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# Point Grey Precinct Plan 2014 Revised Draft Plan

## Submission Analysis

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Prepared for the Great Ocean Road Coast Committee  
November 2014

By  
Fire Light Consulting



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# 1 Executive Summary

Fire Light Consulting was engaged by the Great Ocean Road Coast Committee to independently review the submissions received on the Point Grey Precinct Plan – 2014 Revised Draft Plan. The specific undertakings were to analyse submissions, provide submission statistics, broad feedback themes, and detailed feedback grouped by themes. Where possible data was analysed against the demographics, the main feature most useful in this context was the ‘connection to the coast’ parameter.

A total of 14 submissions were received for the Point Grey Precinct Plan – 2014 Revised Draft Plan. Of these, four (28.6%) were from organisations or community groups (including the Point Grey Community Reference Group, Lorne Aquatic and Angling Club, Lorne Historic Society, and the Committee for Lorne) and 10 (71.4%) were from individuals. The majority of individual submitters<sup>1</sup> were either ‘Holiday Home Owners’ or ‘Permanent Residents’, 7 (58.3%) and 3 (25.0%) respectively. There were 2 submitters who indicated they were regular visitors to Lorne. Both of these submitters indicated they were also Holiday Home Owners.

The possible age ranges for the individual submitters were from ‘15 years and under’ through to ‘75 years and over’. The majority of submitters were aged above 55 years, with the 55-64 years bracket being the most highly represented age range. Compared<sup>2</sup> with the age ranges across the general resident population of Lorne (as identified in the 2011 Census<sup>3</sup>), there was a significant over-representation of 55-64 year olds (25.4% more representation than the general resident Lorne population). All ages below 55 years were under-represented. There was no representation of the age brackets below 34 years.

There were overall 14 submissions that yielded 63 individual comments across 33 themes. 18 of these themes had one comment against them. The top three themes overall were:

More could be done to include and preserve heritage	<b>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.</b>
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.
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 submission analysis has revealed that the majority of submitters feel the 2014 Revised Draft Plan for the Point Grey Precinct addresses their previous concerns with the original Draft Plan in 2013. They appreciate that there are now two buildings, that the LAAC is a separate building and that its activities are therefore more supported. There is general acknowledgement that the heritage of the area is infused well into the design but further retention of significant elements would ensure even more of the Lorne story is retained and retold.

This round of submissions is significantly fewer than one year ago (14 submissions compared with 55) and although not entirely conclusive the reduced feedback suggests a higher level of satisfaction with the revised plan generally.

<sup>1</sup> The majority of permanent residents views are assumed to be captured through the ‘group’ submissions rather than ‘individual’

<sup>2</sup> Not all submitters were residents of Lorne and therefore this comparison is only a guide to representation of the submissions against the general residential population of Lorne.

<sup>3</sup> Age ranges of submitters were matched to the ‘best fit’ age ranges within the 2011 Census.

## 2 Background & Context

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

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

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

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

**Table 1: The Process So Far (from 'Point Grey Precinct Plan – 2014 Revised Draft Plan')**

Stage	Description	Time
1a	<b>Project research and scoping</b> <i>See Ideas Paper for further information (www.gorcc.com.au)</i>	Oct. 2012- Nov. 2012
1b	<b>Consultation to confirm or update the findings of the 2009 Place Essence Report</b> <i>See Ideas Paper and Stage 1 Consultation Report for further information (www.gorcc.com.au)</i>	Dec. 2012
2a	<b>Consideration of feedback and development of ideas for the future of the Point Grey precinct</b> <i>See Ideas Paper and Stage 1 Consultation Report for further information (www.gorcc.com.au)</i>	Dec. 2012 - Jan. 2013
2b	<b>Consultation on ideas for the Point Grey precinct</b> <i>See Ideas Paper and Stage 2 Consultation Report for further information (www.gorcc.com.au)</i>	Jan. 2013 - Feb. 2013
3a	<b>Consideration of feedback and development of the Draft Plan</b> <i>See 2013 Draft Point Grey Precinct Plan for further information (www.gorcc.com.au)</i>	Feb. 2013 - August 2013
3b	<b>Consultation on the Draft Plan</b> <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	<b>Consideration of feedback and development of Revised Draft Pan</b> <i>The results of the consultation undertaken on the 2013 Draft Plan were considered by the GORC Committee. It was obvious from the feedback received that the 2013 Draft Plan was not supported by large parts of the Lorne community, in particular the Draft Plan's consolidation of existing users of buildings at the Precinct into one</i>	Nov. 2013 – July 2014

	<p><i>new building in the vicinity of the current restaurant/fishing co-op building.</i></p> <p><i>The GORC Committee therefore committed to re-examining approaches to the design in an attempt to find an alternative that was better supported by the community but still met the requirements of the planning process, including its Vision and Guiding Principles.</i></p> <p><i>This process involved further research and information gathering and targeted consultation with key stakeholders, including the Lorne Angling and Aquatic Club.</i></p> <p><i>The process also involved a number of meetings of the GORC Committee to consider the information and input gathered, and then develop and approve an alternative draft plan for further consultation</i></p>	
<b>3d</b>	<p><b>Release of the Revised Draft Plan for public comment</b></p> <p><i>See Section 5 of the Revised 2014 Plan for further information</i></p>	Sept. 2014 - Oct. 2014
<b>4</b>	<p><b>Preparation of final plan</b></p> <p><i>See Section 4.1 of the Revised 2014 Plan for further information</i></p>	Oct. 2014 - Feb. 2015
<b>5</b>	<p><b>Approval process for the plan</b></p> <p><i>See Section 4.1 of the Revised 2014 Plan for further information</i></p>	Mar. 2015 - Sept. 2015
<b>6</b>	<p><b>Funding sought for implementation of the plan (includes development of a detailed business case)</b></p> <p><i>See Section 4.2 of the Revised 2014 Plan for further information</i></p>	Ongoing
<b>7</b>	<p><b>Detailed design phase</b></p> <p><i>See Section 4.2 of the Revised 2014 Plan for further information</i></p>	April 2015 - Sept. 2015

The feedback received and detailed in this report will be used by GORCC in preparing the final version of the plan, which is expected to be released in 2015.

### **3 This Report & Methodology**

Fire Light Consulting was requested by the GORCC to independently review the submissions for the Point Grey Precinct Plan – 2014 Revised Draft Plan. The specific undertakings were to analyse submissions, provide submission statistics, broad feedback themes, and detailed feedback grouped by themes. Where possible data was analysed against the demographics, the main feature most useful in this context was the ‘connection to the coast’ parameter.

