

POINT GREY REDEVELOPMENT

URBAN DESIGN FRAMEWORK

AUGUST 2025



PLANNING | URBAN DESIGN | LANDSCAPE
ARCHITECTURE | ADVISORY

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Human Habitats and the extended project team pay respect to Eastern Maar, Gadubanud, Wadawurrung and Giraiwurung Peoples, who are the Traditional Custodians of the Great Ocean Road region. We pay our respect to Elders of these peoples, past, present and emerging.

We also acknowledge and pay respect to all past, present and future Traditional Owners of Country throughout the Land and recognise the continuing connection to lands, waters and communities. We recognise that sovereignty of Aboriginal and Torres Strait Islander Nations was never ceded.

Figure 01 - Cover Image and below - Aerial Photo: Nearmap 2024



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Figure 02 - Aerial Photo: Nearthmap 2024

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INTRODUCTION

1.1. DOCUMENT STRUCTURE

OVERVIEW

Human Habitats (HH) has been engaged by the Great Ocean Road Coast and Parks Authority (GORCAPA) to prepare an Urban Design Framework (UDF) for the redevelopment of the Point Grey Precinct at Lorne, Victoria.

The Point Grey Precinct is an area of public land on the Lorne coastline located at the easternmost point of the township, to the south of the town centre. The Precinct is connected to the centre of Lorne by the Doug Stirling Track walking path along the foreshore and is the starting point for the popular annual ‘Pier to Pub’ swimming event. The site also contains the Port of Lorne, with a boat ramp access to the south of the pier.

GORCAPA was established to protect, conserve, enhance and manage the iconic coast and parks of Victoria’s Great Ocean Road. In partnership with the Traditional Owners, GORCAPA manages, protects, and fosters resilience of the natural, cultural, and heritage values of coastal Crown land and marine waters along the Great Ocean Road.

The redevelopment of Point Grey is a project that represents a commitment made by GORCAPA through the Geelong City Deal to cater for the growing tourism and visitor economy (both local and regional) to provide:

- A new Lorne Aquatic & Angling Club (LAAC)
- Recognition of cultural heritage
- Provision for ‘casual dining’ offerings, including options for takeaway and al fresco seating areas
- Improved public realm spaces, and increased accessibility and connectivity.

The Point Grey Redevelopment Project has a long and complex history, like the subject site itself. GORCAPA’s Point Grey redevelopment [webpage](#) provides a detailed account of the project’s history to date.

This Urban Design Framework (UDF) is a multi-step process for designing and planning the redevelopment of Point Grey Precinct. The document builds upon significant background analysis outlined in the Opportunities and Constraints Summary Report (2024) prepared by GORCAPA and informed by NMBW Architecture Studio, Architecture Associates, and GLAS Landscape Architects. This UDF Document has been prepared with inputs and collaboration from the following stakeholders:

- GORCAPA
- Department of Transport and Planning (DTP), including Head, Transport for Victoria (TfV)
- Department of Energy, Environment and Climate Action (DEECA)
- Eastern Maar Aboriginal Corporation (EMAC)
- Surf Coast Shire Council (Council)
- The Point Grey Community Reference Group (CRG)

- The Lorne Aquatic and Angling Club (LAAC)
- The Lorne Community

Further information gathering and data analysis has been undertaken, including a thorough community and stakeholder engagement process, which will continue to occur throughout the remainder of the project. This project to date has been informed by a vast number of technical consultants and experts, including (but not limited to):

- NMBW Architecture Studio (Architects)
Architecture Associates (Architects)
GLAS Landscape Architects (Landscape Architects)
- Traffix Group (Traffic Engineers)
- One Mile Grid (Traffic Engineers)
- BMT (Maritime Design & Consultancy)
- Terramatrix (Bushfire Consultants)
- Bushfire Planning & Design Pty Ltd (Bushfire Consultants)
- South West Survey Group (Land Surveyors)
- Andrew Long & Associates (Cultural Heritage Consultants)
- Environmental Assessment Services (Environmental Engineers)
- Hard Rock Geo-technical (Geo-technical Engineers)
- Water Technology (Environmental Consultants)
- Environmental Health Solutions (Risk Management Consultants)
- Tree-logic (Arborists)
- P.J. Yttrup & Associates (Structural, Civil and Geo-technical Engineers)
- Hansen Partnership (Urban Design, Urban Planning and Landscape Architects)
- Tract (Urban Design, Urban Planning and Landscape Architects)
- DPM Consulting (Civil Engineering)
- Lucid Consulting (Engineering Services)
- Vera Möller (Local History)
- RMG Engineering (Civil Engineering)
- Tomkinson (Civil Engineering)
- WGA (Traffic Engineers)

The Point Grey Redevelopment Project is expected to contribute to the tourism and visitor economy of Lorne. By delivering upgraded public infrastructure, improved accessibility, and expanded commercial and recreational offerings, the project will strengthen Point Grey’s appeal as a key regional destination.

PURPOSE OF THE URBAN DESIGN FRAMEWORK

This UDF document intends to provide ‘strategic objectives, requirements and guidelines’ relating to the overall vision and structure of the precinct. This framework will be used as a strategic planning tool that sets out an integrated design vision for the future development of Point Grey.

Rather than providing prescriptive outcomes, the UDF seeks to set out the quality, vision and aspirations of the redevelopment project. This document aims to present a shared understanding between GORCAPA, relevant authorities, the local community, EMAC, future tenants and any other relevant stakeholders about the site’s future development.

Numerous policy documents apply to the subject site and have been considered in preparing this Urban Design Framework. Such policies and reference documents include (but are not limited to):

- Marine and Coastal Act (2018) (MACA)
- Marine & Coastal Policy (2020)
- Great Ocean Road and Environs Protection Act (2020)
- Victoria’s Resilient Coast - Adapting for 2100+ (2023)
- Surf Coast Planning Scheme
- Aboriginal Heritage Act (2006)
- Native Title Act (1993)
- Siting and design guidelines for structures on Victorian Coast (2020)
- Eastern Maar Country Plan / Meerreengeeye ngakeepoorryeeyt (2015)

The UDF is intended to be used by a range of stakeholders that have a role in the planning permit approval process for the future development of the site, and should give the determining authority(ies) confidence in the long term outcomes of the Precinct. Any future redevelopment and/or planning permit application for development should be made generally in accordance with the UDF.

STRUCTURE

This document is structured into three key components to achieve the overall Precinct’s aspirations and visions. The key components being:

- Objectives: what is to be achieved within the Precinct;
- Requirements: what must be addressed in the design response; and
- Guidelines: a set of rules that must or should be complied with in order to achieve the objectives and requirements.



Figure 03 - Lorne Pier - Source: Vera Möller May 2024



PLANNING POLICY CONTEXT

The following Chapter provides a summary of the planning controls applied to the site by the Surf Coast Planning Scheme, and the various documents that are applicable to Point Grey. Point Grey, hereafter referred to as the subject site, consists of several land parcels, primarily Crown land.

DETAIL	
ADDRESS	POINT GREY, LORNE
STANDARD PARCEL IDENTIFIER (SPI)	13~3\PP3015 2108\PP3015 26B\PP5478, 2004\PP5478, 14~5\PP5478, 2052\PP5478, 2053\PP5478, 2054\PP5478, 2055\PP5478, 2056\PP5478, 2057\PP5478, 2058\PP5478
LOCAL PLANNING AUTHORITY	SURF COAST SHIRE COUNCIL
ZONE	PUBLIC PARK AND RECREATION ZONE (PPRZ), PUBLIC CONSERVATION AND RESOURCE ZONE (PCRZ), TRANSPORT 2 ZONE (TRZ2)
OVERLAYS	BUSHFIRE MANAGEMENT OVERLAY (BMO)

2.1. PLANNING CONTROLS

PLANNING ZONES

PCRZ - PUBLIC CONSERVATION AND RESOURCE ZONE

The purposes of the Public Conservation and Resource Zone (PCRZ) is to:

- To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.
- To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.
- To provide for appropriate resource based uses.

A permit is not required to construct a building or construct or carry out works if carried out by or on behalf of a public land manager, Parks Victoria or GORCAPA.

PPRZ - PUBLIC PARK AND RECREATION ZONE

The purposes of the Public Park and Recreation Zone (PPRZ) is to:

- To recognise areas for public recreation and open space.
- To protect and conserve areas of significance where appropriate.
- To provide for commercial uses where appropriate.

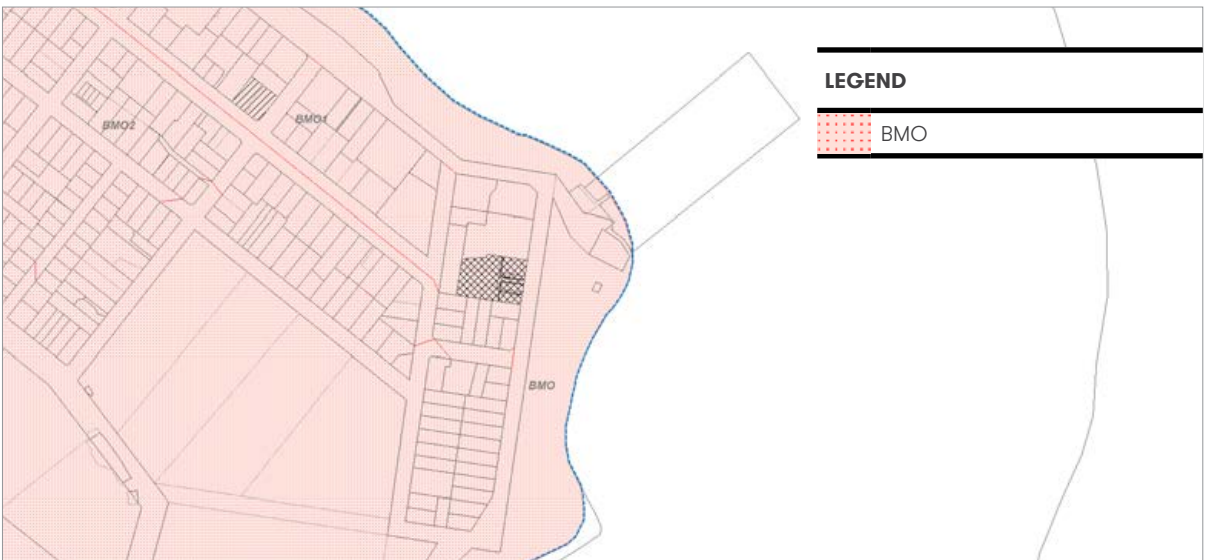
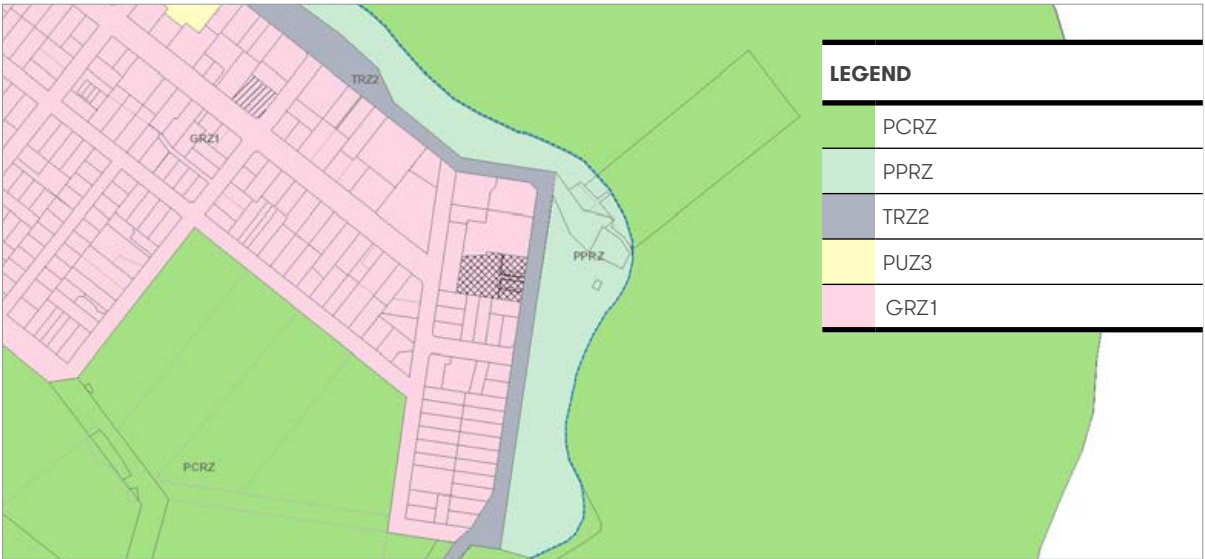
Use of land for a retail premises (including food and drink) and a place of assembly is permissible if conducted on behalf of the public land manager, Parks Victoria or GORCAPA or it is associated with the public land use

TRZ2 - TRANSPORT 2 ZONE - PRINCIPAL ROAD NETWORK

The purpose of the Transport 2 Zone (TRZ2) is to:

- To provide for an integrated and sustainable transport system.
- To identify transport land use and land required for transport services and facilities.
- To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.
- To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.

A permit is required to alter access to a road in a Transport Zone 2.



PLANNING OVERLAYS

BMO - BUSHFIRE MANAGEMENT OVERLAY

The purposes of the Bushfire Management Overlay (BMO) is to:

- To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
- To identify areas where the bushfire hazard warrants Bushfire protection measures to be implemented.
- To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

A permit is required to construct a building and carrying out of works in the BMO.

AREAS OF ABORIGINAL CULTURAL HERITAGE SENSITIVITY

The subject site is identified as an Area of Cultural Heritage Sensitivity. The key purpose of this mapping is to identify 'Areas of cultural heritage sensitivity' defined under the Aboriginal Heritage Regulations 2018, and include registered Aboriginal cultural heritage places and land form types that are generally regarded as more likely to contain Aboriginal cultural heritage.



