



# Erskine River Precinct Master Plan

Final report  
October 2014



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## Contents

1	About the Project	1
1.1	What are the project objectives?	2
1.2	Are the caravan parks included?	2
1.3	What is the study area?	2
2	Planning Process	3
3	Known Issues	4
4	Strategic Context	6
4.1	What are the existing conditions?	6
4.2	Landscape character	10
4.3	What is the historic context of the site?	11
4.4	What is the planning context for the project?	13
4.5	What about population and visitation?	16
5	Consultation Process and Outcomes	17
6	Vision	22
7	Draft Master Plan	23
7.1	Zone A Erskine South Bank	25
7.2	Zone B Erskine North Bank	26
7.3	Zone C Gateway	27
7.4	Zone D Erskine Bend	28
7.5	Zone E Erskine Peninsula	29
8	Implementation	30

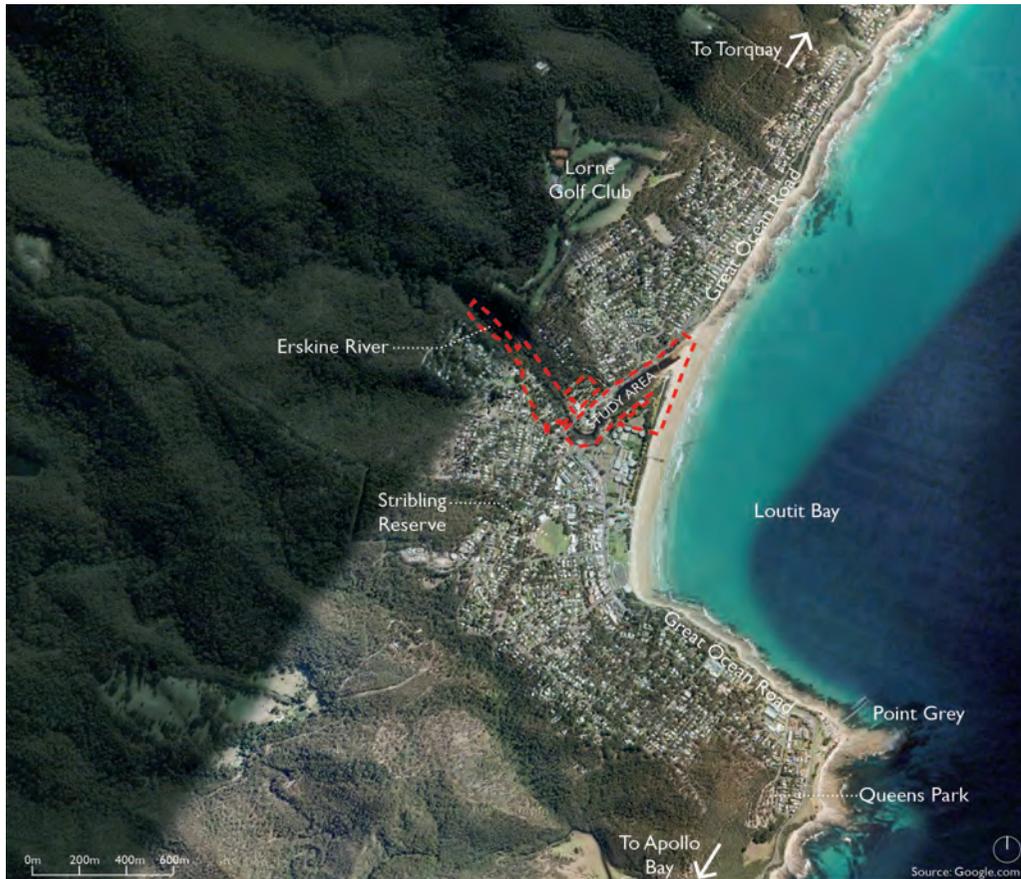


Figure 1.1: The study area and surrounding context

## I About the project

The Great Ocean Road Coast Committee (GORCC) has undertaken a planning process to identify a long term vision and master plan to guide the future use and development of the Erskine River precinct in Lorne. This report includes directions for the precinct that have been developed having regard to the background research, community consultation results and directions from the GORCC Committee of Management.

The preparation of the Master Plan has been informed by:

- A Vision for the study area.
- Three phases of community consultation.
- Feedback from other stakeholders (e.g. government agencies).
- Existing legislative, planning and policy requirements.
- GORCC operational requirements and direction provided by the Committee of Management.
- Best practice planning and design principles.

The master plan addresses a number of complex land use, functionality and amenity issues in order to provide GORCC and the general community with a document that can be used to guide the use and development of the precinct over the next ten years.

The Erskine River precinct includes a number of activities and land uses, including:

- GORCC Lorne Works Depot.
- Caravan parks (ie Ocean Road, Kia Ora, Erskine River, Top Bank).
- Erskine River environs.
- Old Lorne Quarry site.
- Swing Bridge (and associated cafe).
- Lorne Supermarket.

The land uses and activities in the precinct are many and varied, having generally evolved individually and in an ad hoc manner. The Master Plan seeks to improve access, use and management by viewing the precinct as a whole and identifying how the different uses and activities can best be integrated and progressed together.

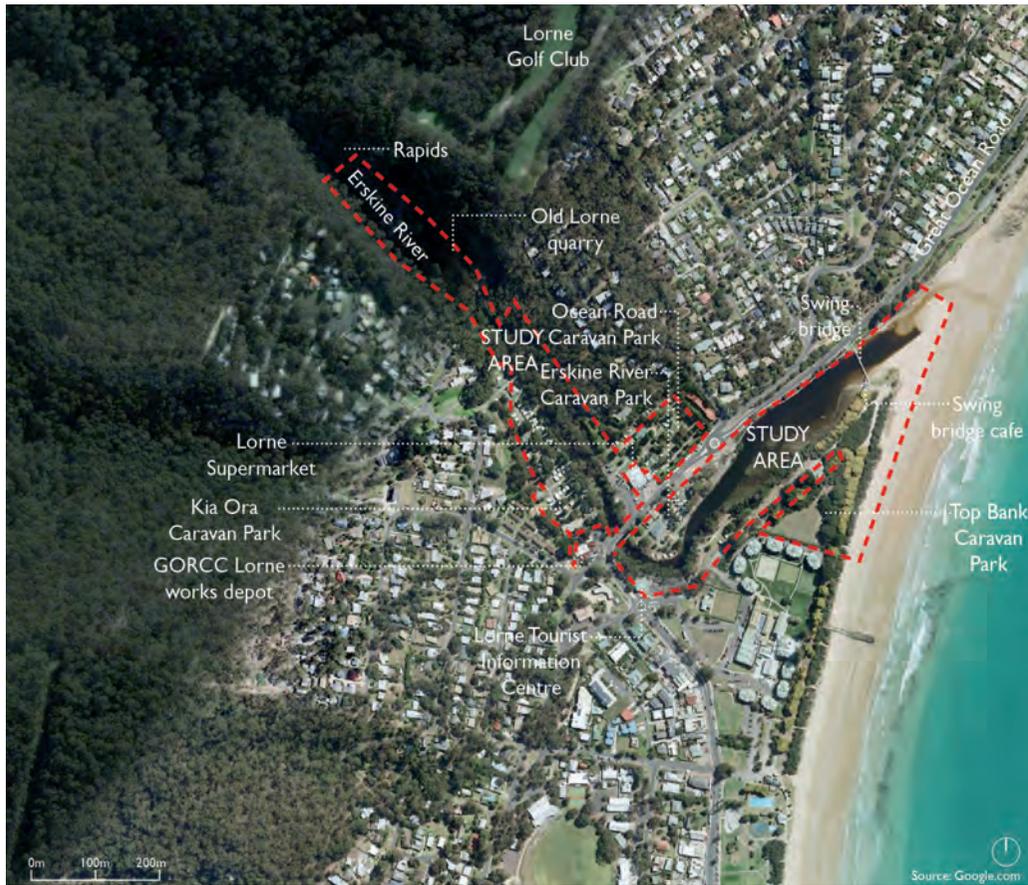


Figure 1.2: The study area site features

### 1.1 What are the project objectives?

The main objectives of the Erskine River Precinct Master Plan are to:

- Respond to the range of issues facing the precinct (refer to Section 3).
- Develop a shared vision and provide long-term direction for the management of the precinct.
- Identify appropriate works to upgrade and enhance the precinct and people's use and enjoyment of it.
- Identify a suitable option for the future use and development of two key sites within the precinct (i.e. GORCC Lorne Works Depot and the old quarry).

### 1.2 Are the caravan parks included?

The caravan parks in and around the Erskine River precinct have their own specific master plan (draft, January 2014) to guide future operations, layout and functionality, therefore this project does not include detailed consideration of the internal workings and layout of the caravan parks, rather focussing on their relationship and interface with the broader study area.

### 1.3 What is the study area?

Lorne is located within the Surf Coast Shire Local Government Area and the Erskine River forms part of a catchment managed by the Corangamite Catchment Management Authority. However, GORCC is the delegated land manager for the Crown Land within the study area.