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

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

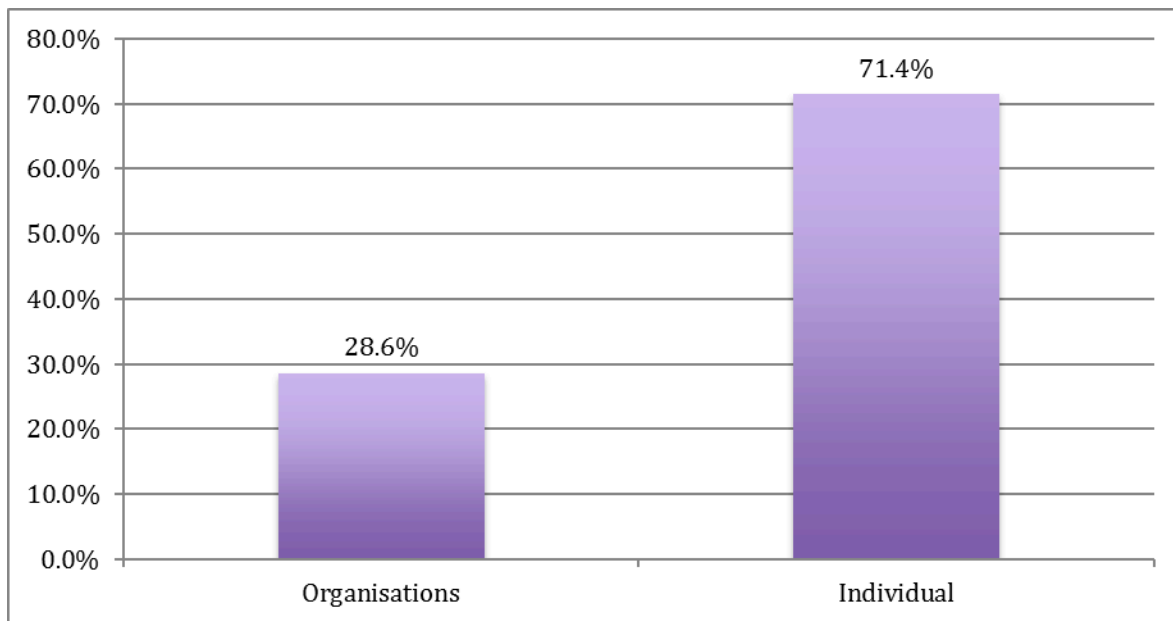
All submissions are accessible for viewing on GORCC’s website ([www.gorcc.com.au](http://www.gorcc.com.au)) unless otherwise instructed by submitters.

## 4 Demographics of Submitters

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

A total of 14 submissions were received for the Point Grey Precinct Plan – 2014 Revised Draft Plan. Of these, four (28.6%) were from organisations or community groups (including the Point Grey Community Reference Group, Lorne Aquatic and Angling Club, Lorne Historic Society, and the Committee for Lorne) and 10 (71.4%) were from individuals (see Figure 1).

**Figure 1: Type of Submissions Received**



Individual submitters were asked to indicate their connection to the coast. Responses are depicted in Figure 2. (Please note submitters were able to choose more than one answer in response to this question). The majority of individual submitters were either 'Holiday Home Owners' or 'Permanent Residents', 7 (58.3%) and 3 (25.0%) respectively. There were 2 submitters who indicated they were regular visitors to Lorne. Both of these submitters indicated they were also Holiday Home Owners. Although permanent residents are only 25% of the total number of individual submitters, it is assumed that a number of permanent residents are represented by the four group submissions received. The group submissions could not be analysed according to the 'connection to the coast' criteria.

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

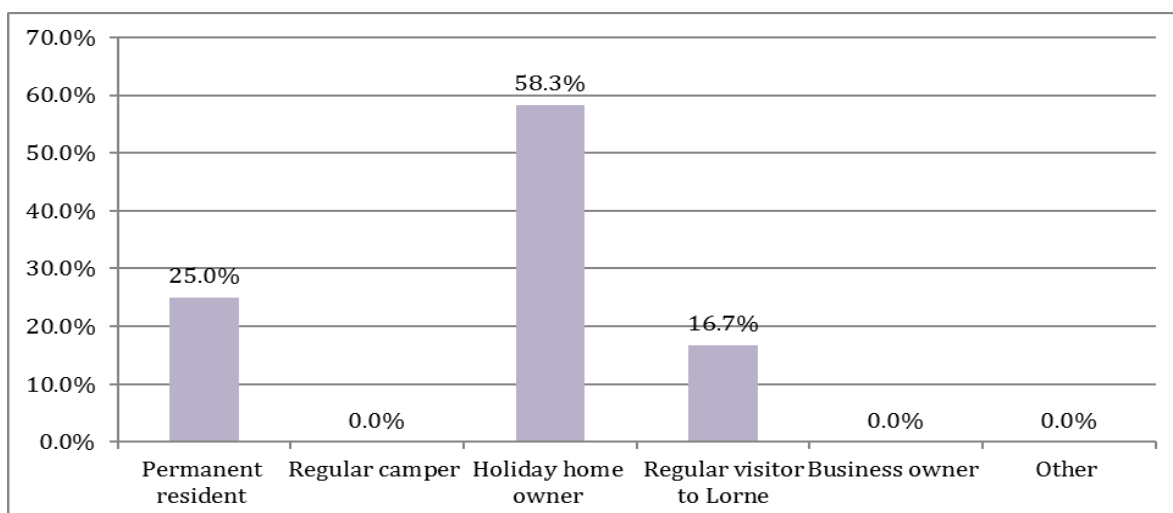
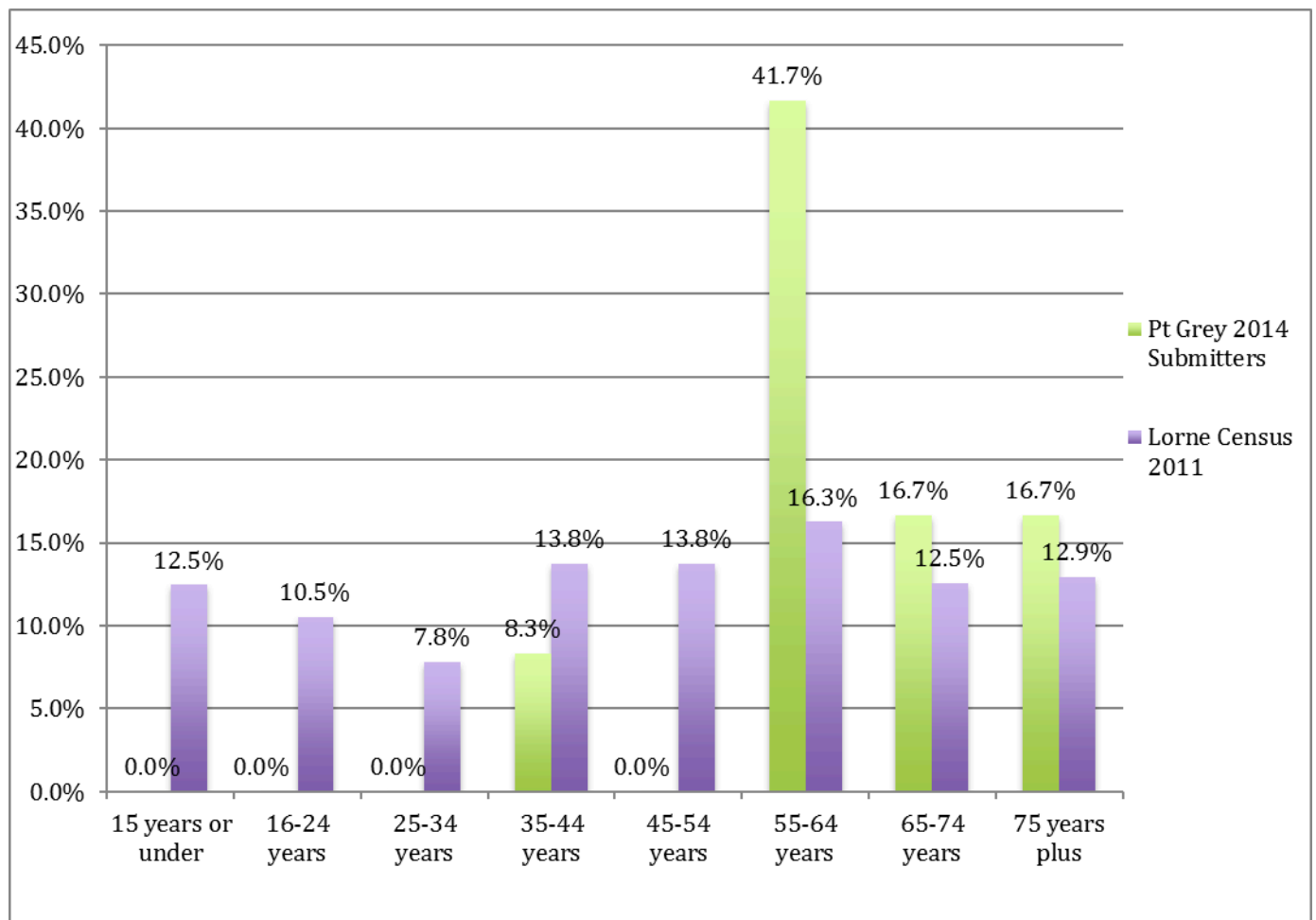


Figure 3 (below) outlines the age indicated by the individual submitters compared with the age ranges as identified in the 2011 Census data for Lorne. The possible age ranges for the individual submitters were from '15 years and under' through to '75 years and over'. The majority of submitters were aged above 55 years. With the 55-64 years bracket being the most highly represented age range. Compared<sup>4</sup> with the age ranges across the general resident population of Lorne (as identified in the 2011 Census<sup>5</sup>), there was a significant over-representation of 55-64 year olds (25.4% more representation than the general resident Lorne population). All ages below 55 years were under-represented. There was no representation of the age brackets below 34 years.