2.2. PLANNING POLICY CONTEXT

Numerous policy documents apply to the subject site and have been considered in preparing the Precinct’s design framework. The key Acts, policies and reference documents are summarised below (but are not limited to):

POLICY / REFERENCE	DESCRIPTION	RELEVANCE / STATUS (REFERENCE DOC, INCORPORATED ETC)
PLANNING AND ENVIRONMENT ACT (1987)	The Act establishes framework for planning the use, development and protection of land in Victoria in the present and long-term interests of all Victorians.	The Act establishes procedures for creating and modifying planning schemes, obtaining permits, resolving disputes, enforcing compliance, and other administrative processes. A Planning Permit is required for the use and development of the Precinct, and to alter (upgrade) access to the Great Ocean Road (TRZ2). The Head, Transport for Victoria is a determining referral authority under the P&E Act in relation to access to roads in the TRZ2.
SURF COAST PLANNING SCHEME	The purpose of the Planning Scheme is to guide and control land use and development within the Surf Coast Shire to protect its significant natural environment, cultural heritage, and landscape values while also managing population growth and the impacts of visitor numbers. It achieves this through a framework of policies, zones, and overlays that identify what can be built where, and how, ensuring sustainable growth and protecting the area for future generations.	The Planning Scheme translates the principles of the Planning and Environment Act (1987) into specific local controls, policies, zones and overlays that guide how land can be used and developed
MARINE & COASTAL ACT 2018 (MACA)	The Marine and Coastal Act 2018, is a legislative document that establishes a state-wide approach to managing and protecting Victoria’s Coastal and Marine environments. It includes seven objectives and eight guiding principles for future management and conservation of this land. Further, the document outlines the role of various stakeholders involved in the management of the Marine and Coastal Environments, including the Marine and Coastal Council, as well as mandating the creation of certain policies including the Marine and Coastal Policy and the Marine and Coastal Strategy. In accordance with Section 65 of the Act, consent from the Minister must be obtained to use or develop marine and coastal crown land.	Reference document under Clause 13.01-2S (Coastal Inundation and Erosion), Clause 12.02 (Marine and Coastal Environment), and Clause 36.02 (Public Park and Recreation Zone) of the Surf Coast Planning Scheme.
MARINE AND COASTAL POLICY (2020)	The Marine and Coastal Policy is a strategic document required as a result of the Marine and Coastal Act, and is intended to guide decision makers and planning for the next 10-15 years. The document outlines the competing demands and priorities for land in the Marine and Coastal environment, as defined by the Act, and seeks to maintain a healthy and resilient environment, that benefits the community. The document includes seven guiding principles and several intended outcomes across 14 different themes for State, regional, local and site specific coastal planning.	Reference document under Clause 12.02 (Marine and Coastal Environment), Clause 13.01-2S (Coastal Inundation and Erosion), Clause 17.04-2S (Coastal and Maritime Tourism and Recreation), Clause 11.03-5R (The Great Ocean Road Region), and Clause 11.03-4S (Coastal Settlement) of Surf Coast Planning Scheme.
SITING AND DESIGN GUIDELINES FOR STRUCTURES ON VICTORIA’S COAST (2020)	The siting and design guidelines for structures on Victoria’s Coast (2020) build on the Marine and Coastal Policy 2020, providing further guidance and successful practices and how this policy should be interpreted and applied. The guidelines apply to both public and private land on Victoria’s Coast. The guidelines consider the siting and design challenges experienced as a result of a range of pressures impacting coastal environments including climate change, population growth and ageing infrastructure. The guidelines seek to mitigate future destruction of both infrastructure and the coastline as a result of intense weather events, rising sea levels and erosion. The document sets out 15 elements that should be considered and responded to when planning for land within the coastal environment.	Reference document under Clause 12.02 (Marine and Coastal Environment), Clause 13.01-2S (Coastal Inundation and Erosion), Clause 17.04-2S (Coastal and Maritime Tourism and Recreation), and Clause 11.03-4S (Coastal Settlement) of the Surf Coast Planning Scheme.
MARINE AND COASTAL STRATEGY (2022)	The Marine and Coastal Strategy (2022) builds upon the Marine and Coastal Act (2018) and the Marine and Coastal Policy (2020). It is the first of three, five-year strategies that identifies six key action areas to be achieved in the subsequent five years, to ensure that the 15 year vision of the Marine and Coastal Policy can be achieved. Alongside each priority action area are a set of activities, as well as the responsibility for delivery and completion time-frame for these each of these. Together these action areas will enable the effective planning and management of marine and coastal areas.	Reference document under Clause 12.02 (Marine and Coastal Environment), Clause 13.01-2S (Coastal Inundation and Erosion), Clause 17.04-2S (Coastal and Maritime Tourism and Recreation), Clause 11.03-5R (The Great Ocean Road Region), and Clause 11.03-4S (Coastal Settlement) of the Surf Coast Planning Scheme.
GREAT OCEAN ROAD AND ENVIRONS PROTECTION ACT (2020)	The Great Ocean Road Environs and Protection Act (2020) is a legislative document that recognises the importance of the Great Ocean Road coastal area. It sets out economic, Aboriginal inclusion, environmental and social principles that will guide the protection of the area. Further, the document establishes GORCAPA to protect and manage the area, as well as requiring the preparation of additional policies including the Great Ocean Road Strategic Framework Plan of which a draft is expected to be released in early 2026.	Not referenced in the Planning Scheme.

2.2. PLANNING POLICY CONTEXT (CONTINUED.)

POLICY / REFERENCE	DESCRIPTION	RELEVANCE / STATUS (REFERENCE DOC, INCORPORATED ETC)
VICTORIA’S RESILIENT COAST, ADAPTING FOR 2100+ (2023)	Victoria’s Resilient Coast, Adapting for 2100+ is a strategic document which provides a framework for land managers, communities and local governments in Victoria to respond to coastal hazard risk management and adaptation using best practice, fit for purpose solutions. The framework builds on the Marine and Coastal Policy 2020, and provides technical, strategic and engagement centred guidelines in seven stages to enable risk management and effective adaptation planning.	Not referenced in the Planning Scheme
ROAD MANAGEMENT ACT	The Act establishes a coordinated management system for public roads to promote efficient and safe road networks. It provides the statutory framework for: • The management of the road network which facilitates the coordination of the various uses of road reserves for roadways, pathways, infrastructure and similar purposes. • Sets out certain rights and duties of road users. • Establishes the general principles which apply to road management. • Provides for the role, functions and powers of a road authority.	The Great Ocean Road is a state-managed arterial road managed by the Head, Transport for Victoria. Permission to create or alter access is required by the Planning Scheme and also under the Road Management Act. The Head, Transport for Victoria (TfV) is a determining referral authority under the Planning and Environment Act.
TRANSPORT INTEGRATION ACT	The purpose of this Act is to create a new framework for the provision of an integrated and sustainable transport system in Victoria consistent with the vision statement of creating an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible State.	
PORT MANAGEMENT ACT	The Act sets out the establishment, management and operation of commercial trading and local ports.	The planning scheme provides for a building or works carried out, or a use conducted by, or on behalf of a public land manager, Parks Victoria or the Great Ocean Road Coast and Parks Authority, under the Port Management Act 1995 without a permit.
ABORIGINAL HERITAGE ACT 2006 CULTURAL HERITAGE REGULATIONS (2018)	The Aboriginal Heritage Act 2006 seeks to empower Traditional Owners and provide for the protection of Aboriginal Cultural Heritage in Victoria. It is given effect through, and should be read in conjunction with, the Aboriginal Heritage Regulations (2018) which specify standards for managing cultural heritage, as well as the circumstances and processes involved in preparing a Cultural Heritage Management Plan (CHMP). The preparation of a CHMP assesses the presence of, and manages the risk of harm to cultural heritage.	Act: Referenced in Clause 15.03-2S (Aboriginal Cultural Heritage), Clause 43.01-10 (Aboriginal Heritage Places), Clause 52.35-9 (Preparatory Use and Development), Clause 52.36-9 (Preparatory Use and Development), and Clause 52.03-8 (Preparatory Use and Development) of the Surf Coast Planning Scheme.
NATIVE TITLE ACT (1993)	The Native Title Act is a legislative document intended to balance Aboriginal and Torres Strait Islander rights to land and water. It was enacted to enable the recognition and protection of Native Title, under Australian law, and establishes a legal process for determining native title claims.	Not referenced in the Planning Scheme.
EASTERN MAAR COUNTRY PLAN / MEERREENGEYE NGAKEEPOORRYEYT (2015)	Eastern Maar Nation includes groups such as the Peek Whurrong, Chap Whurrong (Tjap Wurrung or Djab Wurrung), Kirrae Whurrong, Kuurn Kopan Noot and Yarro Waetch (Tooram Tribe). These groups are part of the larger Maar Nation and are the Traditional Owners of the land. The subject site is situated within the Indigenous Sea Country, which includes the coastline and extends to the edge of the Continental Shelf. The Sea Country is significant in Aboriginal Dreaming and Middens found along the coastline assist in portraying the stories of their ancestors. The Eastern Maar Country Plan / Meerreengeeye ngakeepoorryeeyt defines a vision for the future, identifying six goals that through partnership with key stakeholders and the community will see this vision become a reality. Each goal is underpinned by a set of objectives based on Indigenous oral authority, known as the law of the land, that dictate how we are to live, interact and care for country.	Not referenced in the Planning Scheme.



Figure 04 - 1985 Photo by Tony Stribling of the Annual Pier to Pub Race - Source: Vera Moller (2024)

03

COMMUNITY ENGAGEMENT CONTEXT

3.1. COMMUNITY ENGAGEMENT CONTEXT

COMMUNITY ENGAGEMENT TO DATE

Since 1998, when the Lorne Coastal Action Plan recommended considering development options for Point Grey, many iterations of possible master plans have been explored. Various committees, reference groups, and stakeholder engagement sessions have been undertaken over this 20+ year period.

HH, GORCAPA and the wider project team acknowledge that Point Grey is a place of great significance for the local community, and this UDF seeks to reflect the community aspirations already identified through valuable community engagement held to date.

This UDF acknowledges that a previous Planning Permit Application (P1182/2020) for the redevelopment of Point Grey was lodged and approved by the responsible authority. This application proposed the redevelopment of Point Grey, including removal of existing buildings, development and use of the land for a restaurant and angling club, as well as upgraded public facilities, plaza, board-walk, lookout and car parking.

This approval decision was then challenged at the Victorian Civil and Administrative Tribunal (VCAT) and ultimately the approval was overturned in 2022.

The VCAT determination order noted various pertinent grounds for refusal; which have been instrumental in preparing the UDF document. The VCAT order can be found on GORCAPA website, which details the specific pertinent grounds for refusal.

Following the outcomes of the VCAT case in 2022, the project underwent a reset and the Point Grey Community Reference Group was formed in December 2023. Members were tasked with working alongside GORCAPA to assist in providing input into the Project’s design phase and feedback on draft documents at key stages of the project. From December 2023 to July 2025, GORCAPA, along with the broader consultation team, held numerous consultation meetings (both in Lorne and online) to gather community feedback on the Draft UDF, Site Plan, and building concepts.

COMMUNITY VALUES SURVEY 2024

A Community Values Survey was designed in 2024 to reaffirm what local community members and visitors have expressed about the Point Grey precinct over the past 20+ years and to understand any changes in community sentiment. An online and paper-based survey was made available to the public from Friday, 8 March, to Friday, 5 April 2024. A total of 1141 community members (locals and visitors) responded to the survey, with the local community providing strong representation (including permanent residents and holiday homeowners.) The survey was broken into three sections, asking for community feedback on “The Precinct,” “Buildings” and the “Use and Access” of Point Grey.

A summary of survey responses is as follows:

PRECINCT VALUES AND CHARACTER

- High consensus from respondents (86%) that it is important that Point Grey’s fishing history is represented within the precinct;
- Significant importance (80% of respondents) was placed on the views and vistas from public open space being an important part of the precinct;
- Significant importance (72% of respondents) was placed on the retention of green open space;
- More than 75% of the survey responders strongly agreed that the current look and feel of the existing buildings, and their maritime location, gives the precinct a strong and unique character;
- The area is identified to provide for a strong sense of identity with the inclusion of recreational and social hubs for residents and visitors;
- The pier was highlighted as an important part of “Lorne’s historic character” with access to the pier being a priority for many individuals; and
- Views out to the ocean and the pier were highly valued.

BUILDINGS

- 80% of respondents support the separation of the LAAC clubhouse and food and drink premises, with less than 1% of respondents wanting the uses to be provided within one building. Additionally, the retention of the existing LAAC clubhouse location was supported, and many discouraged the relocation of the use to be adjacent to the Lorne boat ramp;
- 88% of respondents confirmed that low building heights and modest scale should maintained to reflect the natural surroundings and understated nature of the built form;
- Many comments referenced the need to remove the old co-op building; however, 60% of respondents agreed that utilisation of the building’s materials should be incorporated into future buildings and precinct features; and
- 64% of respondents considered the site an important tourist attraction, and that use of the site by tourists must be considered in the design response.

USE & ACCESSIBILITY

- 76% of respondents agreed that safe and logical pedestrian access into and through the precinct should be a priority for Point Grey, with the majority (72%) also responding that universal access (including to buildings) is important;
- Regarding the hard stand areas (concrete/asphalt areas), respondents were neutral about whether boat manoeuvrability should be prioritised over car park number and pedestrian access ways;
- A resounding 90% of respondents agreed that the annual Pier to Pub swim event is a highly valued, socially significant event;

- The Lorne Pier is a significant asset to tourists and locals (93%), and is an important part of Lorne’s historic character;
- Opinions relating to use and access were varied, but the general view is that the project will need to reflect all current stakeholders and serve multiple purposes (walking, swimming, pier fishing, boat launching and trailer parking, food and beverage services, and other pursuits).

SUMMARY OF THE CONSIDERATIONS FROM THE 2024 SURVEY PROPOSAL:

- Functional
- Environmentally friendly
- Modest, low-rise
- Incorporation of current building materials where feasible
- Respecting the character with the maritime history of the precinct
- Overwhelming preference for two buildings only
- Views out to the ocean and the pier to be maintained

The above findings from the 2024 Community Values Survey were instrumental in forming the Objectives, Requirements and Guidelines and the immediate UDF Vision within the publicly exhibited Draft Urban Design Framework (Draft UDF, July 2025.)

The Draft UDF acknowledged the complex landscape of environmental, legislative, and cultural considerations — including heritage values, coastal hazards, and planning controls — while aiming to honour the community’s strong connection to Point Grey and their hopes for its future.

COMMUNITY ENGAGEMENT OF THE DRAFT UDF MAY-JUNE 2025

The Draft UDF for the Point Grey Redevelopment was released on 27 May 2025, marking the most detailed and publicly accessible stage of engagement since the project’s reset. The Draft UDF was informed by earlier community and CRG feedback and outlined key proposals for site layout, built form, heritage interpretation, access, and public realm upgrades.

HOW GORCAPA ENGAGED DURING THIS PERIOD

- 493 public surveys submitted via the GORCAPA webpage
- 10 in-person community /stakeholder meetings
- 2 on-line community information sessions
- 15 written submissions

3.1. COMMUNITY ENGAGEMENT CONTEXT (CONTINUED.)

WHO GORCAPA HEARD FROM

Feedback was received from a broad cross-section of the community, reflecting the diverse users and voices connected to the Point Grey precinct. This included residents, local organisations, advocacy and interest groups, and a range of visitor and user groups:

- Lorne residents and regular users of the precinct
- Local stakeholders: Committees, groups, societies, and organisations
- Visitors and recreational users
- Government and delivery partners

As one respondent noted, “We are a small town with a big heart – and a long memory. Point Grey is part of our story,” capturing the deep emotional and historical connection many feel to the site.

KEY FINDINGS

BUILDINGS

- 75% support a new LAAC building in current location
- 57% support the proposed new food and drink premises
- 65% support reusing elements of the Fishing Co-op building
- 44% support relocating toilets outside heritage and coastal hazard zones

Community feedback reflected a deep connection to the site’s heritage and traditions, with strong calls to preserve and sensitively reuse or respectfully acknowledge existing buildings that reflect Lorne’s relaxed, coastal character.

Survey feedback showed a clear preference for shared-use or integrated facilities, with many community members favouring practical, low-impact solutions, such as incorporating toilets into existing or proposed new buildings.

PARKING & ACCESS

- Limited support for the proposed reduction of car parking near the pier, with clear community desire to retain access for fishing activities and LAAC
- Requests to reinstate the boat wash and fish cleaning areas in the UDF
- General support (55%) for proposed boat trailer parking next to the ramp
- Lack of support for suburban style road infrastructure such as pedestrian crossings and roundabout

Access and usability were top priorities, with many concerned about the potential impact on car parking and infrastructure essential for boating and community access.

Overall, the feedback generally called for maximising parking availability, retaining key infrastructure, and avoiding changes that compromise the site’s functionality or character.

PUBLIC REALM & OPEN SPACE

- Positive feedback on the inclusion of shaded spaces, BBQs, and picnic facilities
- Low support (22%) for the proposed large open space on the lower level, with many questioning its purpose
- Calls to preserve existing trees and create spaces that reflect how people already use the area
- Modest support (40%) freeing up public open space along the coastal edge
- General agreement that the upper-level area provides good viewing opportunities

People strongly supported functional public spaces while raising concerns about the scale and purpose of larger areas of open space.