The Erskine River Precinct is located in Lorne, approximately 140km south west of Melbourne. It lies to the north of the main shopping precinct in Lorne with the Great Ocean Road passing through the study area. The study area includes the Lorne Foreshore Caravan Park (which comprises the Erskine River, Kia-Ora, Top Bank and Ocean Road caravan parks), the former Lorne quarry and the Erskine River environs from the beach to the start of the 'rapids'. Detailed consideration of the river itself, including its water quality, is outside the scope of this project as its management is not within GORCC's responsibility. GORCC's role is in artificial openings of the river mouth to the sea. Other organisations have responsibilities in the management of Erskine River, including Corangamite CMA in the regulation of flood mitigation activities and issuing works on waterways under the Water Act 1989, Surf Coast Shire conducting water quality monitoring and managing public health issues, and the Environment Protection Authority managing pollution.

Refer to Figure 1.1 for the study area context and Figure 1.2 for the study area site features.



Figure 2.1: View along Cypress Avenue

## 2 Planning process

The development of the Master Plan has involved the following stages

Stage	Description
1	Background research (Oct/Nov/Dec 2012)
2	Stakeholder Engagement - Phase 1 (Jan/Feb 2013)
3	Consideration of feedback and preparation of Issues and Opportunities Summary (March/April 2013)
4	Stakeholder Engagement - Phase 2 (July 2013)
5	Consideration of feedback and preparation of draft Master Plan (Aug 2013 - Mar 2014)
6	Stakeholder Engagement - Phase 3 (Apr - May 2014)
7	Consideration of feedback and preparation of the Final Master Plan (Jun - Oct 2014)
8	Approval process (Oct 2014)

The Master Plan is the culmination of significant work by many stakeholders on the project to date.

Project background information and progress reports can be found on the GORCC website ([www.gorcc.com.au](http://www.gorcc.com.au)), in particular the following documents have helped inform the draft master plan:

- Stage 1 consultation report (Jan/Feb 2013).
- Issues and Opportunities Summary (July 2013).
- Stage 2 consultation report (July 2013).
- Stage 3 consultation report (Apr/May 2014).

### 3 Known issues

The following known issues were confirmed by GORCC and other stakeholders early in the planning process through a series of meetings and *enquiry by design* workshops with the project team. Identifying opportunities to resolve these issues has been a key driver of the project.



#### GORCC Lorne Works Depot

- There may be opportunities to minimise the impact from the visual presence and operational functions of the works depot at the entrance to the Kia Ora Caravan Park.
- The existing buildings are in good condition however the interface with the existing streetscape and surrounding land uses could be improved.
- If the depot were to be relocated, there may be an opportunity for higher value use of this land, including community/commercial use, which complements the surrounding area.



#### Lorne Supermarket

- The supermarket and its car park is not on GORCC-managed land, however, there is an opportunity to better integrate the supermarket with the surrounding areas and land uses.
- Works should be undertaken to optimise aesthetics, pedestrian movements and traffic management around the supermarket.

#### Caravan Parks - General

- There is an opportunity to better integrate the caravan parks into the precinct.



#### Ocean Road Caravan Park

- The entrance to the caravan park, car parking and vehicular movement throughout the zone is not well defined.
- Supermarket deliveries and operational requirements, along with potential future expansion of the supermarket, add complexity to traffic management in this area.
- Improvements can be made to enhance traffic management (vehicle and pedestrian) and minimise congestion.

#### Top Bank Caravan Park

- Delineation of pedestrian and vehicular movement throughout the area could be improved.
- There may be opportunities to improve public use and access to the river bank, Swing Bridge, peninsula, foreshore and open spaces within this zone.



#### Erskine River environs

- Opportunities exist to improve car parking (e.g. reduce environmental and visual impacts, maximise number of car parking spaces) along the stream sides (and inland).
- Landscaping within car parking areas and the broader precinct can be improved (e.g. to reduce aesthetic impacts, provide shade and safety at Erskine Avenue intersection).
- Pedestrian movement around the precinct and between the different land uses should be maximised (e.g. to the quarry site and rapids).
- Where feasible a pedestrian loop along both sides of the river with a bridge connection should be created.
- There are a range of factors that contribute to water quality and river health such as stormwater runoff and river hydrology. Opportunities exist to include best practice stormwater management as part of broader integrated water quality initiatives that will result in the improved water quality and river health.
- New or improved recreation facilities in the precinct should cater for visitors and residents and complement existing attractions in Lorne.
- The existing environmental values of the precinct should be protected and enhanced.

#### Quarry Site

- The old quarry site is currently managed by the Department of Environment and Primary Industries (DEPI) but is expected to soon be transferred to GORCC.
- There is a range of potential uses for the quarry as well as site constraints that need to be considered to ensure a safe environment is created and they are managed appropriately.

#### Swing Bridge

- There are opportunities to enhance the links between the Lorne Visitor Information Centre and historic swing bridge/river mouth area and other parts of the precinct.
- The existing roadways, parking areas and vegetation near the swing bridge could be modified to improve the landscape character and user experience of the area.



Swing bridge over the Erskine River estuary.



Swing Bridge Café and boat hire operating from the former boat house.



View along the Erskine River from the Swing Bridge.



Informal recreation area near the mouth of the Erskine River.



Large trees located within the Top Bank camping area which contribute to the landscape character.



Erosion of gravel paths following periods of heavy rain washing in to the Erskine River.



Vegetation along the access road to the Swing Bridge Café.



Top Bank Caravan Park site.



Existing amenities facility and sewer dump site (Top Bank Caravan Park).

## 4 Strategic context

The following section provides an overview of key strategic influences on the Erskine River Precinct Master Plan context.

### 4.1 What are the existing conditions?

The study area accommodates a variety of land uses ranging from passive recreation to highly developed tourism and commercial nodes. The landscape character of the precinct reflects the varied uses and includes a mix of natural areas, exotic vegetation and highly modified sites (refer to the Landscape Character Plan which follows this section). Similarly, the level of development across the precinct varies from undeveloped natural pockets to extensive physical infrastructure including paths, roads, buildings, bridges, cabins, amenities and operational facilities. The Lorne Supermarket is located within the overall precinct, however outside the direct study area. GORCC is aware that there are a number of issues associated with the current conditions and uses of the precinct, including but not limited to poor functionality, traffic congestion, pedestrian circulation and safety, ageing infrastructure and inconsistent landscape treatments. The images to the left and on the following pages provide a snap-shot of selected existing conditions, uses and landscape character of the precinct.



*Lorne Visitor Information Centre located near the entrance to the Top Bank Caravan Park site.*



*Existing camping sites adjacent to the river in the Erskine River Caravan Park.*



*Limited space and design around the entrance to the Erskine River Caravan Park office along the Great Ocean Road.*



*Lorne Supermarket and car park. Poor pedestrian connections and traffic congestion issues during peak periods.*



*Pedestrian access to Erskine River Caravan Park site, potential confusion regarding pedestrian access rights.*



*Ageing signage infrastructure. High degree of visual clutter in the area along the Great Ocean Road.*



*Example of picnic table located along the northern river bank.*



*Gravel pedestrian path adjoining the Erskine River Caravan Park.*



*Narrow concrete pedestrian path adjoining the Ocean Road Caravan Park.*



Gateway signage at the bridge over the Erskine River. Opportunity to enhance 'entry' amenity and appeal.



Unsightly service infrastructure located in the area opposite the Lorne Supermarket.



Upper area of Erskine Avenue. This is not a designated roadway and opportunity for enhancement.



Entrance to the Kia Ora Caravan Park site. Issues include conflict with depot and adjoining commercial uses.



Entrance to the Ocean Road Caravan Park. Issues include traffic management, circulation and visual appeal.



GORCC maintenance depot next to Kia Ora Caravan Park site entrance. Opportunity to improve the use and amenity of this zone and identify what its best high value use is.



Existing pedestrian bridges across Erskine River provide valuable pedestrian links.



Shopping strip located near the entrance to the Kia Ora Caravan Park site.



Opportunity to upgrade open space facilities near entrance to Kia Ora Caravan Park site.



*Recreation area along the Erskine River near the Kia Ora Caravan Park entrance. Public and caravan park areas need clarification.*



*Narrow buffer between the Erskine River and the Kia Ora Caravan Park.*



*Contrast between native vegetation and exotic trees in the Kia Ora Caravan Park site.*



*Walking path along the Erskine River provides access to the surrounding bush, rapids and Erskine Falls.*



*Former Lorne sandstone quarry. Consider possible future uses and treatment of this area.*



*Interface between the Kia Ora Caravan park and the bush*



*Erskine River retains natural qualities with some infestation of weeds.*



*Evidence of significant weed infestation in parts of the former quarry.*



*End of Erskine Avenue used for maintenance and material storage.*



**4.2 Landscape character**  
 The adjoining plan and images are an analysis of the current landscape character. There is a range of landscape character zones which contribute to the visual qualities of the study area.





Figure 4.1: View of Lorne foreshore from the bank of the Erskine River (current site of Mantra Resort, Top Bank Caravan Park and foreshore facilities) c. 1895 Source: State Library of Victoria.

### 4.3 What is the historic context of the site?

The following description has been sourced from [www.visitgreatoceanroad.org.au](http://www.visitgreatoceanroad.org.au)

Prior to European settlement, the area was occupied by the Kolakngat Aborigines. Lorne is situated on a bay named after Captain Louttit, who sought shelter there in 1841 while supervising the retrieval of cargo from a nearby shipwreck.

The coast was surveyed five years later in 1846. The first European settler was William Lindsay, a timber-cutter who began felling the area in 1849. The first telegraph arrived in 1859. Subdivision began in 1869 and in 1871 the town was named after the Marquis of Lorne from Argyleshire in Scotland on the occasion of his marriage to one of Queen Victoria's daughters.