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



## 5 Feedback Themes

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

<sup>4</sup> Please note: Not all submitters were residents of Lorne and therefore this comparison is only a guide to representation of the submissions against the general residential population of Lorne.

<sup>5</sup> Age ranges of submitters were matched to the 'best fit' age ranges within the 2011 Census.



## 5.1 Overall Feedback by Theme

The overall feedback was considerably less than in 2013 and included many comments that suggested submitters were happy with the 2014 Revised Draft Plan. There were overall 14 submissions that yielded 63 individual comments across 33 themes. 18 of these themes had one comment against them. Table 2 summarises these top themes and attributes them to the significant sources of that feedback.

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

Theme	Description	No. of Comments	% of total Comments	Significant Sources of this feedback (i.e. in the top feedback themes for the represented Sectors)		
				Permanent Residents	Holiday Home-owners	Organisation or Group
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.	7	11.1%		✓	✓
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.	6	9.5%	✓		✓
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.	5	7.9%			✓
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	4	6.3%	✓		
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	3	4.8%		✓	

Theme	Description	No. of Comments	% of total Comments	Significant Sources of this feedback (i.e. in the top feedback themes for the represented Sectors)		
				Permanent Residents	Holiday Home-owners	Organisation or Group
	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.					
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.	3	4.8%			
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.	3	4.8%		✓	
<b>SUB TOTAL COUNT</b>		<b>31</b>	<b>49.2%</b>			

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

Table 3 outlines the top most mentioned feedback themes for the two represented 'sectors' of the community as defined by the 'connection to the coast' category<sup>6</sup>. This analysis gives an indication of how permanent residents and holiday home owners compare in terms of their views about the 2014 Revised Draft Plan.

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

Connection to the Coast (Sector)	Number of Submitters	Total number of comments	Top 5 Feedback Themes	No. Comments	% total comments for each sector
Holiday Home Owners	7	19	Support the LAAC's activities and long term viability	3	15.8%
			Location of car parks needs to be addressed	2	10.5%
			More could be done to include and preserve heritage	2	10.5%
Permanent Residents	3	13	South east facing recreational space needs changing	3	23.0%
			Extra car parks are needed to support the area	2	15.4%

## 6 Conclusion

The submission analysis has revealed that the majority of submitters feel the 2014 Revised Draft Plan for the Point Grey Precinct addresses their previous concerns with the original Draft Plan in 2013. They appreciate that there are now two buildings, that the LAAC is a separate building and that its activities are therefore more supported. There is general acknowledgement that the heritage of the area is infused well into the design but further retention of significant elements would ensure even more of the Lorne story is retained and retold.

Some changes are suggested around a need to have more car parking to meet the needs of the precinct and to alter the location of car parking to ensure easier access whilst also relocating recreational spaces to more comfortable areas in the precinct.

This round of submissions is significantly fewer than one year ago (14 submissions compared with 55) and, although not entirely conclusive, the reduced feedback suggests a higher level of satisfaction with the revised plan generally.

<sup>6</sup> The sector 'regular visitor' was not used in this section of the report as the two submitters who indicated this category were also represented in the sector of 'Holiday Home Owners'

## 7 Appendix I: Detailed Feedback

The following table details the specific and direct feedback alongside the number of comments (count) received for each of the broad feedback themes. All direct comments on the 2014 Revised Draft Plan submitted through the submission process have been included in this table and every attempt has been made to remove any attribution to any one person or organisation. The process of analysing submissions involved reviewing all comments provided by submitters and assigning each key point to a general theme/classification. This process was continued throughout all submissions until all the key points raised across all submissions were grouped under the broad themes or classifications they refer to. In some cases, a single comment related to more than one classification or theme. Against each theme/classification a count is provided to enable readers to see at a glance the number of comments made about a theme/classification<sup>7</sup>.

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

Theme/Category	Detailed Feedback	Count
<b>More could be done to include and preserve heritage</b>	Is the heritage entry area the best economic use of the space?	7
	It is good to see heritage ‘infused’ into the design of the precinct – it should be extended by having ‘themes’ run throughout the precinct.	
	The flavour of the old fish co-op building needs to be kept (eg be retaining the steps, platform) – it was a vital part of Lorne.	
	Lorne is losing its historic and iconic buildings. The façade and outdoor dining area of the Pier Restaurant is such a building. We strongly recommend that the design of the second building includes that façade. I believe such a move would have grassroots support in our community.	
	<p>Preamble</p> <p>It is difficult to comment on documents that seem to be concept only – thus ruling nothing in or out. What is “core-concept” and what is “disposable concept”? In as much as anything is core, it seems that the co-op is to be entirely demolished and entirely replaced. My main concern is with the history of the site. In addition I am not convinced about its environmental credentials.</p> <p>1. History</p> <p>p.7 “The precinct will tell its story through interpretation and the design of buildings and structures and by simply</p>	

<sup>7</sup> Please note a number of comments from the Community Reference Group were posed as questions due to the nature of the meeting. The responses to these questions are outlined in Appendix III where the notes from the CRG are included in full.

**Theme/Category**

Detailed Feedback	Count
<p>reinstating the natural qualities and beauty of Point Grey.”</p> <p>Comment: Throughout the whole of this project there has been an insistence that the history of the site is being preserved. The facts seem to be that it is being demolished. It is being replaced with “Subtle interpretation through inscriptions in paving” or similar. This seems at best cavalier and at worst insulting to our intelligence.</p> <p>At present, someone with no knowledge of the past could deduce from existing structures that something went in or out from the pier (the rails show this); that it was loaded/offloaded onto a raised factory floor (the loading bay); and that within the factory a lot of washing went on (water points). The site tells its own story.</p> <p>In Australian city centres there is a strong move to accommodate changing needs within original structures. The treatments are many and various and imaginative and, of course, not always pleasing. They range from facadism (perhaps the most common approach) to enclosure of entire structures (eg shot tower). In the documents associated with this project, and from my questioning of the consultants, I can find no evidence that retaining the co-op has even been considered. The consultants informed me that they had never assessed the structural integrity of the building.</p> <p>Suggestion: The co-op should be assessed by people with a track record in the continuing use of built history. In the absence of a clear structural need for demolition, preservation should be the default position.</p>	
<p>The entry area in the commercial building is a good inclusion for heritage interpretations.</p> <p>Need to ensure the spaces, treatments and other details are done right to tell the ‘storey of Lorne’.</p> <p>There should be recognition of the Pier-to-Pub race, somewhere near the starting point, or in the bands of paving as proposed in the draft plan</p> <p>Fishing heritage of Pt Grey/Lorne could be displayed in the LAAC building.</p> <p>The logging history of Pt Grey/Lorne is also important.</p> <p>Some great historic images are available. They need to be used well – not just small 8x10 prints.</p> <p>Will there be security issues (eg vandalism) for the heritage displays in the restaurant entry area?</p>	
<p>There should be tourist oriented information near the pier telling the story of the Pier to Pub swimming race.</p> <p>This is a unique event and should be recognised as such.</p> <p>Perhaps another swimming figure such as the one outside the Surf Lifesaving Club could be the centre point?</p>	
<p>This heritage area could be an attraction and bring visitors and therefore value to commercial operators.</p>	