CULTURAL HERITAGE AND COMMUNITY IDENTITY

- Majority (82%) supported recognising Lorne’s fishing and maritime history in the design
- Many survey comments specifically requested interpretive signage or storytelling features

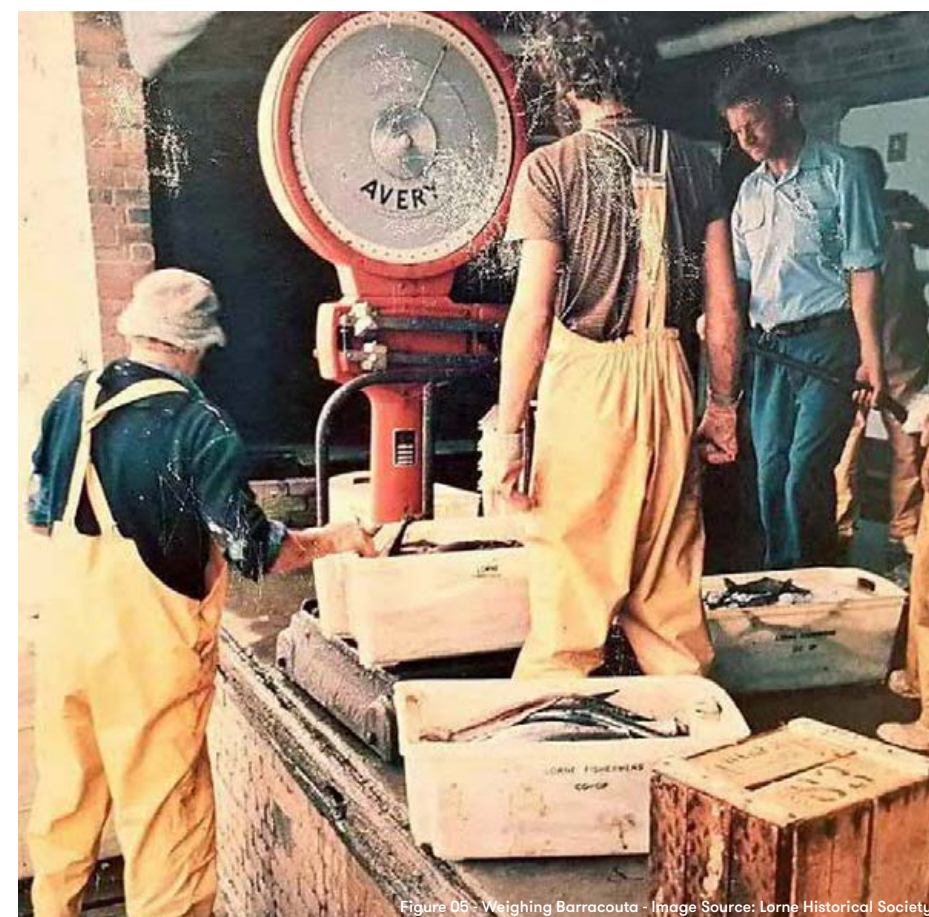


Figure 05 - Weighing Barracouta - Image Source: Lorne Historical Society

- Multiple requests for a memorial for those lost at sea and history displays
- Strong sentiment to retain the precinct’s relaxed, natural feel

Community feedback reflected a deep emotional and historical connection to Point Grey, with many people expressing a strong desire to honour the area’s layered heritage.

Across all comments, there was a clear desire to retain Point Grey’s natural, relaxed character while embedding historical interpretation that celebrates the site’s connection to land, sea, sky, and story.

CONFLICTING PRIORITIES IDENTIFIED

- Residents prioritise everyday usability; visitors focus on recreational access
- Desire to preserve character while improving facilities
- Tension between maximising public space and parking demand

WHAT HAPPENED NEXT

A Community Engagement Report from this engagement period can be found on GORCAPA’s website. Community feedback and resultant further technical studies have informed the final UDF vision.



Figure 06 - The Pier Seafood Restaurant. Christos Raskatos at the Fishing Co-Op, Image Source: Friends of Lorne

3.2. EASTERN MAAR ENGAGEMENT

ABORIGINAL INCLUSION UNDER THE GREAT OCEAN ROAD AND ENVIRONS PROTECTION ACT 2020

As noted in the preceding Policy Context summary table, the Great Ocean Road and Environs Protection Act 2020 requires the Authority to adhere to the Great Ocean Road Coast and Parks Protection Principles (Protection Principles) when performing any function, duty or exercising power in relation to land which it manages, including the Point Grey redevelopment.

The Point Grey Project is underpinned by these four principles:

- General and Economic
- Aboriginal Inclusion
- Environmental
- Social

The Aboriginal Inclusion Principle is comprised of the following provisions:

(1) Aboriginal cultural values, practices, heritage and knowledge should be acknowledged, respected, protected and promoted.

(2) The intrinsic connection of the Traditional Owners to Country should be acknowledged through partnership and involvement in policy development, planning, and decision-making for public land management.

(3) Traditional Owners should be involved in the integration of their ecological knowledge and land management practices into the management of the Great Ocean Road coast and parks.

GORCAPA and EMAC have maintained an ongoing and collaborative relationship with regard to the Point Grey project, beginning well before the development of the UDF. This partnership is an integral part of the redevelopment and the project's evolution.

EASTERN MAAR ABORIGINAL COMMUNITY ENGAGEMENT ON THE UDF

At the beginning of this project phase in April 2024, EMAC hosted a Smoking Ceremony, Welcome to Country, and Cultural Walk to welcome the broader project team to the site. These important cultural protocols grounded the project in respect for Country and culture from the outset.

A representative from EMAC has actively participated as a member of the internal Project Working Group, providing invaluable guidance, feedback, and cultural insight. Their involvement has helped shape the vision and direction of the UDF, ensuring alignment with Eastern Maar values and aspirations.

Importantly, this document is subject to ongoing review and formal support from the EMAC Board. Their endorsement is essential to ensure the cultural integrity of the content and to ensure that the outcomes reflect the perspectives and priorities of the Eastern Maar. EMAC has emphasised the significance of the following cultural themes, to be reflected in the project's final outcomes:

POINT GREY IS COCKATOO COUNTRY

The area holds deep cultural and spiritual meaning for the Eastern Maar, particularly through its connection to the Red-Tailed Black Cockatoo (Ponponpooramook) and the Sulphur-Crested Cockatoo (Ngayook).

CONNECTION TO LAND, SEA AND SKY

Eastern Maar people have always maintained a profound relationship with the land (Meerreeng), sea (Parreeyt pa Moornong) and sky. These elements form the foundation of their cultural identity, economy, and way of life. Lorne is an area of abundance where people have gathered for thousands of years and Eastern Maar's vision for the project outcomes are to see that the Biocultural connection between Land, Sea and Sky provide the Lorne community with a shared connection to place.

JOHN CLARKE'S POEM "GUNDITJ LORNE" WINNER CHRISTOS PRIZE 2021

The poem "Gunditj Lorne" by John Clarke has informed our approach to site interpretation. This award-winning poem was gifted to the people of Lorne by Clark as a starting point for the recognition of what Lorne means to the community as a whole.

EMAC's wish for the community of Lorne, in keeping with the tone of the poem, is to see this space as a gathering place, somewhere for all of us to meet, yarn and learn and enjoy this special area, together.

A particularly resonant line, "Then think of Lorne, for we all belong" encapsulates the project's inclusive vision. The full poem can be found on the following page.



Figure 07 - Smoking Ceremony & Welcome to Country. Photo: NMBW

Figure 08 - Aerial Photo - Source: Nearmap 2024

GUNDITJ LORNE
by Yangamatta John Clarke

Lorne, My Country. Belonging to me
Lorne. My Country. My family
Gunditj Lorne - an obligated title
Belonging to Lorne is belonging entirely

Belonging to Sister
Belonging to Mother
Belonging to Father
Belonging to Brother

Belonging to Elders. Belonging to Youth.
Belonging to all. Belonging to you
Belonging to King Parrot. Gadabanud
Watyoorong Meerreng, Angahook

Gunditj (Belonging to). Gunditj Lorne
Gunditj Maar. Gunditj takoot

Gunditj Walapa. Gunditj noonang
Gunditj. Belonging to [insert name]

And today in the face of our forced dispossession
We've returned and we offer a Gunditj connection
We offer an ancient way to relate
As shared by our Elders, an old sense of place

To truly belong you need to digest
That Lorne is the home of Dreaming Ancients
Kayap Marr, Kayap Meerreng
Kayap Bunjil, Kayap Ngarrang

So take a moment to think of place
To think of Love, to think of grace
To think of new. Think of old
Then think of Lorne. For we all belong.





04

SITE CONTEXT

The following section provides a summary of the site context from the Opportunities and Constraints Summary Report released in October 2024 prepared by GORCAPA , informed by NMBW Architecture Studio, Architecture Associates (AA) & GLAS Landscape Architects (GLAS). This Summary Report will hereafter be referred to as the Opps and Cons Report. Except where referenced, contextual mapping has been informed by/ sourced from the above listed sources.

Figure 09 - Crab and Cray Pots - Source: HH (2024)

4.1. LORNE PRECINCT CONTEXT

LEGEND	
	HERITAGE BUILDINGS
	SITE BUILDINGS
	SCHOOLS
	BUILDING FOOTPRINTS
1.	POINT GREY
2.	PIER TO PUB CIRCUIT
3.	LORNE BEACH
4.	TEDDY'S LOOKOUT
5.	LORNE SCENIC BEACH
6.	ST GEORGES RIVER
7.	ALLENVALE CAMPING RESERVE
8.	OCEAN WALKING TRAIL
9.	QDOS ARTS
10.	CHERRY TREE CREEK
11.	SHIPWRECK TRAIL

The Great Ocean Road and south west coast region is characterised by scenic coastal vistas and landscapes that are of local, national and international importance, making it an important domestic and international tourist destination. Pursuant to Clause 02.03-1 of the Surf Coast Planning Scheme, “Lorne has a low permanent population and an economy that is strongly focused on tourism. Its tourism facilities, coastal location and association with the Great Ocean Road make it a prime tourism destination.”

With access to the nearby Great Otway National Park and white sandy surf beaches, Lorne is known as a town where “bush meets sea.” As an attractive location for holiday making, the town’s populations change seasonally. However, as Point Grey is a highly valued destination for the Lorne community, it is frequently visited by locals, holidaymakers, and day visitors year-round.

Point Grey is adjacent to the iconic Great Ocean Road, southeast of the Lorne town centre. The Great Ocean Road is a state-managed arterial road. The Doug Stirling Walking Trail connects the town to the site, forming part of the wider Shipwreck Trail network.

The region’s natural environment and landscapes are consistently highlighted by both the community and visitors as the most valued attributes of the Great Ocean Road region.



Figure 10 - Greater Lorne Context Plan: Opps and Cons Report; NMBW, AA, GLAS, (2024)

The landscapes surrounding Lorne and Point Grey were recognised as being of state significance in the 2003 Great Ocean Road Region Landscape Assessment Study. Although Significant Landscape Overlays were not applied to public land, including Point Grey, as part of that study, the broader landscape context and visual setting remain critical considerations in the site’s future development.

The site is considered an area of Indigenous cultural heritage significance. Furthermore, although not listed on the Victorian Heritage Register (VHR) and not impacted by any heritage overlays, the Lorne community values aspects of the site for their post-European contact and social heritage significance. This includes the Fishing co-op structure, historic pier, and remnant tramcar tracks.

4.2. LOCAL SITE CONTEXT

LEGEND	
.....	POINT GREY PRECINCT
	UDF FOCUS AREA
1.	LORNE PIER
2.	HISTORIC PIER
3.	LORNE AQUATIC & ANGLING CLUB
4.	FISHING CO-OP BUILDING
5.	TOILET BLOCK
6.	LORNE BOAT RAMP
7.	SITE ACCESS - NORTH
8.	SITE ACCESS - SOUTH
9.	DOUG STERLING WALKING TRACK
10.	TIMBER RAIL SCULPTURE
11.	SHIPWRECK TRAIL
12.	GRAND PACIFIC HOTEL LORNE
13.	VERA LYNN BEACH CAR-PARK
14.	VERA LYNN (SURF BREAK)
15.	EUMERALLA FORMATION
16.	OVERFLOW CAR-PARK
-----	CONTOUR MAJOR (1M)
	EXISTING VEGETATION
	GRASS/ LAWN
	BUILT FORM
 	PREVAILING WINDS
---	HIGH TIDE
---	MID TIDE
---	LOW TIDE
---	VEHICULAR ACCESS
---	PEDESTRIAN PATHWAY
---	PIER TO PUB ROUTE
---	BOAT ACCESS TO OCEAN

The site is situated to the south and east of Lorne’s town centre and is accessed directly from the Great Ocean Road. It features an entry point at the north and an entry/ exit point at the south. Directly across the Great Ocean Road is the historic Lorne Grand Pacific Hotel.

The site is home to the Lorne Pier, with the Lorne Aquatic and Angling Club (LAAC) situated to the north and the former Lorne Fishing Cooperative (co-op) building to the south of the pier.

The co-op previously housed a fishmonger and seafood restaurant with outdoor seating next to the pier, and the LAAC also comprises an area of protected outdoor seating

to service the local bar offering.

The site features two ramps to the beach, however, the ramp next to the LAAC building is not functional and is no longer safe for launching boats. This ramp is now primarily used for pedestrian access to the ocean and as the starting point of the Pier to Pub event (hereafter referred to as the Pier to Pub ramp).

The remaining functional ramp is south of the co-op building (the Lorne boat ramp) and is the only launching point for boats between Anglesea and Lorne. The Lorne boat ramp is used by both anglers and pedestrians to access Vera Lynn Beach and has been identified as a medium priority for renewal under the Victorian Recreational Boating Strategy 2021-2030.

The site provides formal and informal parking options and includes a picnic area and public toilets south of the co-op building.

Being a point along the coast, the site is highly exposed to the natural elements. Strong prevailing winds sweep from the south and through the site.

The site’s varied topography, steep embankments, and significant level changes provide some minor protection from exposure. The site offers little shade from the sun, except for some mature cypress trees located south of the co-op building.

Vera Lynn Beach is to the south of Point Grey. Vehicular access to Vera Lynn Beach is via the Point Grey entry/ exit point to the Great Ocean Road. However, pedestrian stairways are provided from the Great Ocean Road down the steep monocline to the beach.

From a geological point of view, Point Grey comprises the Eumeralla Formation sediments (once volcanic sediments.). The Eumeralla Formation buffers Point Grey from much of the south-westerly ocean swells and provides some protection from coastal erosion. A rock revetment, owned and managed by the State, is located to the west and in a small portion to the east of the Lorne Pier.