In 1891 the area was visited by Rudyard Kipling who was inspired to write the poem *Flowers*, which included the line: "Buy my hot-wood clematis, Buy a frond of fern, Gathered where the Erskine leaps Down the road to Lorne."



Figure 4.2: Erskine River environs c. 1895 Source: State Library of Victoria



Figure 4.3: Lorne Bridge over Erskine River. Note recreational canoeing activity and shelter/camping upstream of the bridge c. 1905 Source: State Library of Victoria.

The Great Ocean Road which stretches along the South Eastern coast of Australia between the Victorian cities of Geelong, Lorne and Warrnambool is the world's biggest war memorial. It was built between World War I and World War II by returned servicemen in honour of their fallen comrades. The road took 16 years to build and it was all done by hand using picks, shovels and dynamite.

By 1922 the Great Ocean Road extended to Lorne, making the town much more accessible. The first passenger service to Geelong was established in 1924 and guesthouses began to appear after 1930. The Erskine River precinct has a rich history as a public recreational space. The following images illustrate the relationship between recreation and public space along the Erskine River precinct in the early twentieth century.

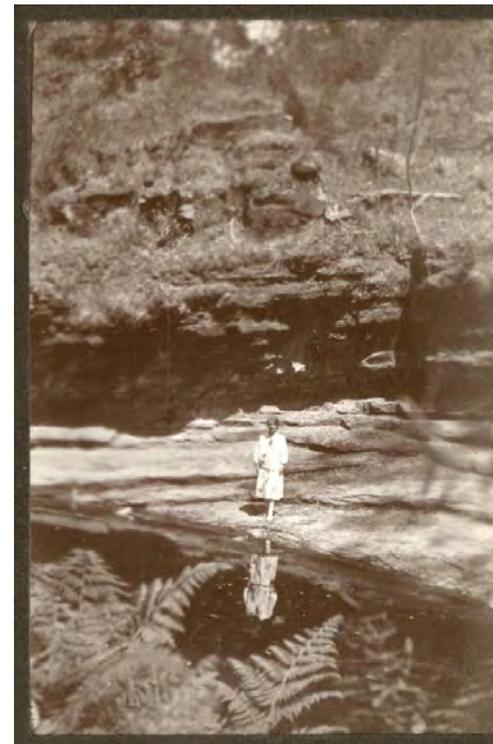


Figure 4.4: Recreational use of the Erskine River c. 1925 Source: State Library of Victoria.

#### 4.4 What is the planning context for the project?

There are a range of existing policies and strategies that inform the use, development and management of Crown land under the care and control of GORCC. The following is a selection of key strategic documents that have helped guide the development of the Master Plan.

*Victorian Coastal Strategy (Victorian Coastal Council, Draft 2013)*  
The draft strategy sets out principles to guide the planning and decision making process about land use and development on coastal land. The principles establish the need to protect significant environmental and cultural values, based on the sound understanding of the coastal features, vulnerabilities and risks, they reflect on the importance of having integrated coastal policies, plans and strategies that respond to the major issues affecting the coast including climate change and population growth. Decision-making should be consistent with the hierarchy of principles, which are:

1. **VALUE AND PROTECT** Recognising and protecting significant environmental and cultural features of the coast.
2. **PLAN AND ACT** Enabling stakeholder participation in developing clear directions for future use of the coast.
3. **USE AND ENJOY** Ensuring sustainable use of natural coastal resources and suitable development on the coast.
4. **USE AND ENJOY** Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed.

*Coastal Management Plan GORCC (2013)*  
GORCC has developed the Coastal Management Plan (CMP) to identify priorities and provide direction for the sustainable management of coastal Crown Land areas under its responsibility over the next five years. CMPs are developed under the Victorian Coastal Management Act 1995 as the key tool for setting out the land management requirements for a section of the coast. The CMP is an overarching document used for managing the GORCC managed coast and will inform the development and/or revision of other supporting plans and documents in the future. Four significant, high level challenges for managing the coast were identified and were key influences in the development of the CMP, specifically:

1. Climate change;
2. Population and development;
3. Protection of the natural environment; and
4. Financial and other resources.

A long term vision was developed to guide management of the coast in the long term:

*Protect and enhance the breath taking and iconic coastline with its diverse community, natural environment and rich social and cultural history as custodians for current and future generations.*

*Urban Stormwater Management Plan, Surf Coast Shire, November 2004.*

The report reviews the existing conditions of the key urban stormwater catchments across the shire. It makes the following observations regarding the Erskine River.

Criteria	Value
<i>Environment</i>	
- In stream habitat	Moderate
- Coastal / marine riparian vegetation	Moderate
<i>Amenity</i>	
- Recreation	Very High
- Visual landscape	Very High
<i>Cultural</i>	
- European heritage	High
- Indigenous heritage	High
<i>Stormwater</i>	
- Flood and conveyance	Low
- Water quality	Low
<i>Economic</i>	
- Property	Very High
- Tourism and other	Very High (page 9)

The report outlines strategies to improve the water quality of the various waterways within the shire.

*Coastal climate change vulnerability and adaptation (SKM, May 2012)*

The report provides a detailed climate change vulnerability assessment for the Surf Coast region using a range of sea level rise scenarios. It makes recommendations regarding potential adaptive strategies to respond to climate change vulnerabilities. The report makes the following observations on Lorne.

*Lorne is the fourth main regional hot spot of risk from sea level rise and coastal recession. Risk exposure at Lorne is similar to the other sections of the coast that are susceptible to coastal erosion and recession. The exposure assessment identified that this section of coast has the greatest value of assets exposed to coastal recession of any section of coast (\$95.9 million).*

*Local and perhaps regional social and economic implications of sea level rise of about 0.8 m would be significant. The Lorne beach and associated recreational and amenity potential would be at severe risk, which would jeopardise the tourism economy. (pages 41 and 42)*

The report makes recommendations regarding strategies to adapt to predicted climate change to manage potential risks.



**Lorne Foreshore Caravan Park Draft Master Plan (2014)**

A draft master plan has been prepared by GORCC to replace the old Lorne Foreshore Caravan Park Master Plan (2008) which has now expired. A draft master plan has recently been developed which identified the following directions for each of the caravan parks in the Erskine River precinct study area:

- Top Bank Caravan Park concept:
  - This park is needed for peak times and overflow camping when the Ocean Road Park is too wet with surface water. The park has previously been used as overflow for unpowered camping during peak times, but not over the past four years.
  - In the former master plan, cabins were planned for this park as was a full reconstruction of the park and adjacent paddock area along Cyprus Avenue. This plan would have removed one of the few remaining open spaces in Lorne.

For this reason, this new master plan designates Top Bank as an overflow park but strongly advises against cabins in the area.

- Some site reconfiguration will be considered to suit modern caravans.
- Kia-Ora Caravan Park concept:
  - Develop as a dedicated 'annuals' long term park, servicing Annual Permit clientele (Annual Permits are now known as 12 Month Permits or TMPs).
  - Short term and overnight tourist sites will be closed and campers will be reallocated to other Lorne Parks.
  - The master plan will see:
    - > The park layout retained.
    - > Power heads changed over.
    - > Internal roads sealed/storm water treatment considered.
    - > Additional further works (short term) (e.g. new boom gate system and landscaping).

- Ocean Road Caravan Park concept:
  - Maintain as a tourist/holiday park with an emphasis on all year round caravan and camping sites and group camping accommodation (subject to ground conditions in wetter months).
  - The extremely high water table will prohibit use in the wettest months, however the overflow strategy will resolve this issue.
  - Only minor reconfiguration is required as a new water supply and power substation has already been installed allowing for an increase in power loads. Recommended works are primarily cosmetic and will result in better camper services. These works include:
    - > Reposition park entry
    - > Decommission sites not used by the park
    - > Improve communal facilities
    - > Renovate existing amenities (bird proof, heating, ventilation etc.)

- > Address stormwater issues
- > Install modern power heads to all sites
- Erskine River Caravan Park concept:
  - There will only be minor changes to the park. These changes are:
    - > Installation of three lane parking at the check in point.
    - > Additional Managers residence.

Pending results from the community consultation activities undertaken on the draft master plan, a final master plan will be developed by GORCC which reflects the directions for each park as outlined above. The Erskine River precinct master plan has therefore been developed having regard to the likely future use, development and management of the caravan parks in line with these directions.