**Theme/Category**

**Extra car parks are needed to support the precinct**

Detailed Feedback	Count
(b)Pushing it back also further reduces car parking.	6
<p>Members are concerned that the public fish cleaning and boat wash down area will disassociate this important aspect of our members’ fishing activity from the LAAC. Therefore we see a need to incorporate a similar facility into our club plans. To achieve such, planners need to provide adequate parking and turning facilities near to our site for 16 plus metre boats and vehicles.</p>	
<p>1. Parking is inadequate on many occasions throughout the year. There needs to be increased parking rather than a reduction in the number of available spaces.</p> <p>If one was to take out a lease on one of the proposed new businesses in the commercial hub one would be reluctant to do so given that parking is so limited. This is true for all lessees.</p> <p>If I wish to dine out on Cunningham Pier I want to park close by. The car parking on the pier itself does not detract from the experience.</p> <p>Similarly, adequate parking must be provided within the Point Grey Precinct.</p>	
<p>Time limits (eg half an hour) on the car parks (on the lower level of the precinct) could help with turnover and access to them.</p> <p>Could some extra car parks for people wanting to picnic near the old toilets be situated on the grass overflow area next to the Great Ocean Road?</p> <p>Some of the car parks shown at Shelley Beach won’t be used as they’re too far away from the precinct.</p> <p>Some people like to park in the area behind the restaurant and watch boat launches, etc. This can no longer be done in the new design.</p> <p>It would be a bad outcome if cars were allowed in this area (ie behind existing restaurant).</p>	
<p>That the allocated parking per the Revised Plan is still not sufficient for the popularity of the precinct. Every endeavor must be made to maximize this aspect during planning. We can only envisage greater patronage with the inclusion of Lorne heritage displays.</p>	
<p>Today, 19th october,2pm, there were 63cars parked in the lower section, including 8cars 1 boat behind the co-op building, many cars were parked north of the aquatic club and behind it.</p> <p>20 cars parked in front of the coop in 2 rows. Theses are convenient parks for fishermen , callers to the fish shop.</p> <p>Can someone explain to me why only 20 car parks are planned?</p>	

Theme/Category	Detailed Feedback	Count
	<p>I imagine several will be for disabled? Staff parking?</p>	
<b>Acknowledgement of local heritage has been addressed</b>	<p>Acknowledgement of the potential for some degree of heritage interpretation is an excellent provision.</p> <p>Consideration and planning for a “Heritage Centre” to be part of the precinct (potentially as a stage II consideration). Assist the Lorne Community in building on its “sense of place” In our view these issues have now been addressed and we wish you well as you negotiate your way through the specific detail.</p> <p>In regards to the Fishing heritage aspect – the LAAC is in total support of fostering this component.</p> <p>It is good to see heritage ‘infused’ into the design of the precinct – it should be extended by having ‘themes’ run throughout the precinct. The flavour of the old fish co-op building needs to be kept (eg be retaining the steps, platform) – it was a vital part of Lorne.</p> <p>We are very pleased that there is to be both internal and external heritage themes and spaces. We wish to offer our expertise and personnel to assist in the detailed planning, development and establishment of these spaces.</p>	5
<b>South East facing recreational space needs changing</b>	<p>Secondly, from the experience of locals over many years, it is not a sensible idea to have recreational space facing south east. The easterly winds will make such a space very unpleasant for visitors and locals. We were grateful that the reference group included Peter Spring and Peggy Taylor, and we thank them for effectively expressing the views of the Society and the community to your committee.</p> <p>2. It is doubtful that chairs and tables behind the restaurant facing south will get much use since it is an exposed and windy location.</p> <p>7. The suggestion that the site be used for contemplation and picnicking overlooks the existing possibilities for this away from the precinct which can be provided by the vast undeveloped grassland area above Shelly Beach, a site with unobstructed, elevated views across Bass Strait and which is a mere hundred yards to the south.</p>	4

Theme/Category	Detailed Feedback	Count
<b>Location of car parks needs to be amended</b>	<p>Agree with the layout of the major structures. However too much space is being allocated to Marine square and grassed areas. This space would be better allocated to parking for access to the pier,,aquatic club, cafe and fish retail store. These form the major activities in this area. Sitting on grass, strolling through a square currently does not happen in this area. It may be dangerous to encourage families to settle in this area rather than the main beach. Any swimmers around the pier are at their own risk. Sting rays are common. Occasional shark. Plenty of rocks! The pier fishing men would certainly appreciate continuing to be able to park close to,the pier.</p>	
<b>Location of car parks needs to be amended</b>	<p>I acknowledge that the concept of maritime square is more glamorous than a car parking area, but in reality what is more practical?</p> <p>Forcing people to park on the upper section makes the whole area less accessible, not to mention the impact of the car park on the grassland further up the hill.</p>	3
<b>Location of car parks needs to be amended</b>	<p>Parking and vehicle movements</p> <p>Could the grass area opposite the Grand Pacific Hotel be used for coach parking? Or at least by using/expanding the existing pull over area on the ocean side of the Great Ocean Road?</p> <p>Time limits (eg half an hour) on the car parks (on the lower level of the precinct) could help with turnover and access to them.</p> <p>Could some extra car parks for people wanting to picnic near the old toilets be situated on the grass overflow area next to the Great Ocean Road?</p> <p>Some of the car parks shown at Shelley Beach won't be used as they're too far away from the precinct.</p> <p>Some people like to park in the area behind the restaurant and watch boat launches, etc. This can no longer be done in the new design.</p> <p>It would be a bad outcome if cars were allowed in this area (ie behind existing restaurant).</p>	3
<b>Two buildings has been addressed</b>	<p>With the present car parking on the upper picnic area , it seems to me that the total car capacity may even be reduced from what it is now?</p> <p>Does not seem wise if the area is expected to attract more people?</p> <p>Provision be made for two built forms</p> <p>Commercial – restaurant/café and fish co-op or similar land use and mix in current location.</p> <p>Community – Lorne Aquatic and Angling Club remain on its current or nearby location.</p>	3



<b>Theme/Category</b>	<b>Detailed Feedback</b>	<b>Count</b>
	In our view these issues have now been addressed and we wish you well as you negotiate your way through the specific detail.	
	I am very pleased with the separate aquatic club arrangement. Some facility for local people is a desired outcome, presumably one which resident ratepayers will not have to finance, like the main street improvements.	
	The Lorne Historical Society thanks the members of the Great Ocean Road Coastal Committee for accepting the strongly held view by the Lorne community that the Point Grey development project should be based on the preservation of a separate building in a similar location for the Lorne Aquatic and Angling Club.	
<b>Support the LAAC's activities and long term viability</b>	It was reported by Tract that the LAAC building area would be 155 sq m and 65 sq m for the bbq area – both these figures are totally inadequate for the membership and activities of our Club.	3
	That the issue of erosion especially at the entry point to the beach be addressed by GORCC as soon as possible. We realize that the boating facility is classified as LOCAL but we see a specific need to improve the entry point to the beach/rock platform	
	I think that the revised Point Grey plan is a considerable improvement on the original. As a member of the Lorne Aquatic Club I identify with their aims and particularly their egalitarian atmosphere. It is with this in mind that I strongly urge GORCC to support the Club's activities and the long term viability	
<b>Being listened to &amp; communicated with</b>	In closing a thank you to Jane Lovejoy and Richard Davies for their communication through the process and we would welcome the opportunity to meet further to plan how we can assist to lobby funds for the project.	2
	GORCC is to be commended for its willingness to respond to community concerns regarding the development of Point Grey.	
<b>Concerned about the environmental</b>	How have E.S.D. principles been incorporated (eg solar power)?	2