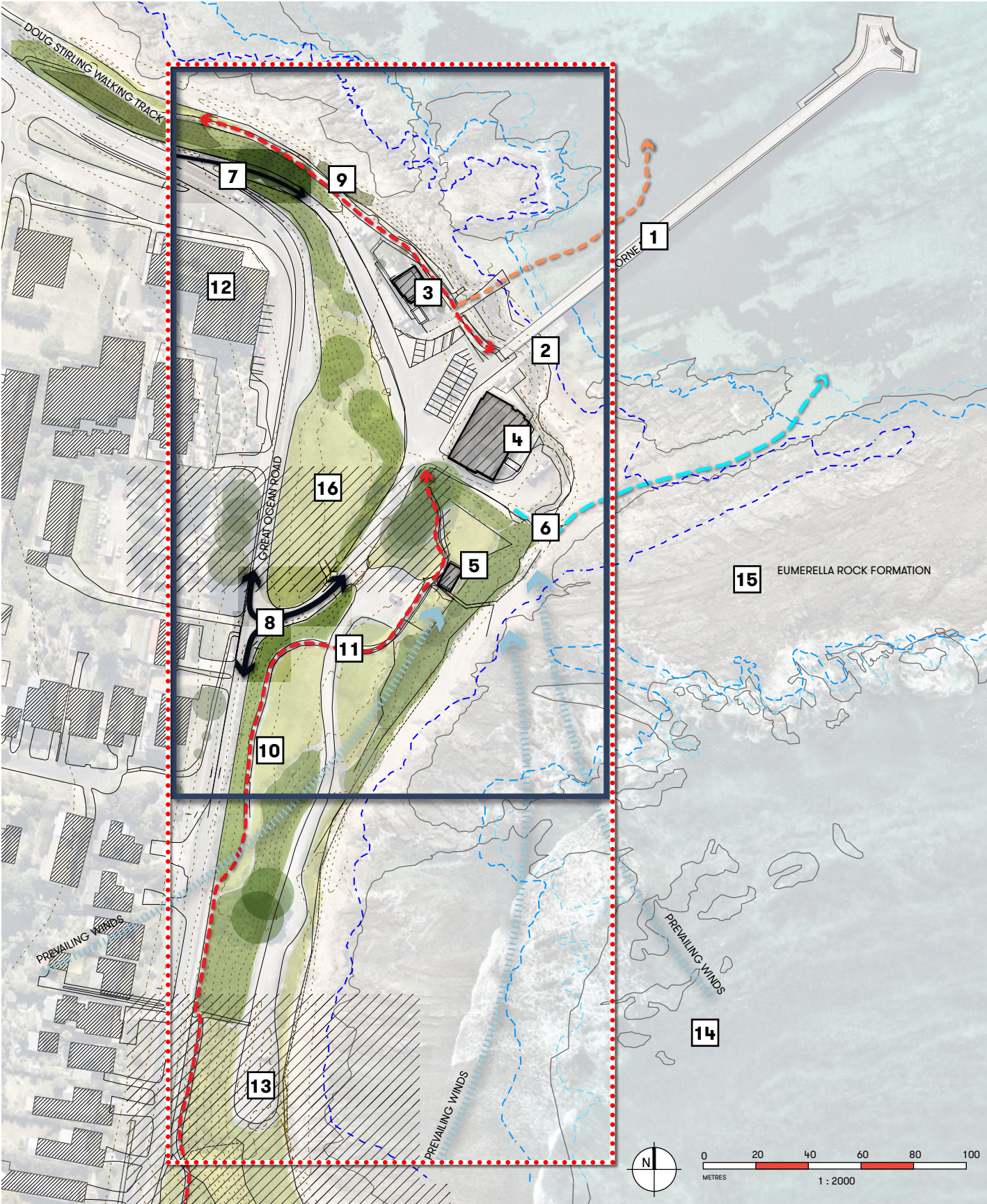


Figure 11 - Point Grey Site Plan: Prepared by HH, informed by the Opps and Cons Report; NMBW, AA, GLAS, (2024)

SITE OPPORTUNITIES & CONSTRAINTS

The following section provides a summary of the existing site conditions from the Opportunities and Constraints Summary Report released in October 2024 prepared by GORCAPA, informed by NMBW Architecture Studio, Architecture Associates (AA) & GLAS Landscape Architects (GLAS). This Summary Report will hereafter be referred to as the Opps and Cons Report. Except where referenced, contextual mapping has been informed by/ sourced from the above listed sources.



Figure 12 - Eumeralla Formations Source: Danielle Peck AA

5.1. SITE SIGNIFICANCE - ABORIGINAL CULTURAL HERITAGE

LEGEND	
	ASSUMED NATIVE TITLE LAND (SUBJECT TO CONFIRMATION)
	HARM MINIMISATION AREA AS PER CHMP (VAHR 7620-0125 (MIDDEN SITE))
	RETAINING WALL (MIDDEN PROTECTION WALL)
	INDICATIVE AREA SUBJECT TO GROUND PENETRATING RADAR SURVEY
	SEATING / PICNIC FACILITIES
	ROAD ACCESS TO VERA LYNN BEACH
1.	FISHING CO-OP BUILDING
2.	TOILET BLOCK
3.	LORNE BOAT RAMP
4.	INFORMAL CAR PARKING
5.	GRAVEL CAR PARKING
	EXISTING VEGETATION
	GRASS/ LAWN
	CONTOUR MAJOR (1M)
	CONTOUR MINOR (0.25M)

HH and the wider project team acknowledge Eastern Maar and EMAC as the Registered Aboriginal Party for the area. EMAC manage the Native Title rights for Point Grey, which has a long and unique history as a gathering place for Eastern Maar for thousands of years.

As informed by EMAC and noted in the Cultural Heritage Management Plan 15963 [CHMP] prepared by Andrew Long & Associates [ALAA] in February 2020, the site was an important shellfish harvesting site. The Eumeralla Formations, which provide protection from ocean swells, also provide rock pools to harvest and rock platforms from which to fish.

Areas of Cultural Heritage Significance have been discovered on site, including the registered place Victorian Aboriginal Heritage Register (VAHR) reference number 7620-0215.

The CHMP includes several management conditions [01-07] to be complied with when developing the site. The conditions require the completion of a ground-penetrating radar survey of the cultural heritage areas, the construction of a retaining wall, and no ground-disturbing works to be permitted within the registered extent of VAHR 7620-0125 (harm minimisation area). Any found artefacts must be salvaged, dated, and reported as per the conditions of the CHMP.

A subsequent review of the CHMP was undertaken against the proposed UDF by ALAA in July 2025, and it was assessed that the CHMP is sufficient for the purposes of the current UDF and that the proposed development does not require a new mandatory CHMP to be prepared prior to the issuing of a statutory authorisation.

Section 3.2 of this document provides an overview of the Easter Maar engagement throughout the development of the UDF. To date, engagement with the Easter Maar has focused on their assertion to re-locate the toilet block amenities and establish an educational garden. This garden, to be named the Gunditj Lorne Garden, could feature protective plantings, enhanced seating, and interpretive elements that reflect the site’s cultural heritage. The name Gunditj, meaning “belonging to a particular group or place,” symbolises the shared connection of the Eastern Maar and the broader community to Lorne.

Further workshops with EMAC will be undertaken to explore the site’s opportunities, strengthen the collaboration to Care for Country together, and facilitate the Eastern Maar Country Plan / Meerreengeeye ngakeepoorryeeyt.

It is noted that a toilet block facility is located within the area identified as the harm minimisation area. In accordance with co-design workshops with EMAC; the toilet block structure is to be demolished, however the concrete slab structure will be retained to avoid further disturbance to significant cultural heritage.

A separate co-design process with EMAC will be undertaken to determine the best use for the re-purposed slab. Potential uses of the slab could include (but are not limited to) a sundial with directional artworks, seating and/or gathering place. The toilet facilities will be re-located to a more suitable location, as an essential function of the public open space.

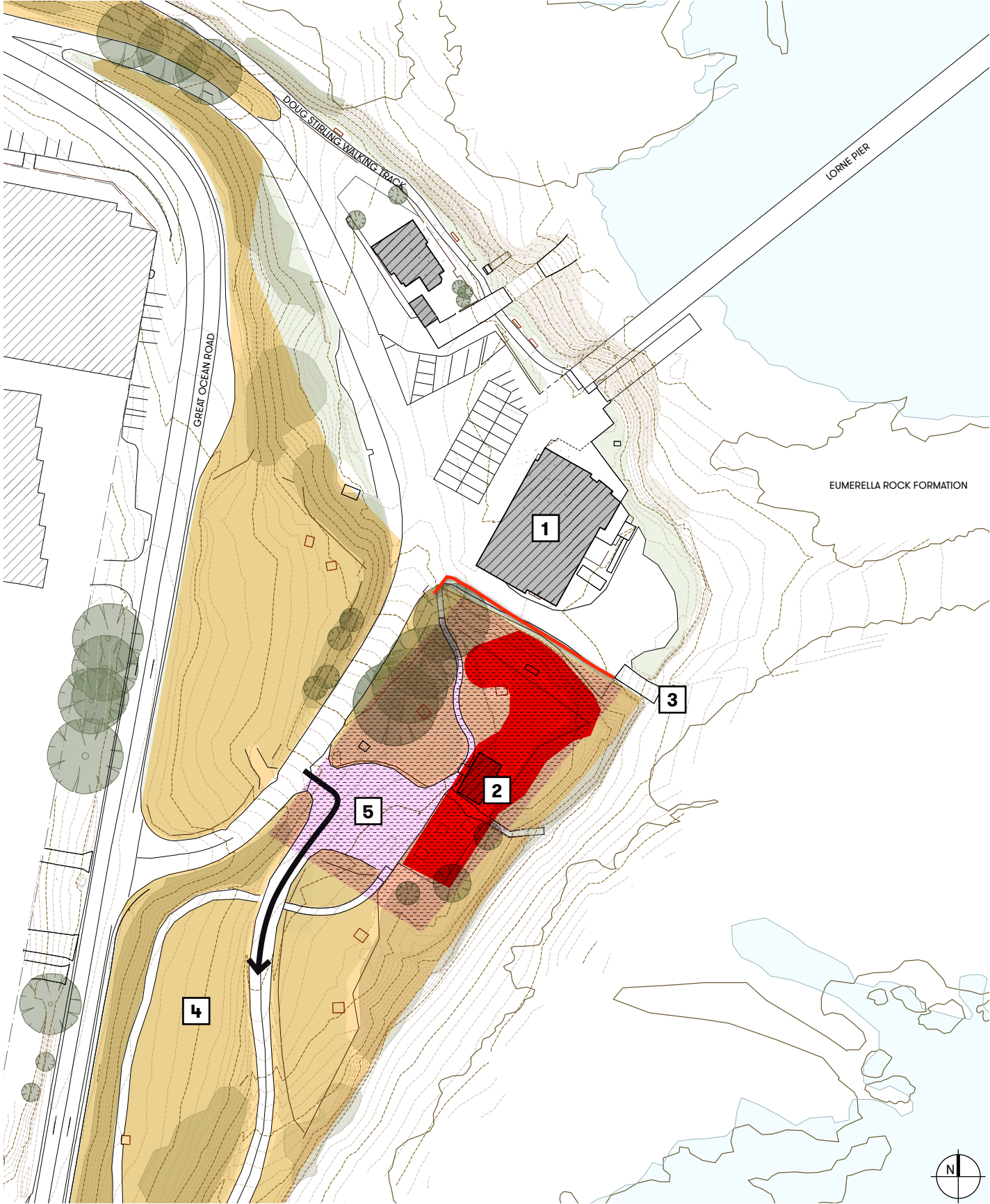


Figure 13 - Cultural Heritage Site Plan: Prepared by HH, informed by the Opps and Cons Report- NMBW, AA, GLAS (2024) & CHMP- ALAA (2020).

5.2. SITE SIGNIFICANCE - HISTORIC HERITAGE & USES

LOGGING HISTORY

LORNE PIER:

The original Lorne Pier at Point Grey was constructed in 1879 to facilitate the shipping of timber from the proximate Otway Ranges. To assist this process, tramway tracks were laid to transport timber to the pier, drawn by horses on timber rails. The tramway was discontinued in 1934 due to the rise of road transport. By 2008, a ban on clear-fell logging and wood chipping marked the end of native forest logging in the Otways. Tramway tracks can still be seen at Point Grey, extending onto the remnants of the original Lorne Pier. Furthermore, along the Shipwreck Trail walking track towards Vera Lynn Beach, a historic timber logging tram-cart can be enjoyed by pedestrians.

The pier was used for the timber industry and served maritime and recreational purposes, including swimming competitions. This includes the iconic annual event, the Lorne Pier to Pub Race, which began in 1981 and is organised by members of the Lorne Surf Life Saving Club. After years of renovation, maintenance, and partial rebuilding, the old pier was replaced by the current structure in 2007, funded by the Victorian State Government.

Today, Point Grey includes the Port of Lorne (GORCAPA being the local port managers), encompassing the Lorne boat ramp, Lorne Pier and the remnant original pier (+ the surrounding 50 metres of water), as well as the Pier to Pub ramp and the adjoining land, currently occupied by the Lorne Aquatic and Angling Club (LAAC), among other things.

MARITIME HISTORY

As explored in the Opps and Cons Report and the above section discussing Aboriginal Cultural Heritage, fishing was a key part of Point Grey's history and identity and continues to be today.

FISHING CO-OP:

Named after the Barracouta, once widely fished in Australia, the Couta fishing industry in Lorne began to expand in the late 1920s and early 1930s. The Fishing co-op, built in 1949, was established to support commercial fishing operations in the area. However, commercial fishing in the region saw a steady decline in the 21st century due to decreasing fish populations and reduced commercial viability.

The original co-op building structure has undergone multiple extensions since its construction. According to the Building Condition Report by Ytrrup Consulting Engineers, dated 2024, the building shows significant signs of degradation and is at the end of its usable life. The report expressed that retrofitting may be impractical, and performance-based solutions might be required to maintain building compliance, which could be cost-prohibitive.

However, there may an opportunity to explore incorporating references to the original co-op building into the future development at Point Grey. References to the co-op building could include design elements such as form, materiality choices, educational components, interpretive elements and/or parts of the original building material, subject to the quality of the materials.

The northern end of the Fishing co-op housed the Lorne Pier Seafood Restaurant, which was in operation between 1986 and 2022. The restaurant featured an outdoor seating area adjacent to the pier, accommodating approximately 167 patrons. From the 1980s until 2016, the remainder of the co-op building was used for fish processing and sales.

LORNE AQUATIC & ANGLING CLUB (LAAC):

The original Angler's building was part of a cafe relocated to the subject site from Gracedale Guesthouse in 1960. In 1998, further extensions were added to house a storage shed and fish cleaning facilities.

Today, the club includes a bar that is open to members and non-members, and also hosts BBQ and pizza nights as part of their social events. The Club runs a series of fishing competitions annually and is regularly used and loved by amateur anglers. Stair access to the beach is located adjacent the LAAC to the north-east.

To date, significant consultation and collaboration with the LAAC has been undertaken throughout the design process to inform the future development of the site.

The project team acknowledges the vital importance of allowing for the safe movement of boat trailers throughout the precinct while balancing the priority of safe pedestrian movement through any shared zones.

RECOGNITION OF FIRST NATIONS & EUROPEAN HISTORY AT POINT GREY:

Community engagement to date has echoed the Community's strong desire to represent and reference the historical values of the subject site in any future development proposal. There is an opportunity through artwork, sculpture, signage and built form/materiality to reference and celebrate the long history of the site as one of logging, maritime and cultural significance.