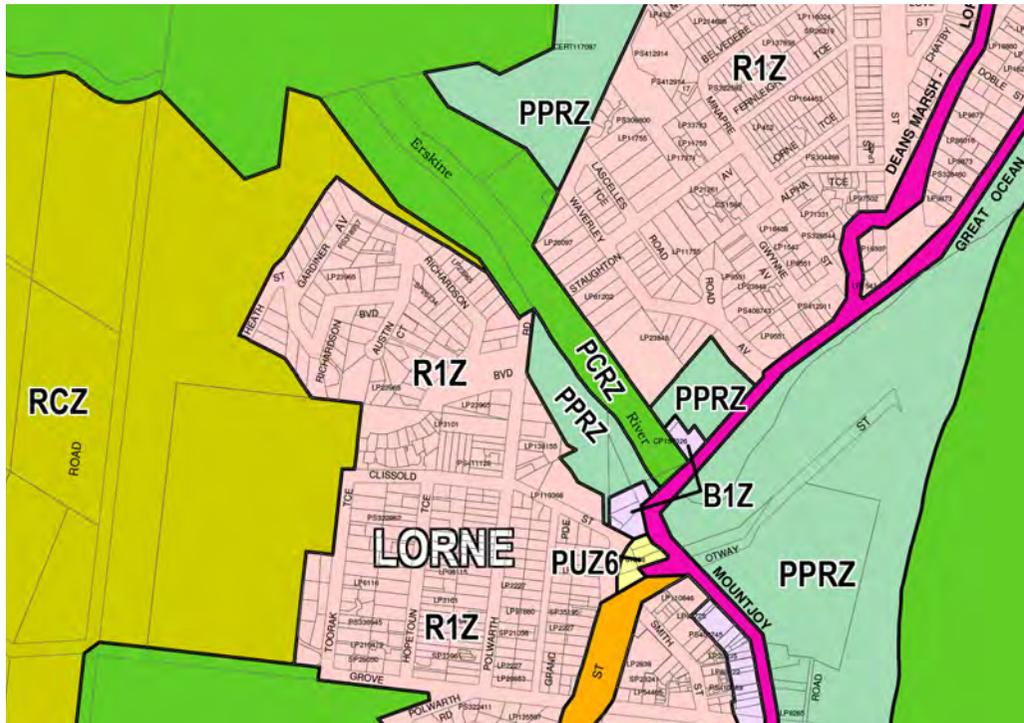


Figure 4.5: Surf Coast Shire Planning Scheme zoning plan.

<b>Business</b>	<b>Public Use Zone - Local Government</b>
B1Z Business 1 Zone	PUZL
<b>Industrial</b>	<b>Public Use Zone - Service And Utility</b>
I3Z Industrial 3 Zone	PUZU
<b>Public Land</b>	<b>Road Zone - Category 1</b>
PCRZ Public Conservation And Resource Zone	RZC1
PPRZ Public Park And Recreation Zone	<b>Road Zone - Category 2</b>
PUZS Public Use Zone - Cemetery/crematorium	RZC2
PUZC Public Use Zone - Health And Community	<b>Residential</b>
	R1Z Residential 1 Zone
	<b>Rural</b>
	RZC Rural Conservation Zone
	<b>Commonwealth Land</b>
	CA Commonwealth Land Not Controlled By Planning Scheme

#### Surf Coast Shire Planning Scheme

The following is an extract from the Surf Coast Shire Planning Scheme zoning map for Lorne. The majority of the study area is zoned Public Park and Recreation Zone with parts of the Erskine River zoned Public Conservation and Resource Zone. The majority of the land adjoining the study area is zoned Residential 1 with adjacent commercial areas zoned Business 1. An area of Rural Conservation Zone adjoins the upper reaches of the Erskine River.

A heritage overlay identifies the sites of historic significance within the vicinity of the study area. The 'Swing Bridge' (H067) is located within the study area and is recognised as having local heritage significance.

A Land subject to Inundation Overlay applies to sections of the study area generally located within the Erskine River environs.

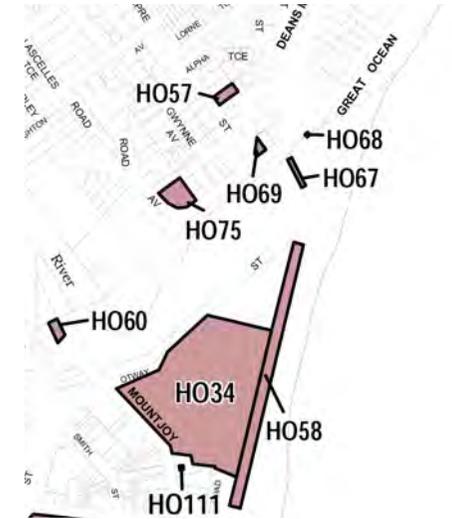


Figure 4.6: Surf Coast Shire Planning Scheme Heritage Overlay



Figure 4.7: Surf Coast Shire Planning Scheme Land Subject to Inundation Overlay

#### 4.5 What influence does the population profile and visitation have?

Based on the latest census results, the Usual Resident Population of Lorne was 1,147 people in 2011. The population is not expected to alter significantly over the life of this plan, specifically population forecasts suggest that the region (i.e. Lorne, Aireys Inlet and Deans Marsh) will experience a modest increase of around 400 people by 2021, at an average annual growth rate of 0.84%.

This suggests that existing levels of local community demand for open space

within the precinct are unlikely to change significantly over the next 5-10 years. The age structure of Lorne compared to Surf Coast Shire shows that there was a lower proportion of people in the younger age groups (under 15 years) and a higher proportion of people in the older age groups (65+ years). The older age profile of Lorne is reflected in the graph below.

Overall, 14.6% of the population was aged between 0 and 15, and 25.6% were aged 65 years and over, compared with 21.4% and 14.4% respectively for Surf Coast Shire.

The major differences between the age structure of Lorne and Surf Coast Shire were:

- A larger percentage of persons aged 85 and over (5.5% compared to 1.9%).
- A larger percentage of persons aged 75 to 79 (5.5% compared to 2.5%).
- A larger percentage of persons aged 55 to 59 (9.1% compared to 6.9%).
- A larger percentage of persons aged 65 to 69 (6.8% compared to 4.8%).

The age profile of the community highlights the importance of informal open space which offers a range of passive and active recreation opportunities for the local community. Ensuring universal design, disability compliance and improved accessibility will become increasingly important, along with a growing emphasis on walking and shared path provision.

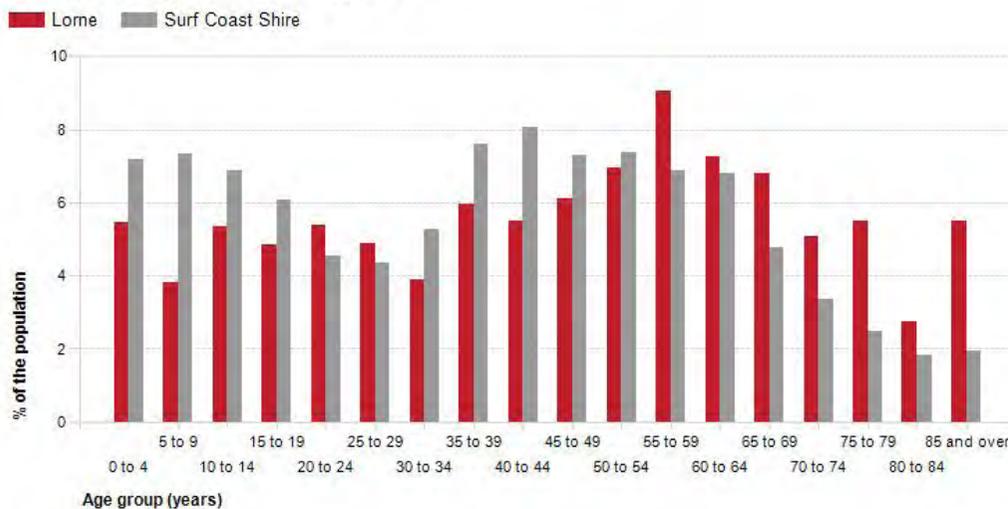
Whilst Lorne's Usual Resident Population of around 1,150 people utilise the Erskine River precinct on a year-round basis, the greatest usage demand and land use pressures occur as a result of high tourism visitation to the area. Lorne is a very popular tourist town, located on one of Australia's most scenic coastal routes, the Great Ocean Road. According to Surf Coast Shire promotional material, Lorne is marketed

as a 'Resort for all seasons: Set between the sparkling waters of Loutit Bay and the beautiful forests of the Otway Ranges, Lorne has a special charm'.

The town's population swells to around 13,000 people during the December/January period, peaking around specific events such as the annual 1.2 km Pier to Pub swim (described in the Guinness Book of Records as "the largest organised ocean swim in the world") which is held on the first weekend in January and attracts over 20,000 spectators and visitors to Lorne.

The caravan parks located within the Erskine River precinct play a vital role in servicing Lorne tourism needs. A large proportion of caravan park users are repeat visitors, returning for annual holidays; some returning to the same or similar sites for more than fifty years. As a result, regular visitors have well established social networks and inter-generational relationships. The caravan parks within the Erskine River precinct therefore contribute significantly to the physical and social fabric of the Lorne community.

Five year age structure, 2011



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Usual residence data). Compiled and presented in profile.id by .id, the population experts.



## 5 Consultation Process and Outcomes



Figure 5.1: Public notices advising the community of consultation opportunities.

Initial consultation activities were held over January/February 2013. A broad community survey and a targeted youth survey were promoted. A total of 64 responses were received to the community survey, whilst 18 students from the Lorne Aireys Inlet P-12 College participated in the youth survey during a workshop held at the school.

Open Houses on the Lorne Foreshore were also held over two days in January 2013, offering opportunities for the community to learn more about the project and speak face to face with the project team.

The objectives of the initial consultation process were to raise awareness about the commencement of the project, provide opportunities for initial input and help identify issues, ideas and opportunities for further planning consideration.

Key themes to emerge from the initial consultation activities included:

- The majority of respondents use the precinct for shopping and sightseeing followed by recreational activities such as fishing, surfing, walking, swimming and relaxation.
- The community's vision for the precinct centres around environmental protection and

enhancement, improved amenity and functionality and provision for informal recreational uses of the precinct such as picnicking, walking, fishing and relaxing.