Theme/Category	Detailed Feedback	Count
credentials	<p>2. Environment</p> <p>p.8 Leadership in environmental sustainability</p> <p>The 2014 Revised Draft Plan proposes several sustainability initiatives both within the buildings and the public open spaces. Passive energy generation through solar panels and wind energy and use of sustainable building materials will be considered in the future detailed design of the building.</p> <p>Comment: This is a disappointing statement to follow a heading of 'leadership'. 'Notions' might be a better word. Unless GORCC and its consultants are committed enough to these things to show them on the plans and perspective views, should we place any weight on the statement? The plans at present have an arrow linking a roof to a comment about car park drainage. I think. What is 'water sensitive urban design'? Does it mean ponds? If it has any meaning in terms of surface or subsurface structures, they should be shown on the plan/perspective drawings.</p> <p>Suggestion: In a coastal environment, and hence one most susceptible to the consequences of climate change, 'sustainability' should not be an item to be considered at some late stage in the planning process. It should be front and centre.</p>	
Do not push back the LAAC	<p>4. (a)The argument that the LAAC should be pushed back in order to improve the view-shed is spurious at best.</p> <p>Consider this - when you enter Lorne the view of the water is initially blocked by cypress trees and other vegetation, then by Mantra resort, next by the white elephant of the restaurant and entertainment complex on the waterfront adjoining the old swimming pool (a project overseen and endorsed by GORCC) and finally by introduced planting. The view does not open up until William Street, a distance of more than one kilometre. Then there is the Lorne Surf Club and the Pier Restaurant. Both of these buildings are on the water's edge and both are considerably larger than the LAAC. Pushing the LAAC back to open up the view is therefore hard to justify and it has occupied its current site for over fifty years. There is no design imperative to do so.</p> <p>That the LAAC building be positioned as close as possible to its current footprint.</p>	2
Include an attraction at the Precinct for visitors	<p>9. The boat wash-down and fish-cleaning would be an attraction if close by the LAAC building, similar to where it is now above the boat ramp.</p> <p>Fishing heritage of Pt Grey/Lorne could be displayed in the LAAC building.</p> <p>The logging history of Pt Grey/Lorne is also important.</p> <p>Some great historic images are available. They need to be used well – not just small 8x10 prints.</p> <p>Will there be security issues (eg vandalism) for the heritage displays in the restaurant entry area?</p>	2

<b>Theme/Category</b>	<b>Detailed Feedback</b>	<b>Count</b>
	<p>Is the heritage entry area the best economic use of the space?</p> <p>This heritage area could be an attraction and bring visitors and therefore value to commercial operators.</p>	
<b>Keep the northern road</b>	<p>The LAAC thinks the northern road is 'fantastic'.</p> <p>The northern entry is of utmost importance to the precinct and requires an official entry.</p>	2
<b>Provide for more commercial spaces</b>	<p>Commercial operations</p> <p>Why isn't there more commercial development (eg fish and chips outlet, tackle shop)? The area behind the existing restaurant (shown as a deck in current plan) could be better used for these purposes. (note: three people agreed/made a similar comment)</p> <p>The 'fish sales' space could sell fish and chips.</p> <p>Need to provide opportunities for visitors at the precinct.</p> <p>A tackle shop may struggle for customers for nine months of the year.</p> <p>The tender process for commercial operators at the precinct could just be for 'commercial spaces' and therefore leave it to the market to respond with what are the best uses for the precinct.</p> <p>DEPI (Department of Environment and Primary Industries) would likely require any commercial uses at the precinct to be 'coastal dependant'</p>	2
<b>Provide for more commercial spaces</b>	<p>That the commercial aspects be designed with yearly sustainability in mind. A multipurpose business could house – fish &amp; chip, bait &amp; tackle and a general store. During the busy season, this could alleviate the need for some south Lorne dwellers having to go into town.</p>	
<b>Provide spaces for coach parking</b>	<p>Could the grass area opposite the Grand Pacific Hotel be used for coach parking? Or at least by using/expanding the existing pull over area on the ocean side of the Great Ocean Road?</p> <p>It would be useful to know how many buses use the precinct now, and will this change in the future?</p> <p>8. Provision for buses is a welcome suggestion.</p>	2
<b>Disabled parking needed</b>	<p>In looking at the plan for the car park, I see no accommodation for DISABLED ONLY spots. I would sincerely hope that this matter is addressed as there will always be a need for such as close as possible to the main building - and not just one or two</p>	1

Theme/Category	Detailed Feedback	Count
<b>Ensure commercial operations can continue through development</b>	<p>Commercial operations</p> <p>Why isn't there more commercial development (eg fish and chips outlet, tackle shop)? The area behind the existing restaurant (shown as a deck in current plan) could be better used for these purposes. (note: three people agreed/made a similar comment)</p> <p>The 'fish sales' space could sell fish and chips.</p> <p>Need to provide opportunities for visitors at the precinct.</p> <p>A tackle shop may struggle for customers for nine months of the year.</p> <p>The tender process for commercial operators at the precinct could just be for 'commercial spaces' and therefore leave it to the market to respond with what are the best uses for the precinct.</p> <p>DEPI (Department of Environment and Primary Industries) would likely require any commercial uses at the precinct to be 'coastal dependant'</p> <p>Would existing commercial operators be able to continue operating during construction works? This would be important to the community and the precinct. Could old caravan park cabins or shipping containers be used as temporary buildings, if needed?</p>	1
<b>Exclude large buses</b>	<p>3. large tourist buses must not be permitted to park anywhere on the Great Ocean Road in the Pt Grey Precinct , as these large buses would block the view corridor across the road out to Point Grey.</p>	1
<b>Fully support the revised plan</b>	<p>I fully support the revised plan.</p>	1
<b>Information needed on funding sources</b>	<p>Funding</p> <p>How much funding is required to realise plan? Where will it come from? Surely there's been a feasibility study to answer these questions.</p> <p>Can the LAAC contribute to the funding requirements? How much?</p> <p>Who else can contribute? RDV? SCS?</p>	1
<b>Keep signage</b>	<p>Will aquatic safety risks increase due to easier access being provided to the water? Maybe extra signage is needed?</p> <p>The LAAC would like to keep the 'finger board' sign.</p> <p>LAAC would like to continue trading throughout the process.</p>	1