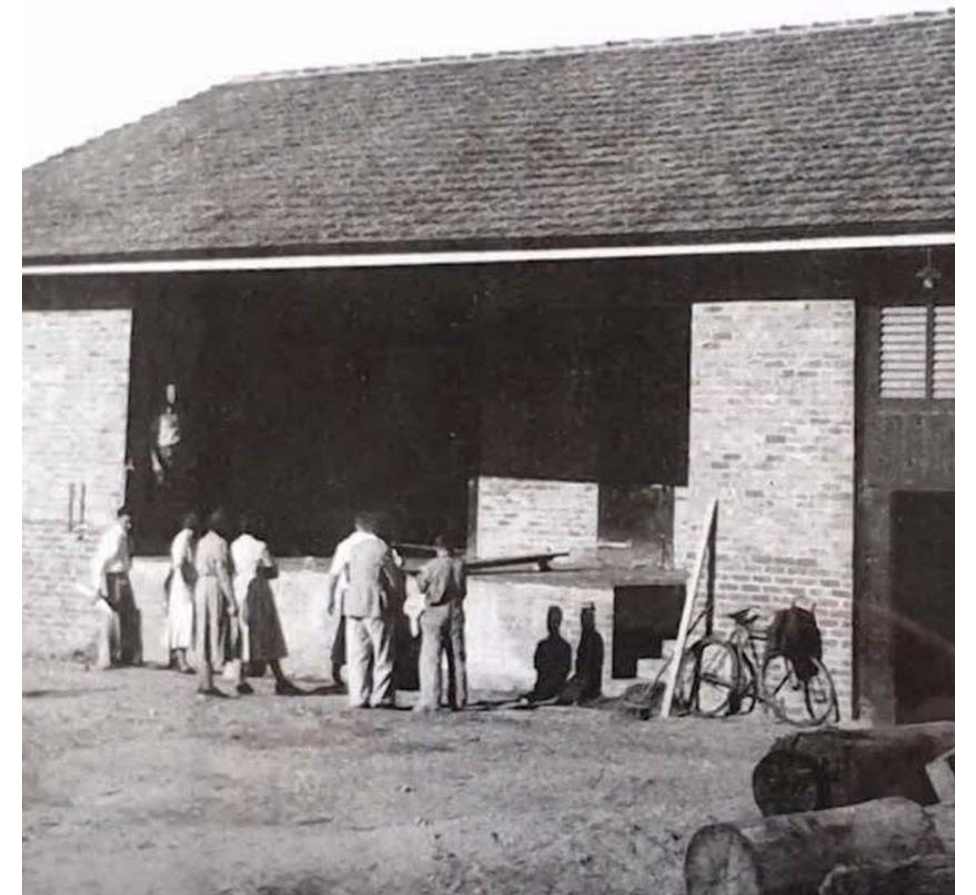


Figure 14 - 1949 image of the Fishing co-op building - Source: Lorne Historical Society



Figure 15 - Photo of fisherman on the Lorne Pier facing north west with part of the activity area visible in the background - Source: 'Lorne. View from Pier' 1910, Source: State Library of Victoria

5.2. SITE SIGNIFICANCE - HISTORIC HERITAGE & USES (CONTINUED.)

LEGEND	
1.	LORNE PIER
2.	REMNANT HISTORIC PIER
3.	ORIGINAL LORNE AQUATIC & ANGLING CLUB BUILT FORM
4.	ORIGINAL FISHING CO-OP BUILT FORM
5.	PIER TO PUB RAMP
6.	REMNANT TRAM CART
	REMNANT TRAM CART TRACKS
	HISTORIC LORNE PIER, APPROXIMATE FOOTPRINT
	CONTOUR MAJOR (1M)
	CONTOUR MINOR (0.25M)
	BUILT FORM
	EXISTING VEGETATION
	GRASS/ LAWN



Figure 16 - Historic timber tram cart south of the Lorne Pier - Source: Chris Lovell (2018)



Figure 17 - LAAC Building - Source: HH (2024)



Figure 18 - Site Significance Plan: Prepared by HH, informed by the Opps and Cons Report - NMBW, AA, GLAS (2024)

5.3. NATURAL ENVIRONMENT - TOPOGRAPHY & WEATHER

LEGEND	
1.	LORNE AQUATIC & ANGLING CLUB
2.	FISHING CO-OP BUILDING
3.	LAAC 'LAZARUS LOUNGE' BEER GARDEN
	PARTIALLY SHELTERED AREA FROM WINDS
	SOUTHERLY WINDS
SLOPE % (GRADIENT)	
0 - 2%	14 - 16%
2 - 4%	16 - 18%
4 - 6%	18 - 20%
6 - 8%	20 - 22%
8 - 10%	22 - 24%
10 - 12%	24 - 26%
12 - 14%	26+%
ELEVATION (ASL - METERS)	
0 - 3	7 - 8
3 - 4	8 - 9
4 - 5	9 - 11
5 - 6	>11
6 - 7	

The area to the north west of the co-op building is a relatively wind-sheltered space within Point Grey. The drop off in wind in this location is predominantly the result of environmental factors, such as the change in angle of the coastline, adjacent steep embankments and some minor sheltering from the building

The LAAC building also provides some shelter for the LAAC beer garden (Lazarus Lounge), which is currently fenced in and takes advantage of the views across Louttit Bay.

The steep gradient of the land influences and limits the placement and form of accessways for vehicles and pedestrians throughout the site. There may be an opportunity in the future to bridge the upper and lower levels of the site, through potential infrastructure like stairways and/or ramps. To provide universal access, ramps and landings will be required to achieve DDA-compliant gradients and materials. Due to the topographical constraints of the site, achieving universal access may not be possible throughout the entirety of the precinct.

Detailed Geotechnical assessments will be required to determine the feasibility of bridging infrastructure (like stairs and ramps) to ensure that the structural integrity of the Great Ocean Road is not compromised and the slope between the upper and low levels remains stabilised.

SLOPE ANALYSIS



Figure 20 - Point Grey Slope Analysis Plan: Prepared by HH

ELEVATION ANALYSIS

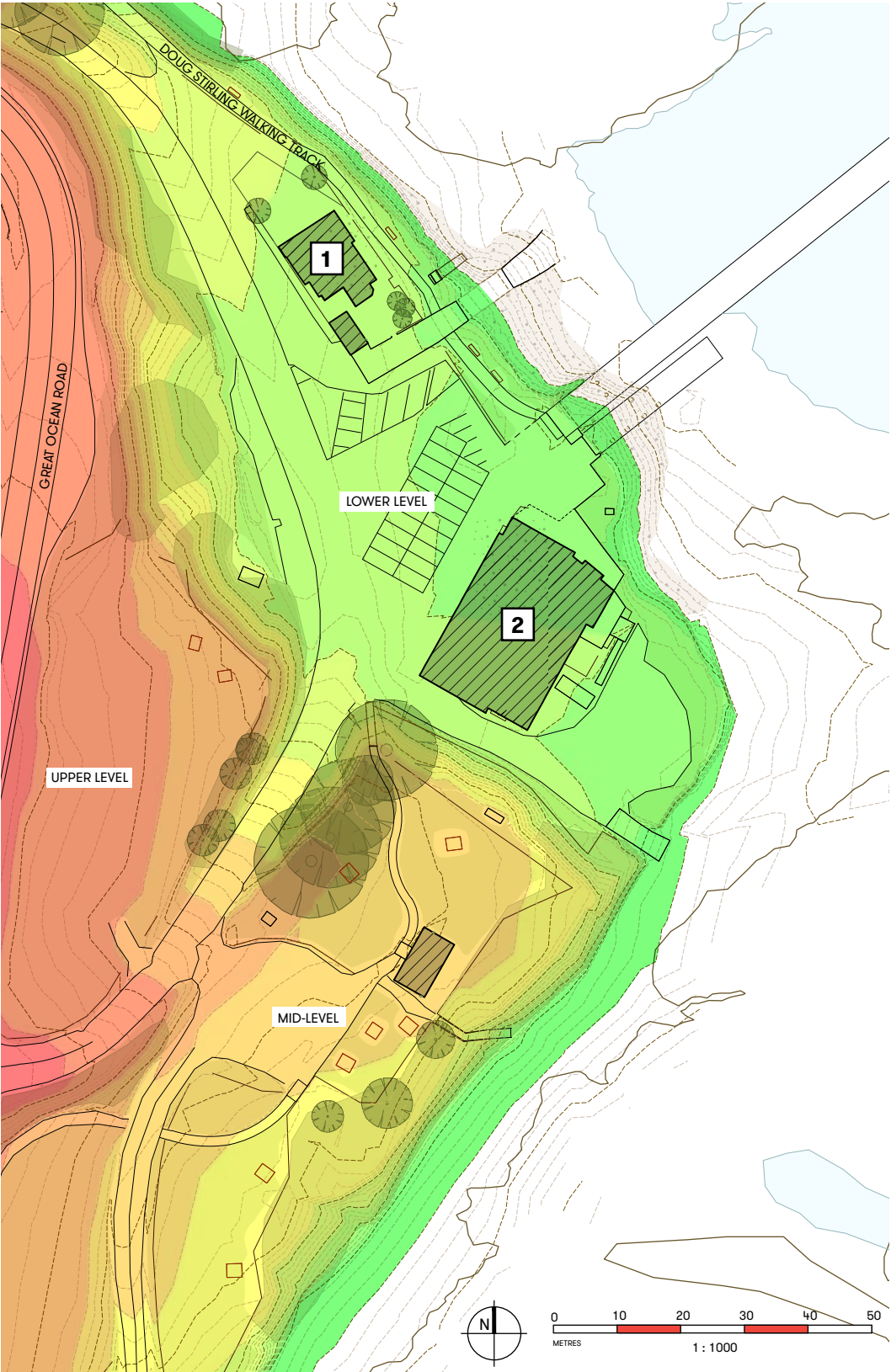


Figure 21 - Point Grey Elevation Plan: Prepared by HH

5.4. NATURAL ENVIRONMENT - COASTAL ADAPTATION

LEGEND	
	EROSION PRONE AREA: PRESENT DAY
	EROSION PRONE AREA: 2076 (0.7M SLR)
	EROSION PRONE AREA: 2100 (1.1M SLR)
	EROSION PRONE AREA: 2100 (1.2M SLR)
	SEAWALL PROTECTED AREA
	1% AEP STORM TIDE, SLR 0.0M: PRESENT DAY
	1% AEP STORM TIDE, SLR 1.2M: 2100
	ROCK REVETMENT (UPGRADED)
	END TREATMENT TO THE REVETMENT
	CONTOUR MAJOR (1M)
	CONTOUR MINOR (0.25M)

A Coastal Hazards Vulnerability Assessment (CHVA) conducted by Water Technology includes modelling that projects the coastal hazards likely to impact the site by 2076 and 2100. In response, a Coastal Hazard Adaptation and Resilience Plan (CHARP), prepared by BMT, has been developed to guide the future development of the site.

Currently, the rock revetment and the Eumeralla Formation rock shelf offer a degree of protection against erosion and storm surges. However, with rising sea levels, the risk of erosion and storm surge hazards are expected to extend further inland. To address this, the CHARP proposes a number of responses, including upgrades to the existing revetment and the addition of an ‘end treatment’ at its southern extent of the revetment to prevent further terminal scour (erosion to the south of the pier). Therefore, the proposed UDF primarily focuses on the northern portion of the project area, based on several key considerations:

- The CHVA identifies that the southern half of the site falls within the projected Coastal Hazard Risk Zone - Erosion Prone Area.
- Where possible the UDF seeks to avoid introducing new non-relocatable essential infrastructure within hazard-prone zones to minimize long-term coastal risk exposure.
- The northern area benefits from more substantial existing protection, including the rock revetment and can be further extended by the additional end treatment.
- It also contains a greater proportion of existing infrastructure and site features.

GORCAPA will undertake essential repairs to the existing revetment wall north of the pier as part of ongoing infrastructure maintenance. Options for the end treatment to mitigate scouring at the southern extent will be advanced in the medium term, should erosion intensify.

EROSION/HAZARD WITH EXISTING ROCK REVETMENT

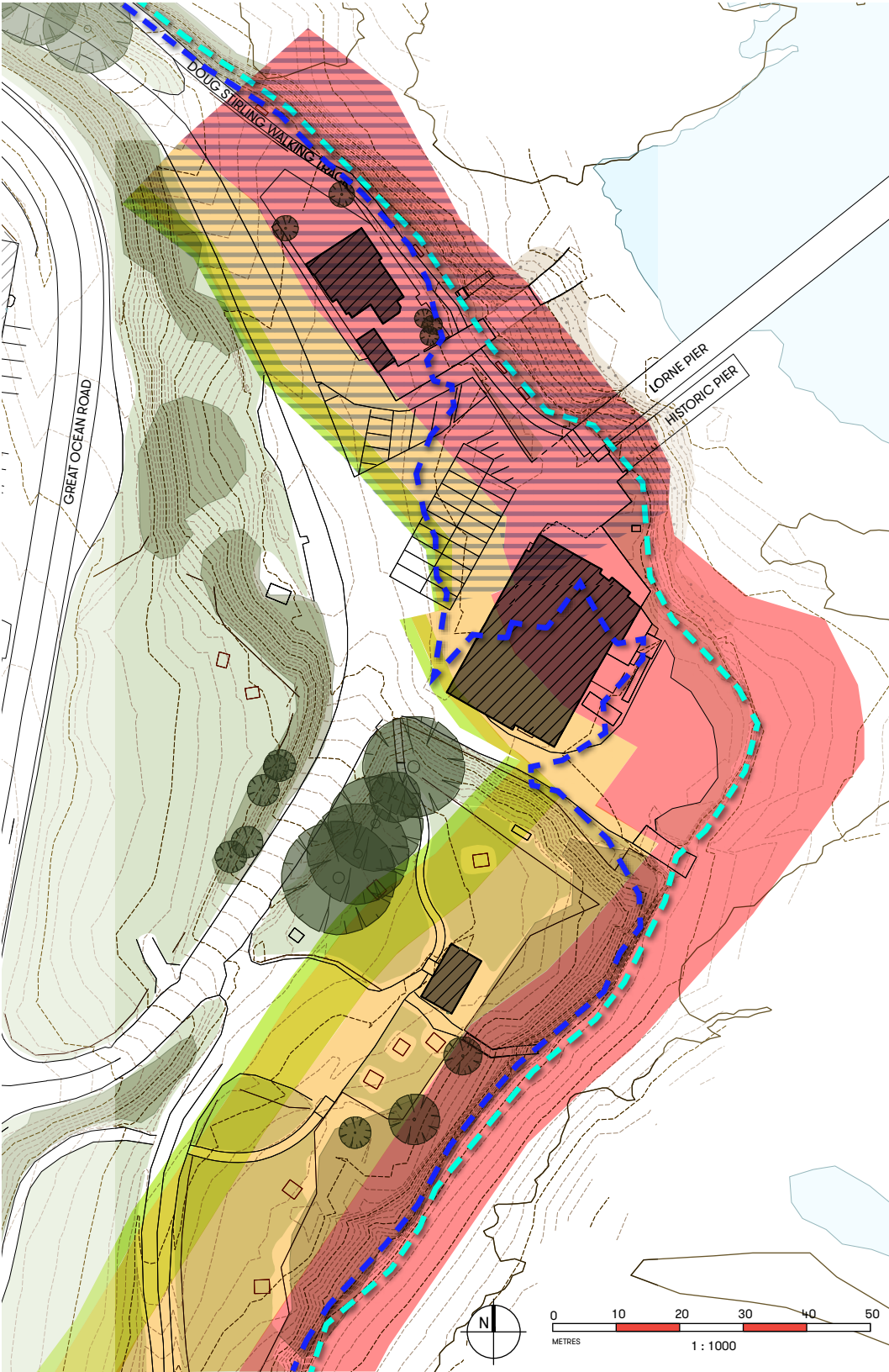


Figure 22 - Point Grey Erosion/ Hazard Mapping: Prepared by HH, informed by BMT report (2024 - WT 2023 Erosion Hazard Extent)

EROSION/HAZARD MAPPING WITH UPGRADED ROCK REVETMENT & END TREATMENT

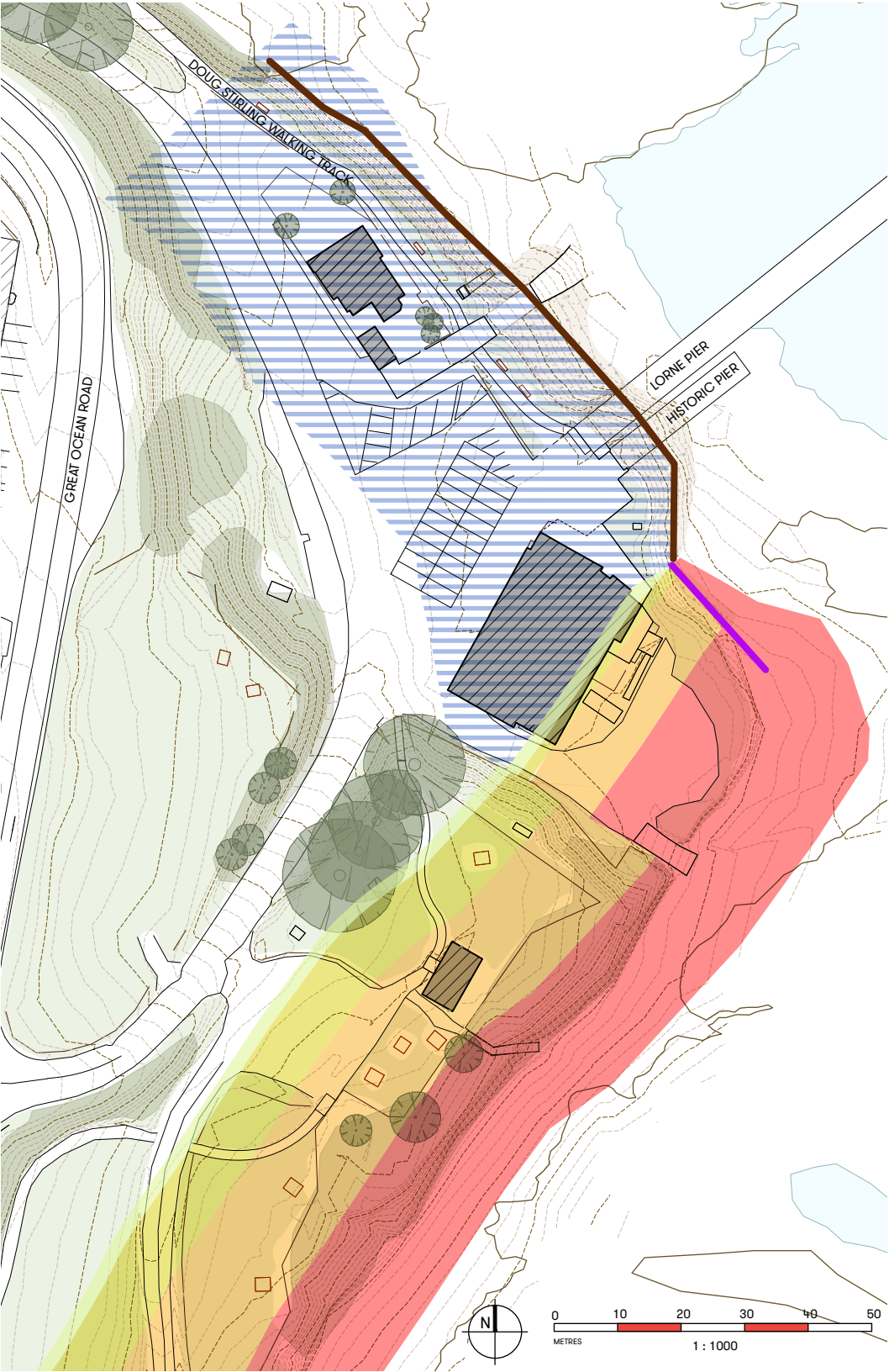


Figure 23 - Point Grey Hazard Mapping with Rock Revetment and End Treatment: Prepared by HH; informed by BMT CAP (2025)