- Respondents felt that the boardwalk, the Swing Bridge, walking paths, existing 'older style' shops and cafes and the natural environment were already working well at the precinct.
- Traffic management and functionality, natural values, walking paths and the river water quality were the most suggested areas for improvement from the broader community. Student respondents also indicated that they felt walking paths and water quality were areas for improvement, but that cleanliness and access to the river and through the caravan parks was also important.
- Community responses suggested that gaps in the facilities, infrastructure or services within the precinct were felt to be additional park furniture and picnic areas, upgrades to public toilets and improvements to traffic management. Youth respondents agreed that public toilets were required but also suggested the inclusion of a street skate park, greater variety in shops and better path connections.
- Caravan parks and their integration with the precinct was mentioned by

a number of respondents, however responses regarding caravan parks varied. Some respondents felt they needed to be upgraded, others felt their importance should be better considered and acknowledged, whilst others felt that certain parks within the Lorne Foreshore Caravan Park should be closed.

Consultation was also undertaken with government agencies (e.g. Surf Coast Shire, Corangamite Catchment Management Authority, Vic Roads) to gain their input on the issues and opportunities for the precinct. Key points raised by government agencies included recognising the importance of the Visitor Information Centre to Lorne and the precinct, that while there has been improvements in recent times, water quality in the river still remains an issue, and that there may be opportunities to improve road and pedestrian access in the Top Bank/ Swing Bridge café/Cypress Avenue area to enhance open space outcomes and functionality.

A second phase of consultation coincided with the release of an Issues and Opportunities Summary in July 2013.

The objective of the consultation process was to gain feedback on the issues and opportunities in order to help refine directions prior to the development of the draft master plan. Feedback was collated via a survey which was made available both online and in hard copy. In addition, community listening post sessions were held outside the Lorne Foodworks Supermarket on Friday 5 July and Sunday 7 July, 2013.

In total, 45 surveys were completed.



Figure 5.2: Community members at the Lorne Open Houses with Jayson Moran of Insight Leisure Planning (centre)

Overall the majority of respondents (72%) indicated that they were very satisfied or satisfied with the issues and opportunities presented. Only 6% indicated that they felt unsatisfied with the issues and opportunities presented. The Issues and Opportunities Summary also included a number of thought starters which outlined possible improvement or development scenarios for the precinct. Suggestions that received high levels of support included:

- “Should a picnic area be retained at the headland overlooking the water, beach and swing bridge?” (92% agreed).
- “Should the quarry become a destination along a walking trail featuring stories of the quarry history and the local environment? Weeds would be removed and the area could be revegetated.” (83% agreed)
- “Should the east bank of the Erskine River become a more natural area with a walking trail and revegetation?” (81% agreed)

Feedback on the issues and opportunities summary were used to refine initial concepts, options and inform the preparation of a draft master plan.

A third phase of consultation with stakeholders and the wider community was completed between April & May 2014 seeking feedback on the Draft Erskine River Precinct Master Plan. The release of the draft master plan was timed to coincide with the Easter school holidays - a period which sees large numbers visit the coast every year. The timing of this consultation phase meant that the opportunity to have input was offered to a wider range of coastal users, including campers, holiday home owners and visitors. Feedback was sought via a community survey and submissions which included some detailed and very useful insights from a Lorne community and resident perspective.

The objective of the consultation process was to gain feedback on the draft master plan and, in particular, on proposed directions for five different ‘zones’ within the Erskine River Precinct.

In total, 48 surveys were completed. Slightly over half (51%) of respondents were ‘satisfied’ or ‘very satisfied’ with the draft master plan overall, while 29% were neutral and 20% were ‘unsatisfied’ or ‘very unsatisfied’. Satisfaction results for each zone varied, key findings are presented below.

#### Zone A Erskine South Bank:

This precinct includes Kia Ora Caravan Park and the GORCC depot.

Analysis / Comment:

- There was strong support for the proposed directions for Zone A with almost 65% of all respondents indicating support or strong support.
- Approximately 14.7% of respondents indicated opposition, with the main concerns expressed in relation to public access to the former quarry, removal of casual camping and perceptions of potential over-development.

Directions for final Master Plan:

- Retain existing directions and recommendations. Ensure future detailed design and placement of park furniture and viewing platform minimises possible negative visual impacts and demonstrates a high degree of design sensitivity to the site.
- No firm options were raised through the consultation process for future potential uses of the GORCC Works Depot site. Further consideration will be given to this site by GORCC. If the depot were to be relocated then recreational, accommodation or other complementary uses will be considered.
- Issues relating to the former quarry are addressed in Zone B.

### *Zone B Erskine North Bank*

This precinct includes Erskine Avenue and the former quarry.

#### Analysis / Comment:

- There was strong support for the proposed directions for Zone B with 64% of all respondents indicating support or strong support.
- However, this zone also attracted the highest levels of opposition (compared to any other zone) with 20% of respondents expressing strong opposition.
- The main areas of opposition were expressed in relation to public access to the former quarry, removal of casual camping from Kia Ora, traffic management and location of the proposed new footbridge.

#### Directions for final Master Plan:

- Retain existing directions with the following modifications:
  - Move pedestrian bridge slightly downstream so that it aligns within the Kia Ora caravan park reserve (ie away from neighbouring residential properties, but also slightly north of the caravan park boundary).
  - Access and use of the former quarry to be downgraded from what was proposed in the draft Master Plan to walking, nature appreciation and passive recreation, as well as appropriate low scale community events (eg sculptures, drama, exhibitions). Potential use for other events or accommodation is not supported.

### *Zone C Gateway*

This precinct covers the entrance to Lorne on either side of the Great Ocean Road from the Deans Marsh Road roundabout to the supermarket.

#### Analysis / Comment:

- Over half of all respondents (56%) support the proposed directions for Zone C. A relatively high proportion of respondents were neutral on this zone (24%).
- This zone also attracted some opposition with 12% of respondents expressing strong opposition.
- The mixed ratings were reflective of the varying community views about the future of this area, for example strong views expressed for retaining camping and caravanning and equally strong views suggesting these activities be removed from the Erskine River site.
- Other reasons for opposition related to a desire for greater resolution of traffic management, congestion and additional car parking to service the supermarket.

#### Directions for final Master Plan:

- Given the relatively high level of support for proposed directions (56%) and disparate views on caravan/camping activities, it is not recommended that additional changes be made for the final master plan. However, additional notations/commentary has been added particularly in relation to sensitive landscaping and vegetation screening of caravan park infrastructure and permanent facilities.

- Existing parking areas will be improved to address parking and congestion rather than creating new parking areas.

### *Zone D Erskine Bend*

This precinct includes the Lorne Visitor Information Centre and the Top Bank Caravan Park.

#### Analysis / Comment:

- There was strong support for the directions as outlined in the draft master plan (64% either support or strongly support directions).
- A very small proportion of respondents (4%) strongly oppose the proposed direction, however a further 12% indicated some level of opposition.
- Key areas of opposition related to potential closure of Otway Street, installation of boom gates and desire to upgrade/improve public toilets including access hours.

#### Directions for final Master Plan:

- No changes to the final master plan are proposed. Provision for possible installation of boom gates retained in the Master Plan, however alternative seasonal solutions for improving safety for campers will be considered prior to implementation.
- GORCC to consult with Surf Coast Shire to consider options to improve access and amenity of public toilets.

### *Zone E Erskine Peninsula*

This precinct covers the area from the Top Bank Caravan Park around to Cypress Avenue.

#### Analysis / Comment:

- This zone attracted the highest level of neutral responses (i.e. 33%), however it also attracted the lowest level of opposition (12.5%). The majority of respondents (54%) indicated support for proposed directions.
- Areas of concern included a preference to keep the east side of the river free of any structures (e.g. fishing/viewing platform) and desire to upgrade the Swing Bridge Cafe. There were mixed views regarding larger vehicle access to this zone, however operationally, access for vehicles with trailers is required. There may have been some misinterpretation of the proposed turning road. This already exists, the draft plan does not suggest that this be enlarged, rather that it be retained.

#### Directions for final Master Plan:

- The proposed viewing/fishing platform has been relocated to the opposite side of the river.



Figure 5.3: Erskine River

Overall there was strong support for the vision for the precinct with 70% of respondents indicating that they 'strongly support' or 'support' the vision. When asked to indicate which proposed actions within the draft master plan should be the highest priority, the top three priorities were:

1. Item C1: Gateway: More clearly define existing vehicle access and parking areas to create a dedicated walking trail, a parking area for walkers, long vehicle parking areas and areas for revegetation and weed control along the Erskine River.
2. Item A1: Erskine South Bank: Modify the entrance area to Kia Ora Caravan Park to improve pedestrian connections, introduce landscaping and more clearly identify public parking areas.
3. Item B2: Erskine North Bank: Provide access to the quarry including interpretative signage, a space for events, areas for revegetation, weed control, safety fencing and an all weather access trail.

In addition to the community survey results, four written submissions were received from the community. The table in Figure 5.4 provides a summary of key issues, comments or suggestions from the four submissions that were received, including changes incorporated into the final report.

More detailed consultation reports are available on the GORCC website ([www.gorcc.com.au](http://www.gorcc.com.au)).

Feedback from all consultation phases has been used to help refine initial concepts, options and inform the final master plan which follows.