<b>Theme/Category</b>	<b>Detailed Feedback</b>	<b>Count</b>
<b>Extend the boardwalk along Shelley Beach South of Restaurant</b>	<p>Could the board walk extend along Shelley beach south of the restaurant, rather than through the car park? This could have vegetation and coastal processes/erosion issues.</p> <p>How have E.S.D. principles been incorporated (eg solar power)?</p>	1
<b>Remove old pier</b>	<p>The old pier?</p> <p>As the new pier seems to be a success, do we really need this souvenir of the past?</p> <p>Having used the pier for 60 years myself i have no problem parting with the old pier remnant ...is it really relevant to today's visitors?</p> <p>Of course it could be used for extra car parking!,</p>	1
<b>Remove the northern entry road</b>	<p>The northern entry road is not required – it opens up the foreshore to cars and traffic – it should be for people.</p>	1
<b>Retain location of fish cleaning facility</b>	<p>The fish cleaning facility is currently located at the LAAC. It would be good to keep it there (eg for fishing competition weigh-ins). However, it would need to be kept clean and the smell managed.</p>	1
<b>'Sense of Place' has been addressed</b>	<p>Assist the Lorne Community in building on its “sense of place”</p> <p>In our view these issues have now been addressed and we wish you well as you negotiate your way through the specific detail.</p>	1
<b>South facing outdoor dining area be discarded</b>	<p>That the south facing Outdoor Dining area of the restaurant be discarded from the plan.</p>	1
<b>The design does not suit the area</b>	<p>I've travelled around the world and seeing the proposed plans looks like one big library or a place called Jeff's Shed in melb. Doesn't suit the area.</p>	1
<b>Time limits for parking</b>	<p>Time limits (eg half an hour) on the car parks (on the lower level of the precinct) could help with turnover and access to them.</p>	1
<b>Toilet block refurbishment</b>	<p>5. Refurbishment of the toilet block is an excellent idea and could contain shower facilities. It will not be necessary to incorporate new public ones into the renovated main building which will need to have toilets for restaurant patrons as well as for employees working in the proposed new leases.</p>	1
<b>Too much seating in front</b>	<p>3. There is provision for too much seating in front of the restaurant and it intrudes on the entry to the pier.</p>	1

Theme/Category	Detailed Feedback	Count
of the restaurant		
Two buildings set down low	<p>I am happy with the revised draft but would like to ensure 3 important items are covered , as outlined below:</p> <ol style="list-style-type: none"> <li>1. the 2 buildings should both be of low height; set low down low so the buildings' bulk and roof line are not seen as you drive or walk along the Great Ocean Road around the Pt Grey Precinct</li> </ol>	1
Underground the power lines	<ol style="list-style-type: none"> <li>2. given the amount of investment being proposed to beautify the Pt Grey Precinct , the ugly power lines along the Great Ocean Road along the Pt Grey Precinct must be under grounded. The under grounding of power lines along the Great Ocean Road would only enhance the view corridor across the road out to Pt Grey .</li> </ol>	1
<b>TOTAL COUNT</b>		<b>63</b>

## 8 Appendix II: Individual Submissions (Total 10)

The following pages outline the individual and group submissions that were received online or in hard copy for the Point Grey Precinct – 2014 Revised Draft Plan. This list of submissions includes all individual and group submissions. Only the group submissions are attributable. The meeting notes from the Community Reference Group (CRG) are included in full in Appendix IV. Please note: These submission are directly transferred here no changes in spelling or grammar have been made.

### 8.1 Submission 1

“Agree with the layout of the major structures. However too much space is being allocated to Marine square and grassed areas. This space would be better allocated to parking for access to the pier,,aquatic club, cafe and fish retail store. These form the major activities in this area. Sitting on grass, strolling through a square currently does not happen in this area. It may be dangerous to encourage families to settle in this area rather than the main beach. Any swimmers around the pier are at their own risk. Sting rays are common. Occasional shark. Plenty of rocks! The pier fishing men would certainly appreciate continuing to be able to park close to,the pier.”

### 8.2 Submission 2

“Today, 19 th october,2pm, there were 63cars parked in the lower section, including 8cars 1 boat behind the co-op building.many cars were parked north of th aquatic club and behind it. 20 cars parked in front of the coop in 2 rows. Theses are convenient parks for fishermen , callers to the fish shop. Can someone explain to me why only 20 car parks are planned? I imagine several will be for disabled? Staff parking? I acknowledge that the concept of maritime square is more glamorous than a car parking area, but in reality what is more practical? Forcing people to park on the upper section makes the whole area less accessible,not to mention the impact of the car park on the grassland further up the hill. With the present car parking on the upper picnic area , it seems to me that the total car capacity may even be reduced from what it is now? Does not seem wise if the area is expected to attract more people? I am very pleased with the separate aquatic club arrangement. Some facility for local people is a desired iutcome, presumably one which resident ratepayers will not have to finance,like the main street improvements. The old pier? As the new pier seems to be a success, do we really need this souvenir of the past? Having used the pier for 60 years myself i have no problem parting with the old pier remnant ...is it really relevant to today's visitors? Of course it could be used for extra car parking!, It has been pleasing to see that an initial plan with no thought for local people has been substantially amended.”

### 8.3 Submission 3

“GORCC is to be commended for its willingness to respond to community concerns regarding the development of Point Grey. The revised Draft addresses three key elements here in I. Keeping the Northern access road open at all times II. Having the LAAC as a stand-alone building. III.Continuing the boardwalk to reflect the one running from the Erskine River to the Surf Club completes the concept. It has also recognised the need to tackle the paramount issue of erosion. Nevertheless as we work towards a final draft, certain amendments should be considered in order to obtain the best possible outcome and are noted below: 1. Parking is inadequate on many occasions throughout the year. There needs to be increased parking rather than a reduction in the number of available spaces. If one was to take out a lease on one of the proposed new businesses in the commercial hub one would be reluctant to do so given that parking is so limited. This is true for all lessees. If I wish to dine out on Cunningham Pier I want to park close by. The car parking on the pier itself does not detract from the experience. Similarly, adequate parking must be provided within the Point Grey Precinct. 2. It is doubtful that chairs and tables behind the restaurant facing south will get much use since it is an exposed and windy location. 3. There is provision for too much seating in front of the restaurant and it intrudes on the entry to the pier. 4. (a)The argument that the LAAC should be pushed back in order to

improve the view-shed is spurious at best. Consider this - when you enter Lorne the view of the water is initially blocked by cypress trees and other vegetation, then by Mantra resort, next by the white elephant of the restaurant and entertainment complex on the waterfront adjoining the old swimming pool (a project overseen and endorsed by GORCC) and finally by introduced planting. The view does not open up until William Street, a distance of more than one kilometre. Then there is the Lorne Surf Club and the Pier Restaurant. Both of these buildings are on the water's edge and both are considerably larger than the LAAC. Pushing the LAAC back to open up the view is therefore hard to justify and it has occupied its current site for over fifty years. There is no design imperative to do so. (b) Pushing it back also further reduces car parking. 5. Refurbishment of the toilet block is an excellent idea and could contain shower facilities. It will not be necessary to incorporate new public ones into the renovated main building which will need to have toilets for restaurant patrons as well as for employees working in the proposed new leases. 6. Acknowledgement of the potential for some degree of heritage interpretation is an excellent provision. 7. The suggestion that the site be used for contemplation and picnicking overlooks the existing possibilities for this away from the precinct which can be provided by the vast undeveloped grassland area above Shelly Beach, a site with unobstructed, elevated views across Bass Strait and which is a mere hundred yards to the south. 8. Provision for buses is a welcome suggestion. 9. The boat wash-down and fish-cleaning would be an attraction if close by the LAAC building, similar to where it is now above the boat ramp. Thank you"

#### **8.4 Submission 4**

"There should be tourist oriented information near the pier telling the story of the Pier to Pub swimming race. This is a unique event and should be recognised as such. Perhaps another swimming figure such as the one outside the Surf Lifesaving Club could be the centre point?"

#### **8.5 Submission 5**

"I fully support the revised plan."

#### **8.6 Submission 6**

"Dear Sir/Madam, I am happy with the revised draft but would like to ensure 3 important items are covered, as outlined below: 1. the 2 buildings should both be of low height & set low down low so the buildings' bulk and roof line are not seen as you drive or walk along the Great Ocean Road around the Pt Grey Precinct 2. given the amount of investment being proposed to beautify the Pt Grey Precinct, the ugly power lines along the Great Ocean Road along the Pt Grey Precinct must be undergrounded. The undergrounding of power lines along the Great Ocean Road would only enhance the view corridor across the road out to Pt Grey. 3. large tourist buses must not be permitted to park anywhere on the Great Ocean Road in the Pt Grey Precinct, as these large buses would block the view corridor across the road out to Point Grey. Hopefully the above 3 points can all be included in the Final Point Grey Precinct Plan, and thank you for considering my above requests. Kind regards"

#### **8.7 Submission 7**

"In looking at the plan for the car park, I see no accommodation for DISABLED ONLY spots. I would sincerely hope that this matter is addressed as there will always be a need for such as close as possible to the main building - and not just one or two"

#### **8.8 Submission 8**

"I've travelled around the world and seeing the proposed plans looks like one big library or a place called Jeff's Shed in melb. Doesn't suit the area."