5.5. NATURAL ENVIRONMENT - BUSHFIRE

LEGEND	
1.	LORNE AQUATIC & ANGLING CLUB
2.	FISHING CO-OP BUILDING
	BAL 12.5 OFFSET
	BAL 29 OFFSET
	INDICATIVE FUTURE WATER TANK LOCATION
	CONTOUR MAJOR (1M)
	CONTOUR MINOR (0.25M)
	BUILT FORM
	EXISTING VEGETATION - COASTAL HEADLAND SCRUB
	GRASS/ LAWN - KIKUYU LAWN

Bushfire risk and design considerations have been reviewed by Terramatrix in their Preliminary Bushfire Advice dated 27 February 2024. To address Bushfire Risk, the following siting and design recommendations were advised:

- Comparatively low building height without a complex roof-line to assist in minimising ember traps and facilitate wind flow over the building.
- Simple building design that minimises re-entrant corners and complex façades, which may trap embers or firebrands against combustible building materials.
- Minimising large, glazed elements and openable parts of the buildings (particularly on the west and south elevations).
- Slab-on-ground construction would also be beneficial with no subfloor exposure or where an elevated subfloor exists, enclosing the subfloor space with Bushfire Attack Level (BAL) rated cladding.
- Positioning non-vegetated land (car parks, water, tracks and paving) and/ or low-threat vegetation (garden/lawn area) near the buildings as part of their defensible space.
- Consider a 1.5 m non-combustible pathway around the buildings.

Two defensible space and BAL construction options have been considered (shown in Figure 25).

1. A 35m defensible space setback with a BAL 12.5 construction standard
2. A 13m defensible space setback with a BAL 29 construction standard

For either BAL option, a static water supply is required; the size being dependent on the amount of floor area proposed. Additionally, both existing and new vegetation within the BAL setback should be managed in accordance with defensible space requirements.

Point Grey is also noted as a designated Bushfire Place of Last Resort, also known as Neighbourhood Safer Places (NSP). Appropriate signs are to be provided within the site, clearly designating it as a NSP in accordance with the Emergency Management Victoria Signage Manual (October 2015). The landscape response must be designed to consider the status as a NSP and the associated bushfire risk; utilising low threat vegetation principles.



Figure 24 - Point Grey Natural Environment - Bushfire Plan: Prepared by HH, informed by the Opps and Cons Report; NMBW, AA, GLAS, (2024)

5.6. NATURAL ENVIRONMENT - VEGETATION

LEGEND	
1.	NORFOLK ISLAND PINES (ARAUCARIA HETEROPHYLLA)
2.	MONTEREY CYPRESS (CUPRESSUS MACROCARPA)
	TREE PROTECTION ZONE (TPZ)
	STRUCTURAL ROOT ZONE (SRZ)
	TREE NUMBER
	CONTOUR MAJOR (1M)
	CONTOUR MINOR (0.25M)
	BUILT FORM
	EXISTING VEGETATION - COASTAL HEADLAND SCRUB
	KIKUYU LAWN

Tree Logic conducted an arboricultural assessment in May 2024, evaluating the existing vegetation across Point Grey. The report observed that various open grass areas adjacent to the roadway and facilities predominantly featured typical seaside shrub species.

The assessment identified 17 trees, with the most substantial being nine conifers. Specifically, Trees 1, 6, 7, 8, 9, and 10 are Monterey Cypress (*Hesperocyparis macrocarpa*), while Trees 13, 14, and 15 are Norfolk Island Pines (*Araucaria heterophylla*).

The Norfolk Island Pines were noted to be generally sound and healthy. In contrast, the Monterey Cypress exhibited common issues associated with older plantings, including evidence of cypress decline and previous branch and limb failures. The roots of the cypress trees were exposed on the eroded bank down to the roadway on their western side and above ground on their eastern side. The cypress trees were assessed to have a low arboricultural rating, with a potential lifespan of just 15 years if managed properly, but they carry a considerable risk of further limb loss.

Currently, the cypress trees provide roosting habitat for birds, erosion control and offer protection from prevailing winds and sunlight. It is recognised that establishing other canopy trees in the area may be challenging due to the exposed growing conditions. Due to the relatively short lifespan left for the cypress trees, there is an opportunity to stage the removal of said trees, allowing for the establishment and success of new indigenous plantings.

Through consultation with EMAC, it is understood that the area containing the cypress trees will become a designated educational garden named the Gunditj Lorne Garden. Following their eventual removal of the declining Cypress Trees, EMAC wishes to see the prioritisation of indigenous vegetation planting both within the garden and across the wider Point Grey precinct.

There is also an opportunity to retain the patches of Coastal Headland Scrub where appropriate, as the scrub and shrubs provide some shade, shelter from wind, habitat for local fauna and root stabilisation for the sloped topography.



Figure 25 - Point Grey Natural Environment - Vegetation Plan: Prepared by HH, informed by the Arboricultural Assessment (Tree Logic, May 2024)



Figure 26 - Norfolk island pines - Source: Tree Logic (May 2024)



Figure 27 - Monterey Cypress Exposed Roots - Source: Tree Logic (May 2024)



Figure 28 - Monterey Cypress Tree Group facing north-west- Source: Tree Logic (May 2024)

5.7. ACCESS & MOVEMENT - PEDESTRIAN ACCESS

LEGEND	
1.	TOILET FACILITIES
2.	DOUG STIRLING WALKING TRACK
	WALKING TRACK
	BEACH ACCESS
	PIER ACCESS
	INFORMAL PEDESTRIAN MOVEMENT
	POTENTIAL PEDESTRIAN PATHWAY CONNECTION
	PEDESTRIAN & BOAT TRAILER /VEHICLE CONFLICT ZONE
	KEY VIEWS
	SEATING / PICNIC FACILITIES
	CONTOUR MAJOR (1M)
	CONTOUR MINOR (0.25M)
	BUILT FORM
	EXISTING VEGETATION
	GRASS/ LAWN

Point Grey is primarily accessible to pedestrians from the Lorne township along the Doug Stirling Walking Track (DSWT.) This is a well-established track that is highly utilised by pedestrians, offering scenic views across Louttit Bay. The DSWT track officially ends at the Lorne Pier, with no formal pedestrian path around the headland or beside the co-op building. A pedestrian pathway, known as Shipwreck Trail, picks back up to the south of the co-op building, traversing up the slope toward the toilets and continuing south toward Vera Lynn Beach. This connects with the wider Great Ocean Road Coastal Trail.

There is no pedestrian footpath along the Great Ocean Road or the western boundary of the Point Grey Precinct, but there is evidence of desire lines crossing from the Grand Pacific Hotel Lorne down the slope from the Great Ocean Road. There is an opportunity to formalise these paths, subject to approval from Head, Transport for Victoria.

Point Grey boasts panoramic viewpoints for pedestrians from the varied levels within the site. Views from the Great Ocean Road over the subject site are limited due to the topography and the existing coastal vegetation. Key view lines have been identified in the Opps and Cons Analysis, informed by the Hansen Visual Analysis, dated May 2024. There is an opportunity to protect and enhance key views whilst ensuring pedestrians can continue to access established walking trails and any new connections within the Precinct.

Additionally, there is an opportunity to establish a distinct movement hierarchy that separates pedestrian paths from key vehicular and boat trailer accessways, thereby minimising potential conflict points. Future development in the area identified as the conflict zone should clearly delineate between pedestrian-only areas and those designated for cars, buses, and boat trailers, prioritising pedestrian crossings at suitable locations.

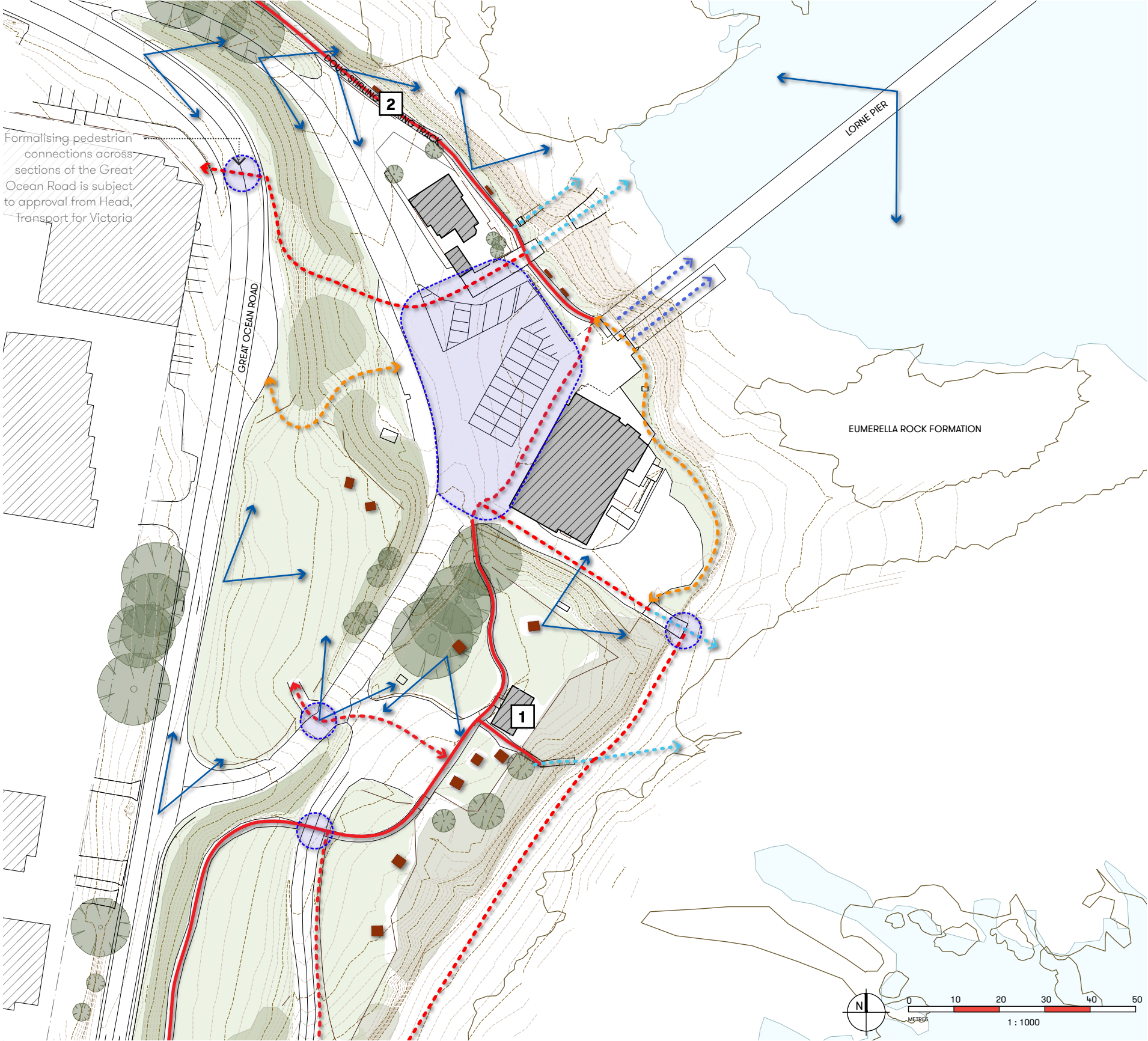
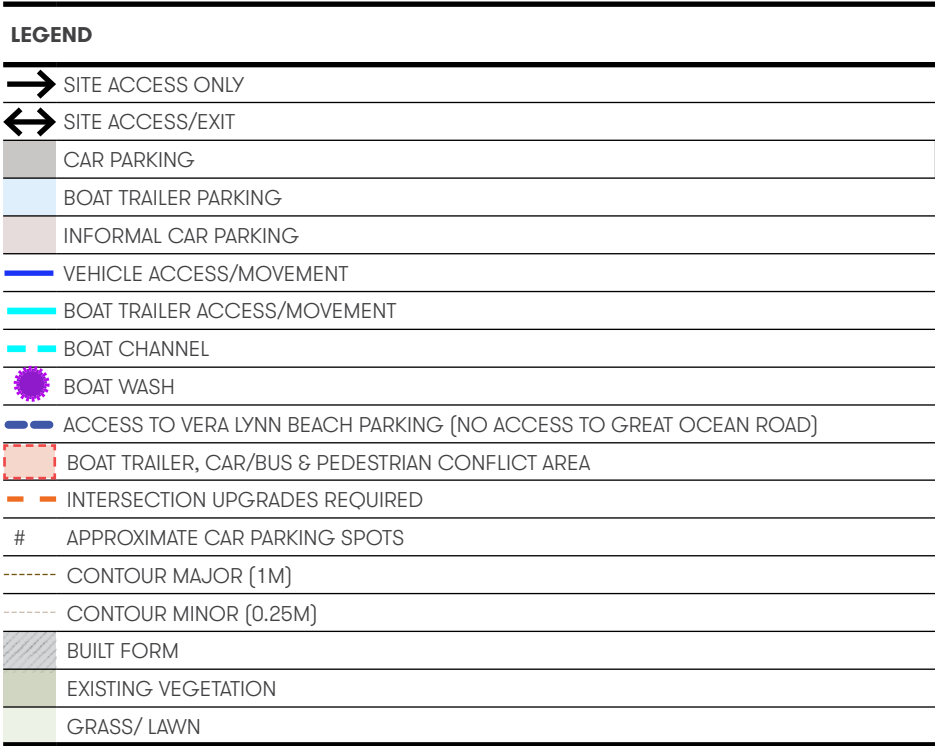


Figure 29 - Point Grey Access and Movement - Pedestrian Access Plan: Prepared by HH, informed by the Opps and Cons Report; NMBW, AA, GLAS, (2024)

5.7. ACCESS & MOVEMENT - VEHICULAR + BOAT TRAILER ACCESS & PARKING



Currently, the northern site access to Point Grey is entry only, while the southern access is two-way access to the Great Ocean Road. Due to the site topography, sight lines and liaison with the Head, Transport for Victoria, alternate access arrangements to the subject site are not likely to be supported. Therefore, the current access locations will be maintained in any future design of the subject site. Upgrade works to the existing southern entrance will be explored during the detailed design phase for any redevelopment, and subject to approval from Head, Transport for Victoria.