#### **Submission by Committee for Lorne**

1. Support the general direction of the draft plan.
2. Suggest using the former quarry site to help address the affordable housing issue in Lorne, e.g. use for school camps and/or accommodation for seasonal workers.
3. Do not believe fishing and viewing platforms are a high priority, concerned about possible negative aesthetic impact.
4. Suggest including river edge picnic tables in wind protected locations.
5. Maintain or upgrade the playground on Cyprus Avenue.
6. Regarding the GORCC Depot:
  - Suggest GORCC could share other agency depots in Lorne.
  - If relocated, reuse the space for recreational benefit, not additional commercial shops.
7. Regrading traffic management:
  - Traffic management issues should be the responsibility of VicRoads.
  - Suggest a detailed traffic management study needs to be undertaken outside the supermarket area.
  - Do not support closing Cyprus Avenue, prefer reinforcing a one-way system utilising Otway Street and Cyprus Ave.
8. Responsibilities for river signage and river management are not clear.
9. Support recommendations to continue to work with relevant agencies to improve river health and water quality.

#### **How it is addressed in the Master Plan**

1. General support noted.
2. Quarry site - Access and use of the former quarry to be downgraded from what was proposed in the draft Master Plan to walking, nature appreciation and passive recreation, as well as appropriate low scale community events (eg sculptures, drama, exhibitions). Potential use for other events or accommodation is not supported.
3. Proposed fishing and viewing platforms will promote greater appreciation of the river environment and recreational uses. Designs will need to carefully consider aesthetic impacts. Retain in the final master plan subject to detailed designs.
4. A selection of river edge picnic tables to be included.

5. Cyprus Avenue playground to be retained and upgraded as required.
6. No firm options were raised through the consultation process for future potential uses of the GORCC Works Depot site. Further consideration will be given to this site by GORCC. If the depot were to be relocated then recreational, accommodation or other complementary uses will be considered. No change proposed for the final master plan.
7. GOR traffic management remains the responsibility of Vic Roads. Options for improved seasonal traffic management along the Top Bank (Otway Street and Cyprus Avenue) to be trailed by GORCC including possible temporary closure and/or implementation of a one-way system. No change to the final master plan, this becomes an operational matter.
8. Responsibilities for signage are shared amongst various agencies (e.g. SCS, GORCC, DEPI etc). No change to the final master plan.
9. Support noted, no change to final master plan.

#### **Submission by Friends of Lorne**

1. Support more walking tracks and upgrading the Swing Bridge precinct.
2. Suggest the main priority should be upgrading the streetscape in Zone C Gateway Precinct from Deans Marsh Rd to the Supermarket. In particular removing caravans and camping from views as visitors enter Lorne. Prefer to see more native/natural landscape.
3. Do not support additional permanent buildings (e.g. Managers residence) in the Erskine River Caravan Park site.
4. The Ocean Road Caravan Park should be near to invisible from the road through dense indigenous landscaping.
5. Reduce the visual impact of the Supermarket through landscaping and relocation of car parking to along Erskine Avenue.
6. Improving the pedestrian safety crossing the GOR near the Supermarket is a high priority.
7. Support efforts to reduce pollution of Erskine River

#### **How it is addressed in the Master Plan**

1. Support noted, no change to final master plan.
2. Comments noted, the master plan supports landscape and amenity improvements in this area. Operations and location of camping and associated buildings and infrastructure within the Erskine River

and Ocean Road Caravan Parks are guided by their own separate Master Plans. No change to the final master plan is proposed.

3. As above, no change.
4. As above, no change.
5. Additional car parking along Erskine Avenue (beyond that which is already identified) is not supported. Opportunities for additional landscaping within the Supermarket car park are the responsibility of the lease holder (this area is not controlled by GORCC). No change is proposed to the final master plan.
6. GORCC will advocate for improved pedestrian crossing and safety in this area. No change to the final master plan is proposed.
7. Comment noted, no change to the final master plan.

#### **Submission by Lorne resident**

1. Concerns raised in relation to section 7.2 Zone B Erskine North Bank, in particular potential use of the former quarry for events or other 'multi' uses. Concerned about noise reverberation from use of the former quarry site impacting on residential amenity and natural values of the site. Other comments in relation to this site included:
  - Concerned vehicle access will attract 'hoon' behaviour.
  - Concerned about safety of the rock face and potential rock falls causing injury to the public.
  - Do not believe Lorne needs another event space.
  - Support upgrading walking tracks and weed control.
  - Protect the natural values and character of the area.
2. Would like to have had more time and notice to provide feedback. Suggest all residents should receive notice by registered mail.

#### **How it is addressed in the Master Plan**

1. Quarry site - Access and use of the former quarry to be downgraded from what was proposed in the draft Master Plan to walking, nature appreciation and passive recreation, as well as appropriate low scale community events (eg sculptures, drama, exhibitions). Potential use for other events or accommodation is not supported.
2. Comments noted in relation to feedback notice (i.e. for future GORCC consideration), no change to the final master plan proposed.

#### **Submission by Lorne resident**

1. Applaud some of the goals of the Master Plan including revegetation, weed control, walking tracks, improved public access, amenities and general upgrades, however do not support the proposed directions for section 7.2 Zone B Erskine North Bank, in particular potential use of the former quarry for events or other 'multi' uses. Concerns relate to:
  - Echo chamber effect - noise pollution.
  - Potential damage to pristine river environment.
  - Fragile quarry walls causing safety concerns.
  - Capacity for crowd control, emergency management and safety.
  - Do not support additional traffic on Erskine Avenue.
  - Suggest better use of resources would be directed to additional revegetation works, not infrastructure in this area.
  - Existing adequate event space in Lorne.
  - Prefer to minimise hard surface treatments on the north bank of the river.
  - Suggest an Environmental Impact Statement may be needed for the former quarry site.
2. Would like to have had more time and notice to provide feedback. Suggest all residents should receive notice by registered mail.

#### **How it is addressed in the Master Plan**

1. Quarry site - Access and use of the former quarry to be downgraded from what was proposed in the draft Master Plan to walking, nature appreciation and passive recreation, as well as appropriate low scale community events (eg sculptures, drama, exhibitions). Potential use for other events or accommodation is not supported.
2. Comments noted in relation to feedback notice (i.e. for future GORCC consideration), no change to the final master plan proposed.

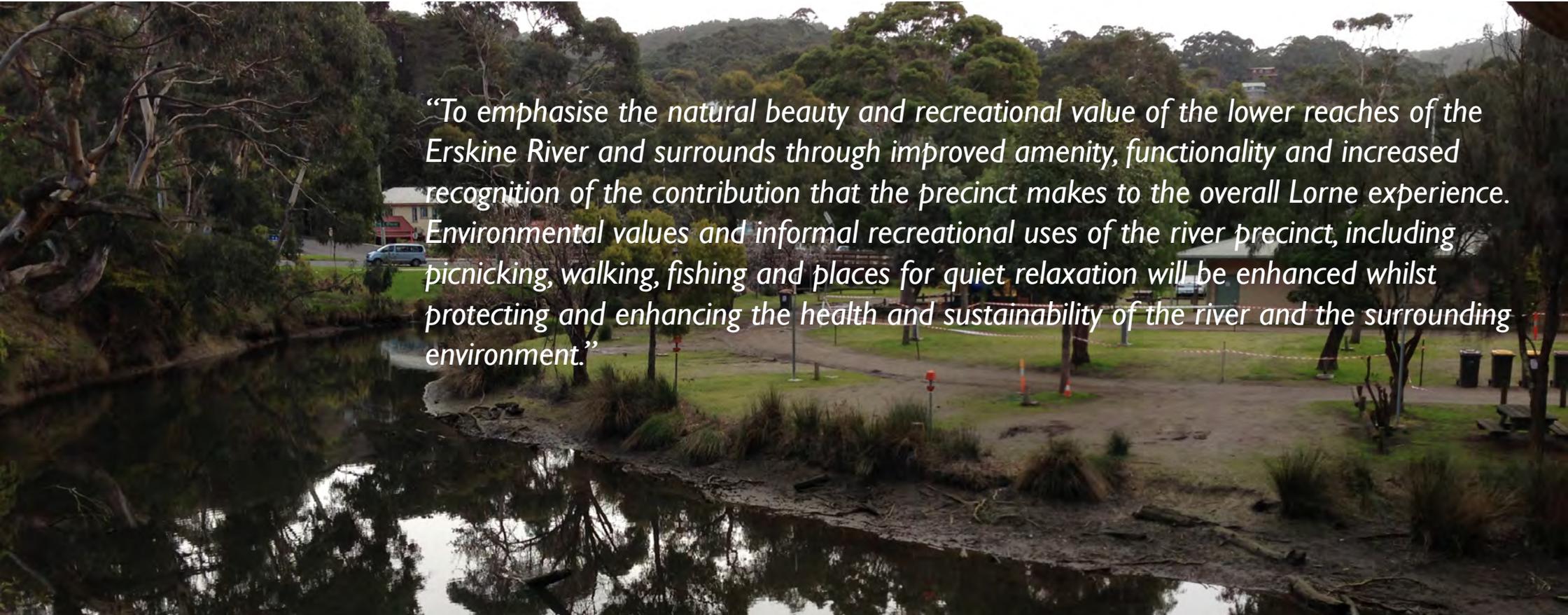
Figure 5.4: Summary of written submissions

## 6 Vision

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The vision provides a statement of the preferred long term future for the Erskine River precinct and has been developed having close regard to community comments, feedback and suggestions.