## 8.9 Submission 9

I think that the revised Point Grey plan is a considerable improvement on the original. As a member of the Laune Aquatic Club I identify with their aims and particularly their egalitarian atmosphere.

It is with this in mind that I strongly urge G.O.R.C. to support the Club's activities and long term viability.

## 8.10 Submission 10

### Preamble

It is difficult to comment on documents that seem to be concept only – thus ruling nothing in or out. What is “core-concept” and what is “disposable concept”? In as much as anything is core, it seems that the co-op is to be entirely demolished and entirely replaced. My main concern is with the history of the site. In addition I am not convinced about its environmental credentials.

### 1. History

p.7 “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.”

Comment: Throughout the whole of this project there has been an insistence that the history of the site is being preserved. The facts seem to be that it is being demolished. It is being replaced with “*Subtle interpretation through inscriptions in paving*” or similar. This seems at best cavalier and at worst insulting to our intelligence.

At present, someone with no knowledge of the past could deduce from existing structures that something went in or out from the pier (the rails show this); that it was loaded/offloaded onto a raised factory floor (the loading bay); and that within the factory a lot of washing went on (water points). The site tells its own story.

In Australian city centres there is a strong move to accommodate changing needs within original structures. The treatments are many and various and imaginative and, of course, not always pleasing. They range from facadism (perhaps the most common approach) to enclosure of entire structures (eg shot tower). In the documents associated with this project, and from my questioning of the consultants, I can find no evidence that retaining the co-op has even been considered. The consultants informed me that they had never assessed the structural integrity of the building.

**Suggestion:** The co-op should be assessed by people with a track record in the continuing use of built history. In the absence of a clear structural need for demolition, preservation should be the default position.

### 2. Environment

p.8 *Leadership in environmental sustainability*

*The 2014 Revised Draft Plan proposes several sustainability initiatives both within the buildings and the public open spaces. Passive energy generation through solar panels and wind energy and use of sustainable building materials will be considered in the future detailed design of the building.*

**Comment:** This is a disappointing statement to follow a heading of 'leadership'. 'Notions' might be a better word. Unless GORCC and its consultants are committed enough to these things to show them on the plans and perspective views, should we place any weight on the statement? The plans at present have an arrow linking a roof to a comment about car park drainage. I think. What is 'water sensitive urban design'? Does it mean ponds? If it has any meaning in terms of surface or subsurface structures, they should be shown on the plan/perspective drawings.

**Suggestion:** In a coastal environment, and hence one most susceptible to the consequences of climate change, 'sustainability' should not be an item to be considered at some late stage in the planning process. It should be front and centre.

I thank GORCC for the opportunity to make these comments.

## 9 Appendix III: Organisation Submissions (Total 4)

### 9.1 Submission 11



17 October 2014

Great Ocean Road Coast Committee  
35 Bell Street  
Torquay  
Vic 3228

#### **RESPONSE TO THE POINT GREY PRECINCT PLAN – 2014 Revised Draft Plan**

The Lorne Historical Society thanks the members of the Great Ocean Road Coastal Committee for accepting the strongly held view by the Lorne community that the Point Grey development project should be based on the preservation of a separate building in a similar location for the Lorne Aquatic and Angling Club.

We are very pleased that there is to be both internal and external heritage themes and spaces. We wish to offer our expertise and personnel to assist in the detailed planning, development and establishment of these spaces.

We offer two main points for consideration when moving from a concept plan to detailed design:

- Firstly, Lorne is losing its historic and iconic buildings. The façade and outdoor dining area of the Pier Restaurant is such a building. We strongly recommend that the design of the second building includes that façade. I believe such a move would have grassroots support in our community.
- Secondly, from the experience of locals over many years, it is not a sensible idea to have recreational space facing south east. The easterly winds will make such a space very unpleasant for visitors and locals.

We were grateful that the reference group included Peter Spring and Peggy Taylor, and we thank them for effectively expressing the views of the Society and the community to your committee.

I look forward to the next stage of putting the plans into reality.

Yours Sincerely  
Lorne Historical Society, Inc

A handwritten signature in blue ink that reads "Gary Allen,".

Gary Allen  
President

## 9.2 Submission 12

P.O.Box 110

Lorne Vic 3232

[lorneaquatic@bigpond.com](mailto:lorneaquatic@bigpond.com)

Phone 52895108 (after 4pm.)

### **LAAC Pt GREY SUBMISSION – Oct.2014**

The committee of the LAAC representing some 700 plus members wishes to express its support for the majority of the comments as recorded at the Community Reference Group's meeting on Friday 3<sup>rd</sup> Oct. 2014.

In addition to this blanket support, we wish to further emphasis –

1. That the LAAC building be positioned as close as possible to its current footprint.
2. That the issue of erosion especially at the entry point to the beach be addressed by GORCC as soon as possible. We realize that the boating facility is classified as LOCAL but we see a specific need to improve the entry point to the beach/rock platform
3. Members are concerned that the public fish cleaning and boat wash down area will disassociate this important aspect of our members' fishing activity from the LAAC. Therefore we see a need to incorporate a similar facility into our club plans. To achieve such, planners need to provide adequate parking and turning facilities near to our site for 16 plus metre boats and vehicles.
4. It was reported by Tract that the LAAC building area would be 155 sq m and 65 sq m for the bbq area – both these figures are totally inadequate for the membership and activities of our Club.
5. That the allocated parking per the Revised Plan is still not sufficient for the popularity of the precinct. Every endeavor must be made to maximize this aspect during planning. We can only envisage greater patronage with the inclusion of Lorne heritage displays.
6. In regards to the Fishing heritage aspect – the LAAC is in total support of fostering this component.
7. That the south facing Outdoor Dining area of the restaurant be discarded from the plan.
8. That the commercial aspects be designed with yearly sustainability in mind. A multipurpose business could house – fish & chip, bait & tackle and a general store. During the busy season, this could alleviate the need for some south Lorne dwellers having to go into town.
9. The northern entry is of utmost importance to the precinct and requires an official entry.

We thank GORCC for this final opportunity to participate in this important stage prior to final plans being drafted for the iconic Pt Grey precinct.

Yours sincerely,

LAAC committee.

### 9.3 Submission 13

Committee for Lorne Inc ABN 71 183 837 79 PO Box 168 Lorne Victoria 3232  
0438 843 258  
info@cfl.org.au [www.cfl.org.au](http://www.cfl.org.au)



1/11/2014

**THE GREAT OCEAN ROAD COAST COMMITTEE  
POINT GREY PRECINCT PLAN 2013**

**SUBMISSION ON BEHALF OF COMMITTEE FOR LORNE**

Dear Sir/Madam

Firstly my apologies for submitting outside of the published deadline time but I wanted the courtesy to respond after being a strong opponent to the first draft Point Grey Precinct Plan.

I would like to thank the Great Ocean Road Coast Committee for listening to our concerns and returning a revised plan that meets the interests of the majority of Lorne Community.

You will recall that our concerns were based on the three key points

1. Provision be made for two built forms
  - i. Commercial – restaurant/café and fish co-op or similar land use and mix in current location.
  - ii. Community – Lorne Aquatic and Angling Club remain on its current or nearby location.
2. Consideration and planning for a “Heritage Centre” to be part of the precinct (potentially as a stage II consideration).
3. Assist the Lorne Community in building on its “sense of place”

In our view these issues have now been addressed and we wish you well as you negotiate your way through the specific detail.