Currently, the subject site has both formal and informal parking areas. There is an opportunity to consolidate and redesign parking areas to ensure the safety of users, protect the landscaping from vehicle damage, and plan for the potential future loss of parking spots adjacent to Vera Lynn Beach to coastal erosion processes. Redesign of car parking will be completed by traffic & civil engineers in accordance with modern standards, to the satisfaction of the Responsible Authorities. The current parking arrangement in the lower precinct is not compliant with traffic engineering standards and is required to be upgraded as part of this redevelopment proposal.

Boats currently access the ocean through the ramp to the south of the co-op building. Vehicles towing boat trailers are required to drive across the beach and out to the channel. The boat wash is currently located adjacent to the angling club at the top of the Pier to Pub ramp. The distance from the Lorne boat ramp to this wash area means that vehicles with boat trailers must travel through the centre of the site and complete a number of reversing manoeuvres, creating multiple potential conflict points with pedestrians and vehicles. There is an opportunity to improve this spatial relationship between the boat ramp and any facilities that may be provided, to minimise the need for vehicles with boat trailers to reverse.

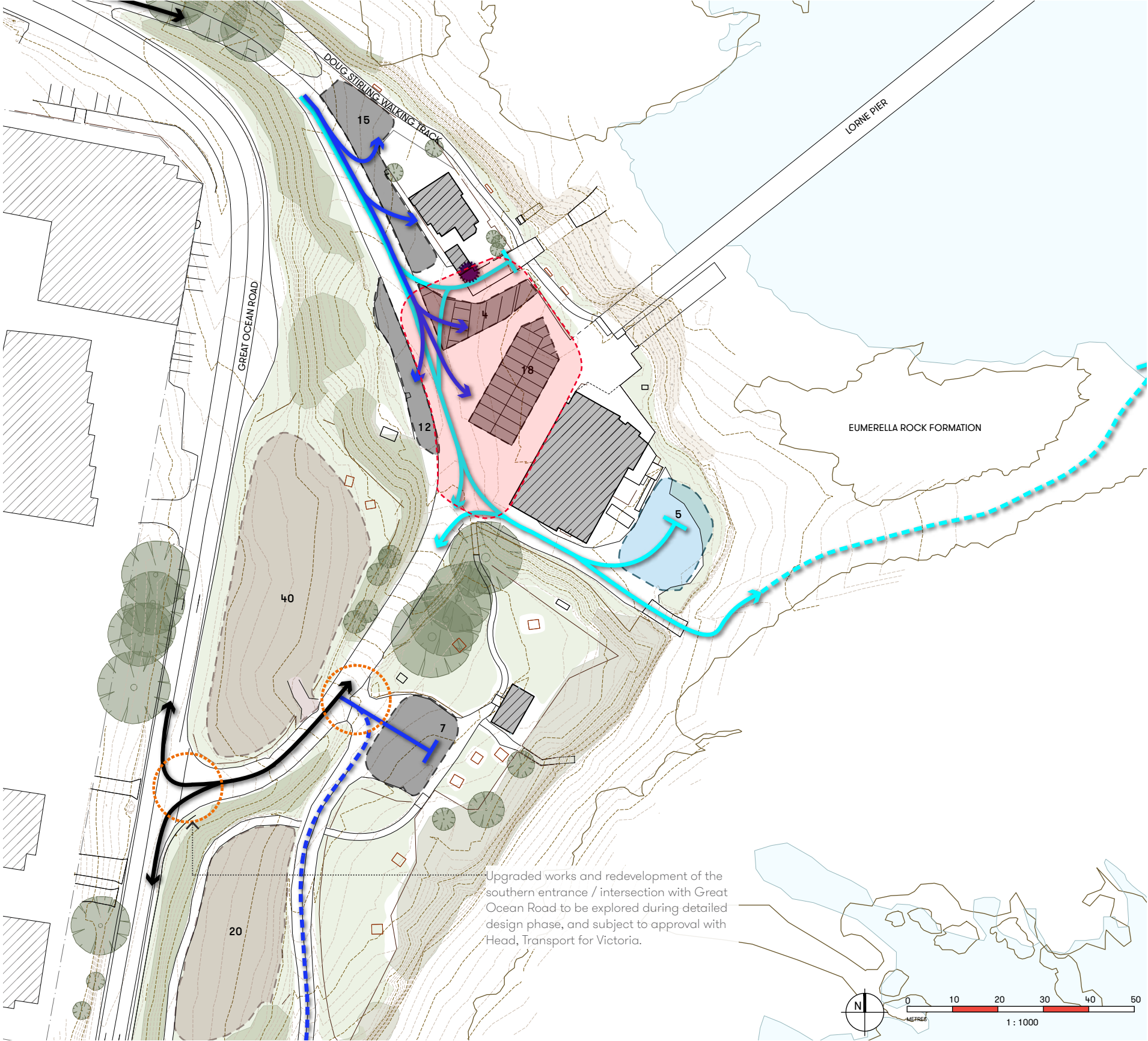


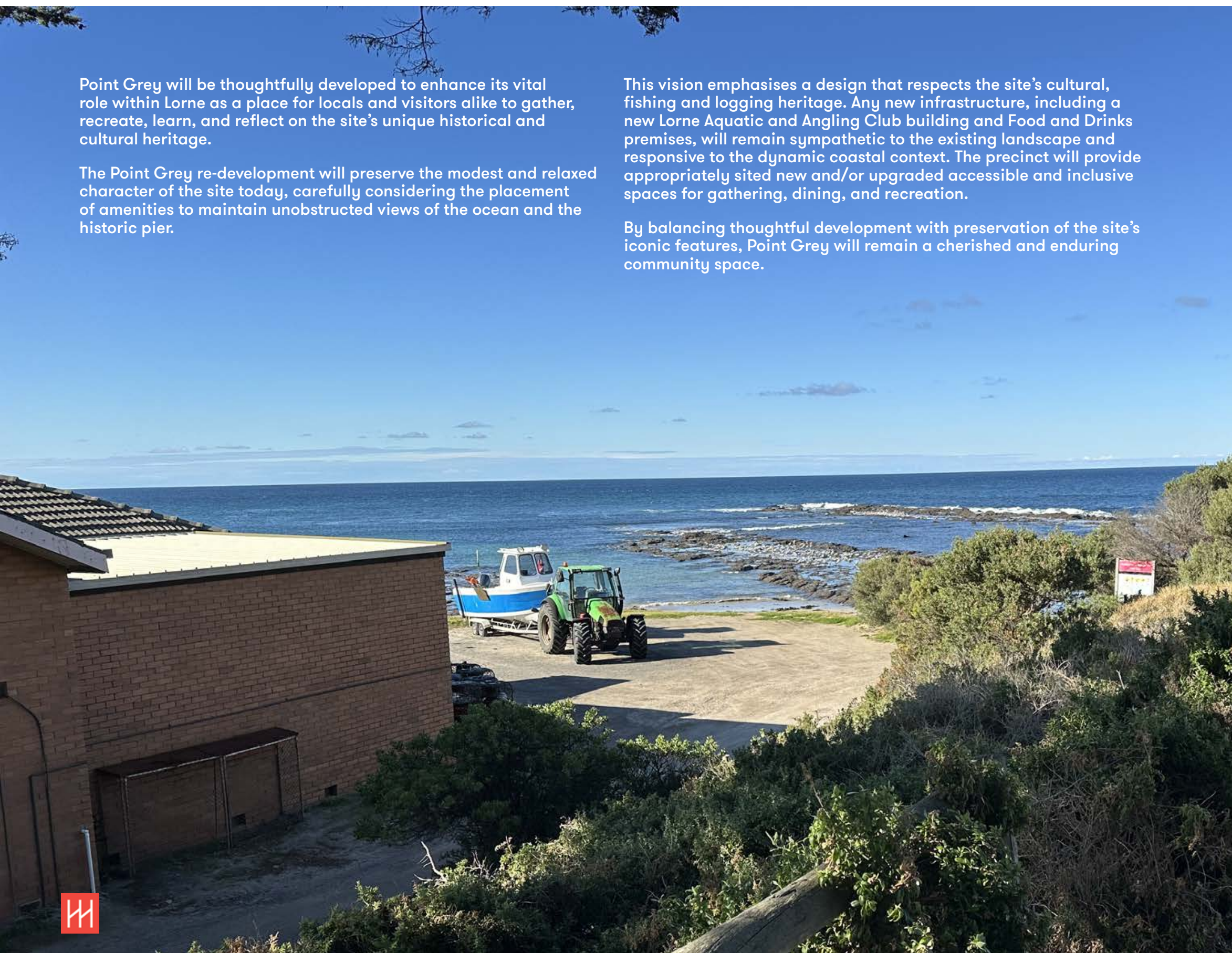
Figure 30 - Point Grey Access and Movement - Vehicular + Boat Access & Parking Plan: Prepared by HH, informed by the Opps and Cons Report; NMBW, AA, GLAS, (2024)

Point Grey will be thoughtfully developed to enhance its vital role within Lorne as a place for locals and visitors alike to gather, recreate, learn, and reflect on the site's unique historical and cultural heritage.

The Point Grey re-development will preserve the modest and relaxed character of the site today, carefully considering the placement of amenities to maintain unobstructed views of the ocean and the historic pier.

This vision emphasises a design that respects the site's cultural, fishing and logging heritage. Any new infrastructure, including a new Lorne Aquatic and Angling Club building and Food and Drinks premises, will remain sympathetic to the existing landscape and responsive to the dynamic coastal context. The precinct will provide appropriately sited new and/or upgraded accessible and inclusive spaces for gathering, dining, and recreation.

By balancing thoughtful development with preservation of the site's iconic features, Point Grey will remain a cherished and enduring community space.



6.1. IMMEDIATE URBAN DESIGN FRAMEWORK VISION

IMMEDIATE UDF VISION

This UDF establishes both an immediate and a long-term vision (10+ years) for the redevelopment of Point Grey. The immediate UDF serves as a strategic guide for shaping the precinct into a more vibrant, accessible, and culturally respectful destination, in accordance with the objectives outlined in the Geelong City Deal.

The Geelong City Deal requires the Point Grey Redevelopment Project to encompass the following key components:

- Construction of a new Lorne Aquatic and Angling Club facility;
- Provision for casual dining options, including coffee outlets, takeaway services, and al fresco seating
- Enhancement of the public realm, creating more inviting and functional communal spaces;
- Recognition and integration of cultural heritage into the site’s design and interpretation; and
- Improved connectivity across the precinct to enhance pedestrian access and circulation.

The elements as shown on the immediate UDF Vision Plan are included within the Point Grey Redevelopment Project funding agreement unless otherwise indicated. Any changes regarding access to the Great Ocean Road is subject to approval from Head, Transport for Victoria.

REVETMENT FUNDING UPGRADES:

GORCAPA will undertake essential repairs to the existing revetment wall north of the pier as part of ongoing infrastructure maintenance. Options for an end treatment to mitigate scouring at the southern extent will be advanced in the medium term, should erosion intensify.

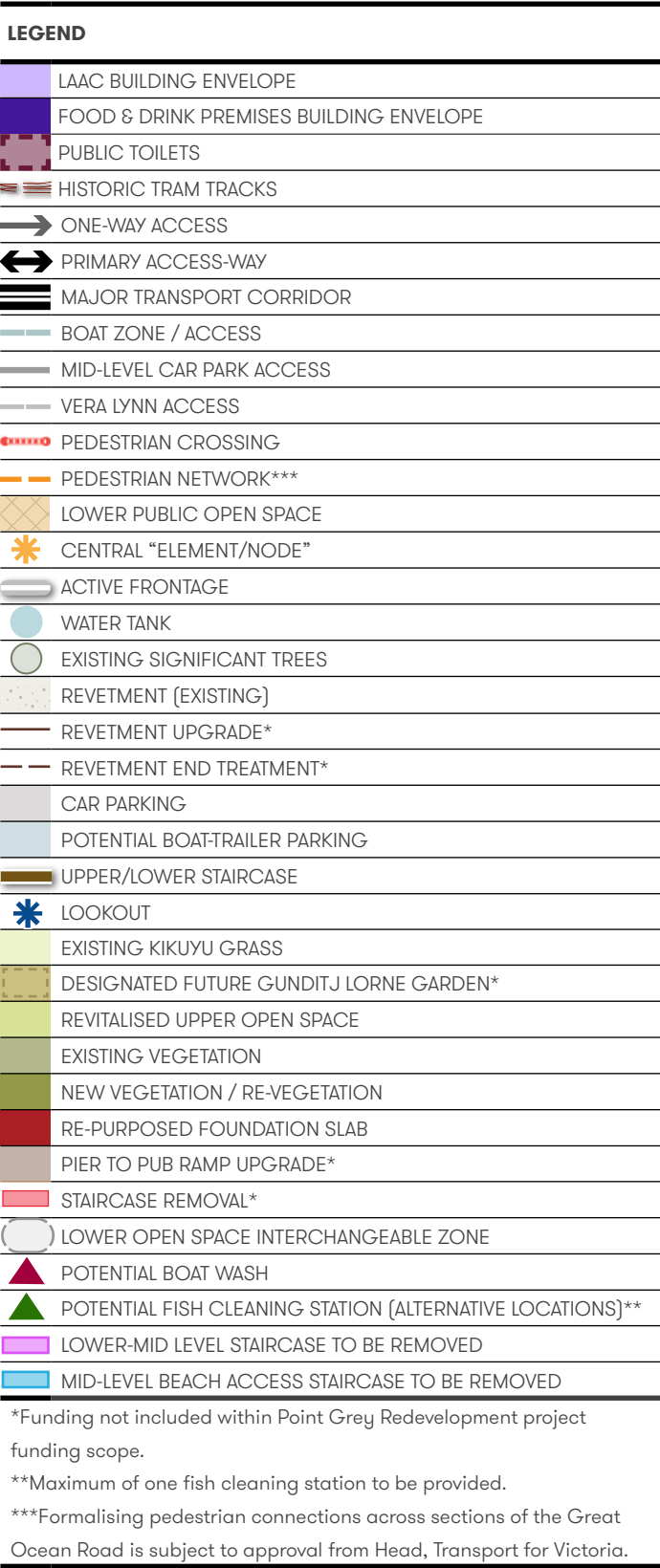


Figure 32 - Point Grey Immediate Urban Design Framework (UDF) Vision: Prepared by HH