The vision for the Erskine River precinct has guided the development of the Master Plan.



*“To emphasise the natural beauty and recreational value of the lower reaches of the Erskine River and surrounds through improved amenity, functionality and increased recognition of the contribution that the precinct makes to the overall Lorne experience. Environmental values and informal recreational uses of the river precinct, including picnicking, walking, fishing and places for quiet relaxation will be enhanced whilst protecting and enhancing the health and sustainability of the river and the surrounding environment.”*

# 7 Draft Master Plan

The following section outlines the objectives for each specific zone within the precinct. The objectives are addressed through a range of site specific actions for each zone.



Figure 7.1: Erskine River Precinct Master Plan

- LEGEND**
- Grass
  - Gravel
  - Concrete
  - Asphalt
  - Linemarking
  - Tree
  - Cypress tree
  - Continuation of pedestrian route
  - Building
  - Future building
  - Bridge
  - Viewing platform
  - Seat / picnic setting
  - Fence
  - Vehicular gate
  - Views
  - Directional signage
  - Shelter
  - Study area
- Plant communities**
- EVC 45 Shrubby foothill forest
  - EVC 201 Shrubby wet forest
  - EVC 10 Estuarine wetland
  - EVC 1 Coastal sand dune mosaic
  - Ornamental planting (comprised of plants from local EVCs)



Figure 7.2: Master Plan zones

The study area has been broken down to the following zones which reflect usage character and logical site boundaries. A series of objectives and recommended actions have been identified for each zone in order to contribute to achieving the overarching vision for the precinct.

The precinct has been divided into the following five zones:

- A. Erskine South Bank (Kia Ora Caravan Park and GORCC Depot)
- B. Erskine North Bank (Erskine Avenue to Former Quarry)
- C. Gateway (Supermarket to Round About)
- D. Erskine Bend (Visitor Information Centre to Top Bank Caravan Park Entrance)
- E. Erskine Peninsula (Top Bank Caravan Park to Cyprus Avenue)

Objectives and actions for each zone are outlined in the following sections. Some objectives and actions can apply to multiple zones but have been listed once to avoid repetition.



Figure 7.3: Zone A Erskine South Bank



Figure 7.4: Example of a potential viewing area

## 7.1 Zone A Erskine South Bank

This precinct includes Kia Ora Caravan Park and the GORCC depot.

### Objectives:

- Improve the entrance to Kia Ora Caravan Park to create a more visually appealing area that complements the existing shopping strip.
- Upgrade existing open space facilities along Erskine River to create a more attractive and usable area.
- Improve pedestrian connections along the Erskine River as part of the Rapids Walk.
- The existing depot is located in an economically valuable and visually prominent location. Implement strategies that will provide best value use of the site and reduce the visual impact of the buildings and storage areas.

### Actions:

- a1** Modify the entrance area to Kia Ora Caravan Park to improve pedestrian connections, introduce landscaping and more clearly identify public parking areas.
- a2** Improved the Rapids Walk trail including more clearly defining the trail starting point, better separation between the trail and camping areas, revegetation works and improved signage with information such as the trail length, alignment and the location of the trail and parking areas on the northern bank.
- a3** Improve the existing open space area along Erskine River including upgrading existing furniture, constructing paths to improve access for all, revegetation works and construct a viewing area with interpretative signage.
- a4** Undertake further investigations regarding the future use of the GORCC depot which might include modifications to the existing building footprints and relocation of existing uses to another site.



Figure 7.5: Zone B Erskine North Bank

## 7.2 Zone B Erskine North Bank

This precinct includes Erskine Avenue and the former quarry.

### Objectives:

- Provide access to the quarry including for low scale community events (eg sculptures, drama, exhibitions), interpretive signage, areas for revegetation, weed control, safety fencing and an all-weather access trail.
- Improve public access to the existing trails including the Rapids Walk.
- Enhance the existing environmental qualities of the area and interfaces with urban area.

### Actions:

- b1** Construct a new pedestrian bridge across the Erskine River linking a new trail along the northern bank with the quarry area and the existing Rapids Walk. This will include better signage, better separation between the trail and camping areas and revegetation work.
- b2** Provide access to the quarry including for low scale community events (eg sculptures, drama, exhibitions), interpretive signage, areas for revegetation, weed control, safety fencing and an all-weather access trail.
- b3** More clearly define existing vehicle access and parking areas to create a dedicated walking trail, a parking area for walkers, long vehicle parking areas and areas for revegetation and weed control along the Erskine River.



Figure 7.6: Proposed trail to the quarry could incorporate a local stone edging to keep users to the trail and add visual interest.



Figure 7.7: Example of a pedestrian bridge.

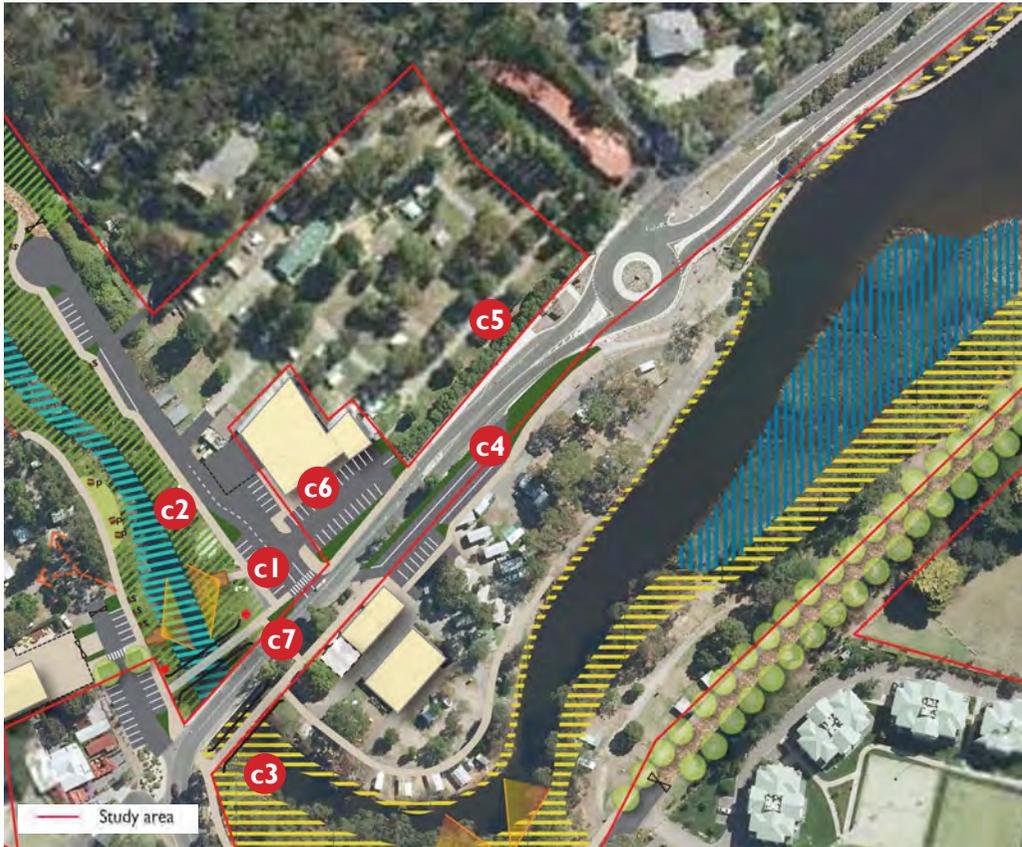


Figure 7.8: Zone C Gateway



Figure 7.9: Extend the existing trail along Erskine River including revegetation of the river bank.

### 7.3 Zone C Gateway

This precinct covers the entrance to Lorne on either side of the Great Ocean Road from the Deans Marsh Road roundabout to the supermarket.

#### Objectives:

- Advocate and act to improve the entrance to Lorne.
- Improve pedestrian and vehicle circulation within the precinct.
- Improve aesthetics of the supermarket area and visual impact of the Ocean Road and Erskine River caravan parks
- Reduce visual clutter caused by multiple signs whilst also more clearly identifying existing uses (such as the supermarket entrances and caravan park office).

#### Actions:

- c1** In conjunction with VicRoads, Surf Coast Shire and other relevant stakeholders undertake a traffic management plan to more clearly define existing vehicle access and parking areas to create a dedicated walking trail, a parking area for walkers, long vehicle parking areas and areas for revegetation and weed control along the Erskine River.
- c2** Investigate opportunities for visual screening of the pumping station infrastructure in Erskine Avenue.
- c3** Extend existing walking paths along the Erskine River to strengthen pedestrian links.
- c4** More clearly define existing vehicle access and parking areas at the entrance to caravan park office including more long vehicle parking (to prevent vehicles queuing back on to the Great Ocean Road) and better pedestrian connections. Increase landscaping to screen existing structures and enhance the presentation of area.
- c5** Rationalise existing signage to remove visual clutter from the entrance to Lorne and enhance the appearance of the area with landscaping and potential screening of the caravan park from the Great Ocean Road.
- c6** Advocate improvements to the supermarket delivery, storage and landscape aesthetics.
- c7** Proactively work with VicRoads on pedestrian crossing and traffic management issues.