In closing a thank you to Jane Lovejoy and Richard Davies for their communication through the process and we would welcome the opportunity to meet further to plan how we can assist to lobby funds for the project.

Yours faithfully

*Ian Stewart*

**Ian Stewart  
Chairman  
Committee for Lorne**

## 10 Appendix IV: Community Reference Group Meeting Notes (Submission 14)

### POINT GREY PRECINCT PLAN

#### COMMUNITY REFERENCE GROUP MEETING 3 OCTOBER 2014

#### COMMENTS FROM CRG MEMBERS RECORDED ON 'BUTCHERS PAPER' AT THE MEETING

##### Note:

1. Comments have been arranged into themes.
2. Responses to questions have been provided in italics.
3. The comments were made by individual CRG Members and do not necessarily represent the views of the entire CRG.

##### **Heritage**

It is good to see heritage 'infused' into the design of the precinct – it should be extended by having 'themes' run throughout the precinct.

The flavour of the old fish co-op building needs to be kept (eg be retaining the steps, platform) – it was a vital part of Lorne.

The old crane and a cousta boat are currently kept in storage and are important – could be used as displays in the new precinct – potentially on the old pier stub.

The entry area in the commercial building is a good inclusion for heritage interpretations.

Need to ensure the spaces, treatments and other details are done right to tell the 'storey of Lorne'.

There should be recognition of the Pier-to-Pub race, somewhere near the starting point, or in the bands of paving as proposed in the draft plan

Fishing heritage of Pt Grey/Lorne could be displayed in the LAAC building.

The logging history of Pt Grey/Lorne is also important.

Some great historic images are available. They need to be used well – not just small 8x10 prints.

Will there be security issues (eg vandalism) for the heritage displays in the restaurant entry area?

*Response: The entry area with heritage displays will likely only be open at the same time as the commercial operators (eg restaurant).*

Is the heritage entry area the best economic use of the space?

*Response: The Plan aims to protect and promote the triple bottom line (ie social, environmental and economic) values of the precinct. It is felt the heritage displays in the entry area are important to this balance. Also, see comment below from other CRG member.*

This heritage area could be an attraction and bring visitors and therefore value to commercial operators.

##### **Commercial operations**

Why isn't there more commercial development (eg fish and chips outlet, tackle shop)? The area behind the existing restaurant (shown as a deck in current plan) could be better used for these purposes. (note: three people agreed/made a similar comment)

*Response: Alternative uses for the area behind the existing restaurant are to be further investigated. Fish and chips sales are intended to be incorporated in either the restaurant or fish sales building.*

*Opportunities for tackle supplies sales, or other additional appropriate commercial uses, will also be considered.*

The 'fish sales' space could sell fish and chips.

Need to provide opportunities for visitors at the precinct.

A tackle shop may struggle for customers for nine months of the year.

The tender process for commercial operators at the precinct could just be for 'commercial spaces' and therefore leave it to the market to respond with what are the best uses for the precinct.

DEPI (Department of Environment and Primary Industries) would likely require any commercial uses at the precinct to be 'coastal dependant'

Would existing commercial operators be able to continue operating during construction works? This would be important to the community and the precinct. Could old caravan park cabins or shipping containers be used as temporary buildings, if needed?

*Response: It is aimed to avoid, or minimise as much as possible, any disruption to the commercial operators at the precinct during construction.*

### **Parking and vehicle movements**

Could the grass area opposite the Grand Pacific Hotel be used for coach parking? Or at least by using/expanding the existing pull over area on the ocean side of the Great Ocean Road?

*Response: This has been considered and discussed with relevant stakeholders (eg VicRoads). The temporary bus parking shown in the 2014 revised plan is preferred due to it being closer to the core of the precinct and not disrupting views across the precinct from the Great Ocean Road. However, bus parking could be included beside the Road opposite the Grand Pacific in the future if required/feasible.*

It would be useful to know how many buses use the precinct now, and will this change in the future?

*Response: Bus use has not been formally counted or projected, mainly because the Plan does not aim to promote and encourage large numbers of buses to use the precinct, but rather accommodate them in an appropriate way if they want to use it.*

Without an attraction at the Precinct, it is unlikely many buses or tourists in general will stop there.

The current plan doesn't provide such an attraction and this is a flaw in the design.

The northern entry road is not required – it opens up the foreshore to cars and traffic – it should be for people.

The LAAC thinks the northern road is 'fantastic'.

Time limits (eg half an hour) on the car parks (on the lower level of the precinct) could help with turnover and access to them.

Could some extra car parks for people wanting to picnic near the old toilets be situated on the grass overflow area next to the Great Ocean Road?

*Response: This area will continue to be used as it currently is as an overflow parking area. Installation of permanent parking is not felt appropriate in such a prominent location (eg next to Great Ocean Road and at the main entry to the precinct).*

Some of the car parks shown at Shelley Beach won't be used as they're too far away from the precinct.

Some people like to park in the area behind the restaurant and watch boat launches, etc. This can no longer be done in the new design.

It would be a bad outcome if cars were allowed in this area (ie behind existing restaurant).

### **LAAC, fishing, boating, etc**

The fish cleaning facility is currently located at the LAAC. It would be good to keep it there (eg for fishing competition weigh-ins). However, it would need to be kept clean and the smell managed.

Can vehicles with trailers drive to the LAAC and turn around (eg to show club members their catch)?

*Response: This could technically be achieved in the current plan, depending on the size/length of the vehicle and trailer and the availability of parking spaces on the lower level. However, it is not felt appropriate to encourage this as it would add to traffic congestion at busy times.*

Is the boat trailer beach access facility to be improved (eg concrete to extend further towards the beach)? This would need to be done correctly. It may get undercut by waves and wash away.

*Response: The boating facility is classified as a 'local' level facility in the Western Region Boating Coastal Action Plan and therefore is suitable only for minor improvements. A small extension of the concrete access ramp will be investigated to see if it is possible.*

Will aquatic safety risks increase due to easier access being provided to the water? Maybe extra signage is needed?

*Response: Aquatic safety risks and safety risks will be investigated and addressed as appropriate.*

The LAAC would like to keep the 'finger board' sign.

LAAC would like to continue trading throughout the process.

### **Funding**

How much funding is required to realise plan? Where will it come from? Surely there's been a feasibility study to answer these questions.

*Response: The previous draft plan (2013) was estimated to cost approx. \$5m to construct. The 2014 revised plan is expected to cost more than this due to the two building design. GORCC remains committed to it's up to \$1.5 m contribution to the project and other funding sources are continuing to be investigated. A funding application has been made to RDV to support development of a business case for the redevelopment.*

Can the LAAC contribute to the funding requirements? How much?

*Response: GORCC cannot answer this question.*

Who else can contribute? RDV? SCS?

*Response: These and other potential funding sources are continuing to be investigated.*

What will the tenure arrangements for the leases in the new precinct?

*Response: Tenure arrangements will be determined at a later stage (ie after the plan is finalised and various uses, sizes, requirements, etc, are known).*

What are the heritage funding opportunities?

*Response: Heritage funding opportunities have been and will continue to be investigated, however none of any significant potential have been identified to date.*

The Lorne Historical Society has just completed a 'significance assessment' of its collection. This could potentially open avenues for funding.



## **Other**

Could the board walk extend along Shelley beach south of the restaurant, rather than through the car park? This could have vegetation and coastal processes/erosion issues.

*Response: This will be investigated during preparation of the final plan.*

How have E.S.D. principles been incorporated (eg solar power)?

*Response: ESD principles remain part of the revised plan, and will be further presented/explained in the final plan.*