden beds and limited areas of paving.	10
3.	Acknowledgement of local heritage has been addressed	This theme was recognising that this revised plan has met the heritage needs of people and it is good to see the “infusion” of heritage into the precinct design of internal and external spaces.	The quality of the community space in the main building foyer has been emphasized through additional wording, to ensure the space is not simply an entry to other areas, but can have meaningful community/shared use.	8

Reference No.	Theme	Description	How has the plan responded?	Guiding Principle this relates to
4.	South East facing recreational space needs changing	Several comments were made about the recreational spaces. In particular the South East facing space was considered too windy and exposed for comfortable use. The suggestion was to reduce the grasslands in these areas and move them to more amenable places eg. above Shelley Beach	<p>Additional direction has been included to indicate that the dining area will require protection (such as a screen) to increase the period it can be comfortably used and is subject to further detailed design.</p> <p>The seating and small paved area adjacent to the boardwalk provides a great spot on a still, clear day for expansive views across the point. There are however limited opportunities to provide weather protection for this area without affecting views.</p>	7
5.	Location of car parks needs to be amended	This theme was about locating the car parks in the most accessible and useable place. There were suggestions here that some of the Shelley Beach car parks could be moved down to the Maritime Square area and that overall car parking areas need to be increased. Other suggestions were that the spaces currently behind the restaurant will be removed and this limits people's abilities to watch boat launches etc.	An additional four parking spaces have been provided for in the core of the site, through the relocation and / or removal of garden beds and limited areas of paving.	10
6.	Two buildings has been addressed	This theme was an acknowledgement that the inclusion of two buildings which retains the separate LAAC and the commercial facilities is appreciated and addressed people's previous concerns.	N/A.	3
7.	Support the LAAC's activities and long term viability	This theme includes an appreciation that the new design better meets the needs of the LAAC. It also includes two suggestions that the area for the LAAC is too small and erosion at the boating facilitating needs to be addressed to support the LAAC's activities more fully.	<p>The plan acknowledges the importance of the LAAC within the precinct and provides for the retention of this use in the future.</p> <p>While the plan provides for an increase in the size of the LAAC, it is acknowledged that the LAAC would like an even larger area to accommodate its operations. A further increase in size was however considered incompatible with the vision and guiding principles for the site. In particular, <i>Principle 3 - The scale of new buildings should largely reflect the existing scale.</i></p> <p>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. The existing gravel access road onto the beach is also planned to be replaced with a new concrete structure, in the near future as part of its maintenance program.</p>	2, 11

Appendix B:

Community Reference Group

The purpose of the Point Grey Precinct Plan Community Reference Group (CRG) was 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 was 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 included:

- 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 was facilitated primarily via meetings of the Group to provide input at key points during the process.

The members of the AWG included:

- Department of Environment, Land, Water and Planning – Frances Northeast, Senior Environmental Planner.
- GORCC – Richard Davies, Chief Executive Officer.
- Regional Development Victoria, Department of Economic Development, Jobs, Transport and Resources – Phil Currie, Senior Development Coordinator.
- Surf Coast Shire – Councillor Clive Goldsworthy, Councillor Lorne Ward, and Stephen Wall, previous Chief Executive Officer.