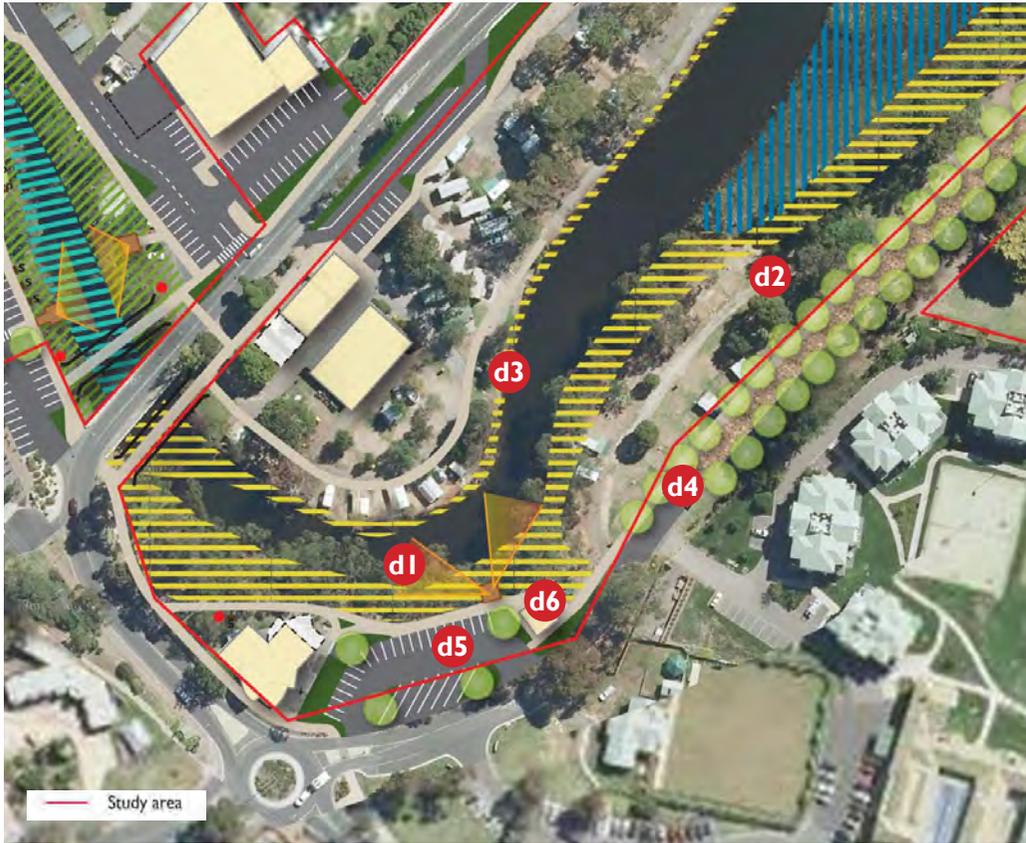


Figure 7.10: Zone D Erskine Bend

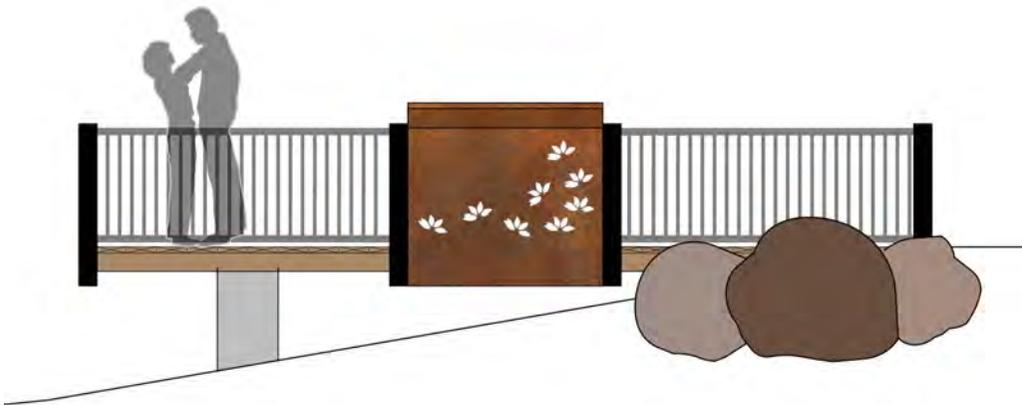


Figure 7.11: Indicative viewing platform section with interpretive signage panel.

#### 7.4 Zone D Erskine Bend

This precinct includes the Lorne Visitor Information Centre and the Top Bank Caravan Park.

##### Objectives:

- Enhance the setting of the Visitor Information Centre and improve parking for large vehicles or vehicles with trailers.
- Improve the pedestrian and vehicle circulation in the precinct.
- More clearly define areas of seasonal use to create areas which the community can use during non-peak periods including improved access to and the amenity of public toilets.
- Advocate improved water quality of the Erskine River estuary.

##### Actions:

- d1** Modify the area around the Lorne Visitor Information Centre to improve pedestrian links, provide more parking for long vehicles, additional seating/picnic tables and provide a viewing platform with views along Erskine River.
- d2** Strengthen the pedestrian link to the swing bridge including additional tree planting.
- d3** GORCC to continue to advocate and collaborate with Barwon Water, Corangamite Catchment Management Authority, Council and other relevant stakeholders for improvement to water quality and best practice integrated stormwater management.
- d4** GORCC to consider options for possible seasonal closure of Otway Street at the entrance to Top Bank Caravan Park, e.g. installing boom gates near the existing toilet blocks. Otway Street to be used by Top Bank Caravan Park users only during peak period (i.e. Christmas – January). For the remainder of the year the road will be open for use by all.
- d5** Ensure all GORCC managed land and associated infrastructure meets best practice stormwater management principle, (car parks, caravan parks, etc.)
- d6** GORCC to consult with Surf Coast Shire to consider options to improve access and amenity of public toilets.



Figure 7.12: Zone E Erskine Peninsula

## 7.5 Zone E Erskine Peninsula

This precinct covers the area from the Top Bank Caravan Park around to Cypress Avenue.

### Objectives:

- Improve pedestrian links.
- Improve the overall appearance of the area as a sensitive coastal environment.
- Improve existing car parking facilities.
- Enhance the swing bridge precinct and associated uses.
- Retain Lorne Paddock as public open space.

### Actions:

- e1** Construct new fishing and viewing platform.
- e2** Improve the vehicle access associated with the waste dump near the toilet block.
- e3** Improve the swing bridge precinct including upgrading the pedestrian connections between the bridge and the beach including additional seating/picnic tables.
- e4** Retain the existing unsealed car park including a loop for larger vehicles. Existing parking areas to be reconfigured to reduce the car park footprint whilst also slightly increasing the number of spaces through good design. In the event that removal of existing plantings of ti trees is required, lost vegetation will be offset with revegetation of locally indigenous species.
- e5** Improve pedestrian connections across the peninsula and retain and modify existing playground as required.
- e6** Retain existing roadway connection with Cypress Avenue.
- e7** Retain the Lorne paddock as public open space.



Figure 7.13: Landscaping can define parking areas and soften the appearance of a car park.

Precinct	Items
Erskine South Bank	a1 Modify the entrance to Kia Ora Caravan Park.
	a2 Upgrade the Rapid Walk trail.
	a3 Improve the existing open space along Erskine River.
	a4 Undertake further investigations regarding the GORCC depot.
Erskine North Bank	b1 Construct a new pedestrian bridge and trail.
	b2 Provide access to the quarry and upgrade facilities.
	b3 Upgrade Erskine Avenue.
Gateway	c1 Upgrade existing parking areas and pedestrian crossing near the supermarket.
	c2 Investigate options to screen existing infrastructure.
	c3 Extend the existing Erskine River trail.
	c4 Upgrade the existing streetscape adjoining the caravan park office.
	c5 Upgrade signage and associated landscape works.
	c6 Advocate for improvements to supermarket landscape works.
	c7 Proactively work with VicRoads for pedestrian and traffic circulation improvements.
Erskine Bend	d1 Modify the Information Centre car park..
	d2 Strengthen pedestrian link to swing bridge.
	d3 Continue to advocate for water quality improvements.
	d4 Explore options for the season closure of Otway Street.
	d5 All GORCC managed land and infrastructure to meet best practice stormwater management principles.
	d6 Consult with Surf Coast Shire to consider options to improve access and amenity of public toilets.
Erskine Peninsula	e1 Construct new fishing and viewing platform.
	e2 Upgrade the vehicle access to the existing sewer dump.
	e3 Upgrade the swing bridge precinct.
	e4 Modify the existing car parking areas.
	e5 Improve pedestrian connections.
	e6 Retain Cypress Avenue vehicle connection.
	e7 Retain Lorne paddock as public open space.

## 8 Implementation

The table in Figure 8.1 provides a summary of the works/actions identified in the Master Plan. The items are listed under the precincts within the study area. More detailed cost plans will be prepared as proposed works are documented for implementation.

### Funding and staging

All works/actions will need to be prioritised and considered with all other GORCC priorities as part of usual programming and budgetary processes.

Some works/actions require input and collaboration with other stakeholders (such as Surf Coast Shire and the community) and GORCC will seek to partner with these groups to progress to implementation.

There are a range of items (such as revegetation works) that will be implemented over time as part of existing maintenance works.

The implementation of larger capital works projects will be subject to funding. Such funding sources include state and federal governments as well as funding grants which may apply to particular projects.

Figure 8.1: Summary of works/actions