6.1. IMMEDIATE URBAN DESIGN FRAMEWORK VISION

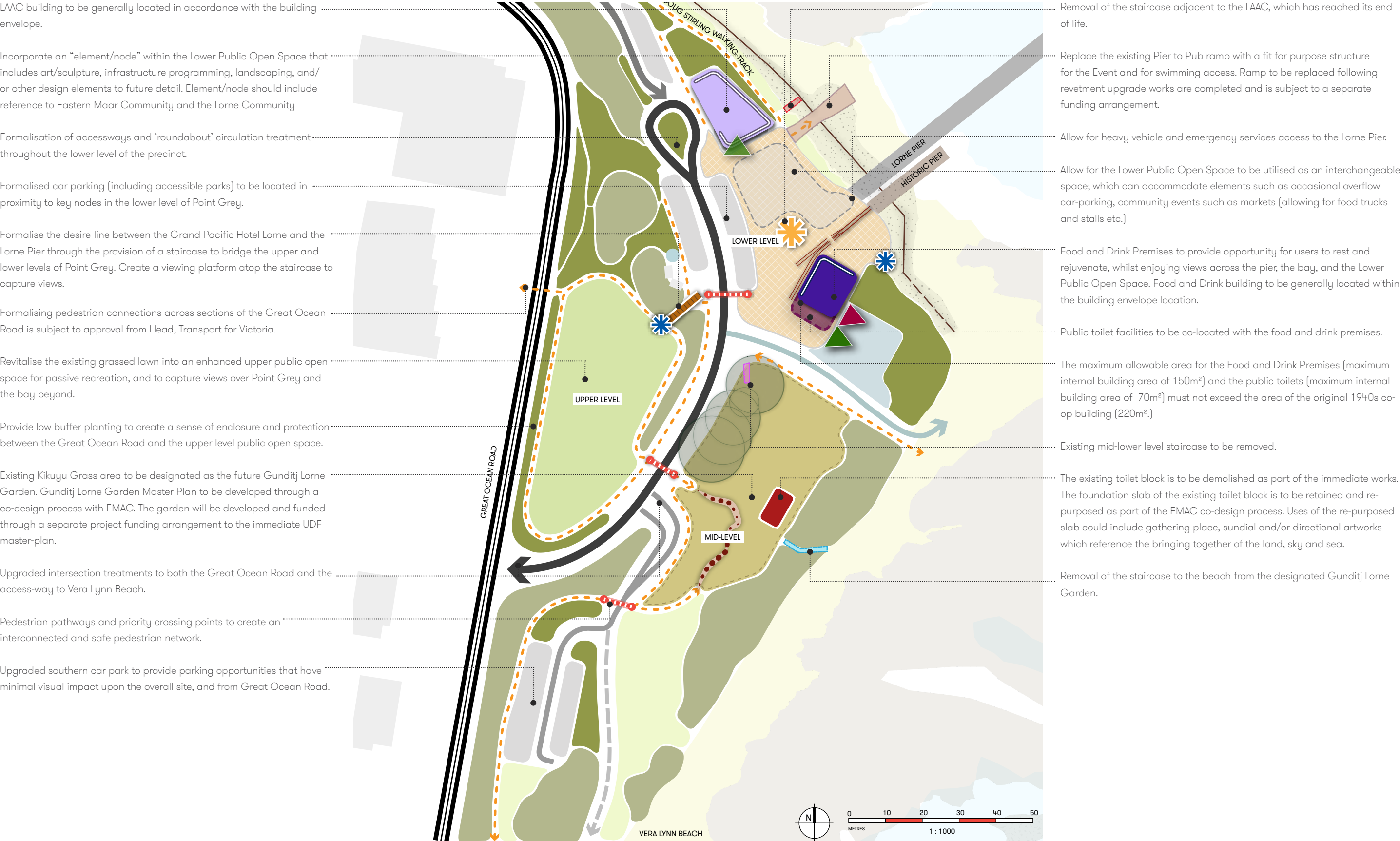


Figure 33 - Point Grey Immediate Urban Design Framework (UDF) Vision: Prepared by HH

6.2. LONG TERM URBAN DESIGN FRAMEWORK VISION

LEGEND - LONG TERM (10+ YEARS)	
	EXISTING CYPRESS TREES - PHASED REMOVAL
	GUNDITJ LORNE GARDEN DESIGN AND DEVELOPMENT
	POTENTIAL PEDESTRIAN RAMP

GUNDITJ LORNE GARDEN DESIGN AND DEVELOPMENT:

In addition to the immediate project scope, the UDF includes a long-term vision to communicate the intended future use of the site beyond the current scope of works and agreed funding arrangement.

A central element of this long-term vision is the detailed design and development of the designated Gunditj Lorne Garden. This area is to be developed in line with the aspirations and input of EMAC. While the Point Grey Redevelopment Project funding does not extend to a detailed co-design process or implementation of the Garden, the UDF establishes clear objectives, requirements, and guidelines to inform and shape its future development.

POTENTIAL RAMP:

The other long term vision element proposed by the UDF include the investigation of a pedestrian access ramp, which aims to further enhance site-wide accessibility and promote greater unity across the precinct.

Although this feature lies outside the current project scope, its inclusion in the framework supports long-term planning and positions the project to take advantage of future funding or grant opportunities. It also provides a forward-looking approach that promotes cohesion across the evolving site.

MONTEREY CYPRESS PHASED REMOVAL:

While the existing monterey cypress pines hold ecological value and are prominent in the landscape, they are scheduled for eventual removal. As outlined in the Arborist report (summarised in Chapter 5), the monterey cypress trees are in decline and are expected to have a remaining lifespan of than 15 years.

The long-term UDF vision proposes staged removal of these trees, as they reach their ‘end of life’, allowing for the successful establishment of new indigenous plantings. In the interim, succession planting will be introduced to benefit from their shelter, complemented by structural pruning and mulching to support tree health during this time. This phased approach supports both ecological restoration and long-term landscape resilience.



Potential ramp infrastructure to be explored (subject to geotechnical assessment and feasibility) to facilitate further connectivity and universal access between the upper and lower levels of Point Grey.

Future pathways within the Gunditj Lorne Garden will contribute to a wider pedestrian network. All future garden pathways should interconnect with the identified entry/egress points into the garden. The proposed alignment and design of pathways is subject to future detail.

Though prominent, the existing monterey cypress pines are to be removed in phases due to their low arboricultural rating as a result of accumulating deficiencies/defects and populated with replacement plantings over time.

Figure 34 - Point Grey Long Term Urban Design Framework (UDF) Vision: Prepared by HH



07

IMPLEMENTATION OF THE UDF

This section outlines the core themes of the UDF vision, drawing on key insights discussed earlier in the document. Achieving the UDF vision will require all future use and development applications to respond to the objectives, requirements, and guidelines set out in this framework.

Any future redevelopment or planning permit application should be made generally in accordance with the UDF vision and corresponding implementation plans.

7.1. BUILT FORM & FUNCTION

THEME	OBJECTIVES	REQUIREMENTS	GUIDELINES
T1: Development T2: Scale T3: Materiality T4: Sustainability	O1. To maintain and improve access to the coastal environment. O2. To maintain and enhance views to and from the coastal and marine environment. O3. To provide buildings to facilitate uses that support the public's use of Point Grey and maritime recreation. O4. To maintain the natural character of Point Grey. O5: To increase environmental sustainability of the Precinct through the development. O6. To provide a Net Community Benefit with the development.	R1: Provide public facilities that support passive and active recreation within the precinct that are appropriate to its marine and coastal context. R2: Building heights and roof forms must respond to the low scale character of Point Grey. R3: All built form must be designed to protect view lines to and from the coast. R4: The LAAC internal building area must be generally in accordance with the building envelope location and must not exceed 235m². R5: The dedicated Food & Drink Premises internal building area must be generally in accordance with the building envelope location and must not exceed 150m². R6: The public toilet internal building area must be no greater than 70m². R7: Built form must be the minimum area required to support the building's function. R8: Ensure the design of buildings does not result in creation of possible entrapment areas. R9: Development must use materials that are respectful to, and suitable within, the coastal environment. R10: Buildings must include appropriately located service areas, designated for utility functions.	G1: If practical, relocatable structures/buildings should be utilised/developed. G2: Buildings should be designed with elevated floors to respond to potential coastal inundation. G3: Buildings and hardscaping should utilise durable materials such as hardwood timber, reinforced polymer mesh, steel, concrete and natural stonework, which are suitable within the coastal environment context. G4: Buildings and hardscaping should utilise colours and finishes respond to the Precinct's coastal setting. G5: Service entries and service areas should be located away from key pedestrian interfaces. G6: Water Sensitive Urban Design should be used, such as collection, storage and re-use of stormwater on-site where appropriate. G7: Sustainable urban and building design should be used, such as solar and wind energy sources and built form design to maximise energy efficiency, cross ventilation, thermal performance and solar orientation. G8: Built form should actively interface with the Lower Public Open Space. G9: Built form should be single storey and roof forms should be carefully considered to maintain a low profile and minimise visual bulk. G10: The provision of external seating areas associated with the built form (both covered and uncovered) is encouraged.

7.1. BUILT FORM & FUNCTION

LEGEND	
	LAAC BUILDING ENVELOPE
	OPPORTUNITY FOR LAAC EXTERNAL SEATING
	FOOD & DRINK PREMISES BUILDING ENVELOPE
	OPPORTUNITY FOR FOOD AND DRINK PREMISES EXTERNAL SEATING
	PUBLIC TOILETS
	LOWER PUBLIC OPEN SPACE
	ACTIVE FRONTAGE
	UPPER/LOWER STAIRCASE
	LOOKOUT
	WATER TANK
	COASTAL VIEWS
	SERVICE AREA & ACCESS

EXTERNAL SEATING AREAS ASSOCIATED WITH THE BUILT FORM:

The provision of additional seating areas (outside of the internal building area) is subject to lease agreements and licensing with the relevant authorities.

The LAAC internal building area must be generally in accordance with the building envelope location and must not exceed 235m².

Additional portable shelter may be utilised when appropriate (e.g. seasonal use.)

Buildings, infrastructure, and hardscaping will incorporate a material palette that is suitable with the historical and coastal context of the precinct.

Development and built form will seek to enhance views both to and from the coastal outlook and marine environment.

The Food & Drink Premises internal building area must be generally in accordance with the building envelope location and must not exceed 150m².

The Toilet Block internal building area must not exceed 70m2 and must be co-located with the food & drink premises.

Built form should provide active frontages along high-traffic pedestrian areas, such as interfacing with the Lower Public Open Space, and the coastal edge.

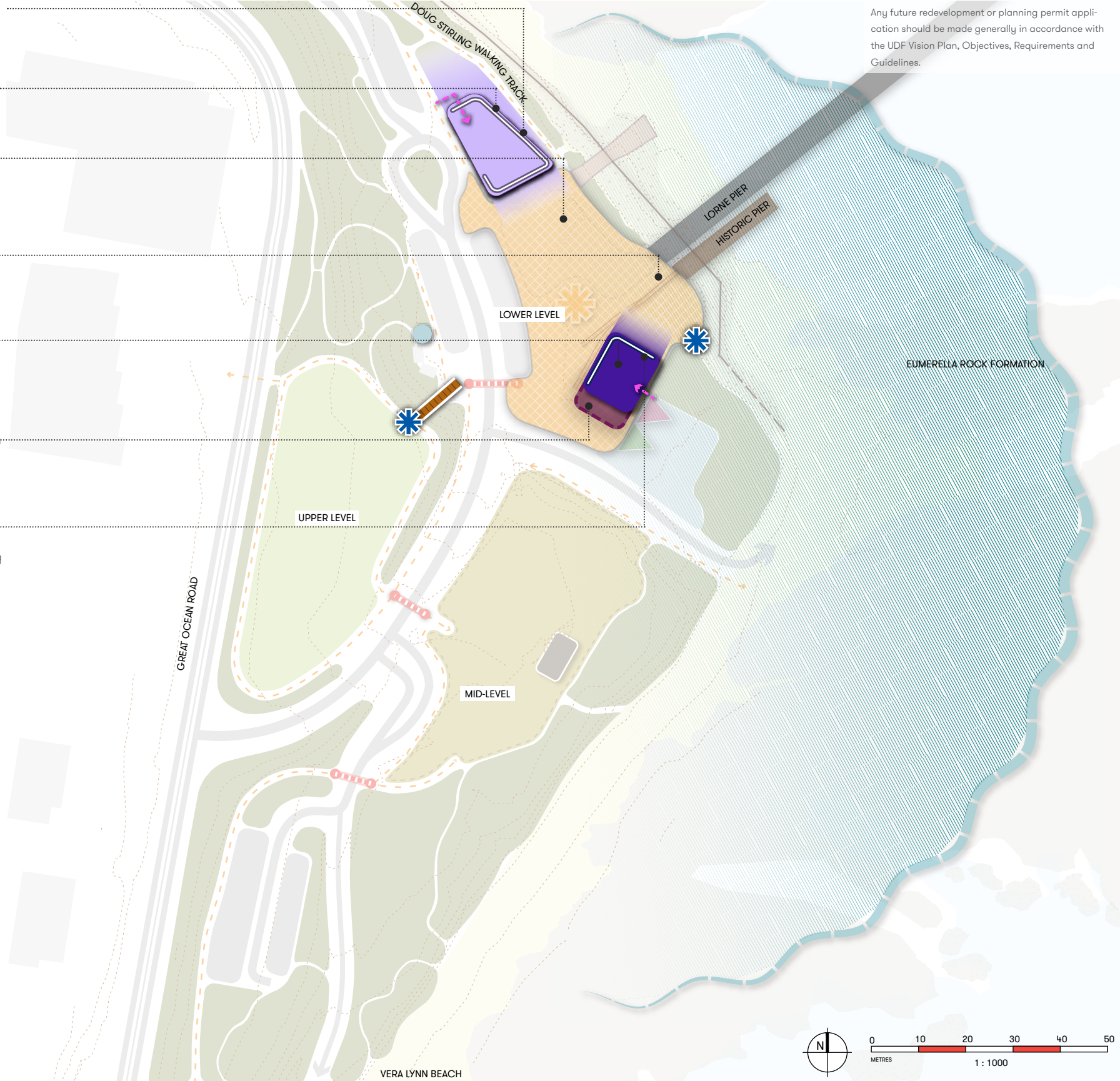


Figure 35 - Point Grey UDF - Built Form & Function Plan: Prepared by HH

7.2. RESILIENCE

THEME	OBJECTIVES	REQUIREMENTS	GUIDELINES
T1: Coastal Hazard T2: Bushfire Hazard	O1: To manage coastal hazard risk impacting Point Grey. O2: To manage and minimise potential bushfire risk.	R1: Development must accord with a coastal adaptation plan, created in accordance with Victoria’s Resilient Coast Guidelines. R2: Development must be designed not to heighten to bushfire risk. R3: The development of the site must ensure that Point Grey can continue to be used as a place of last resort during a bushfire event. R4: Development must accommodate emergency services infrastructure and access requirements.	G1: If practicable, the development of the site should maintain undeveloped areas outside of areas of coastal hazard risk to allow for future relocation of infrastructure. G2: The development of the site should provide signage identifying the site as a bushfire place of last resort in accordance with the Neighbourhood Safer Places - Bushfire place of last resort signage manual (October 2015). G3: Buildings are to be constructed to either BAL12.5 or BAL29 and adopt the applicable defendable space offsets. BAL29 (or a demonstrated similar performance rating) is advised due to the site’s significance and potential ember attack. G4: Landscaping should be designed to reduce bushfire risk, through the application of: - “Low Threat” Bushfire Vegetation principles as defined by Clause 2.2.3.2 of AS3959; - Principles contained within Landscaping Your Surf Coast Garden for Bushfire, Surf Coast Shire, 2015 (or it’s replacement) and; - Principles contained within Landscaping for Bushfire: Garden Design and Plant Selection, CFA, 2022 (or its replacement). G5: Proposed plantings should be discussed with the CFA and should respond to the CFA guidelines for a Place of Last Resort. G6: Vertical walls of built form should be set from the coastal edge at least 8m from the identified revetment wall, outside of the hazard stabilisation zone. Encroachments into this zone may be permitted subject to further coastal hazard modelling detail. G7: Removable bollards/barriers should be utilised to enable the use of the Lower Open Space as a place of refuge during a bushfire event and for emergency services access. G8: A static water supply designated for fire fighting only should be provided in a non-combustible above-ground tank and located within 60m of the built form. G9: Primary vehicle accessways and turn around areas should be designed to accommodate emergency service vehicles where required.

7.2. RESILIENCE

LEGEND

COASTAL HAZARD - EROSION PRONE AREA: PRESENT DAY

COASTAL HAZARD - EROSION PRONE AREA: 2076

COASTAL HAZARD - EROSION PRONE AREA: 2100 (1.1M SEA LEVEL RISE (SLR))

COASTAL HAZARD - EROSION PRONE AREA: 2100 (1.2M SLR)

UPGRADED ROCK REVETMENT*

REVETMENT END TREATMENT*

SEAWALL PROTECTED AREA

1% ANNUAL EXCEEDANCE PROBABILITY (AEP) STORM: PRESENT DAY

1% AEP STORM: 2100

COASTAL CHANGE - LOW TIDE

COASTAL CHANGE - MID TIDE

COASTAL CHANGE - HIGH TIDE

BUILDING ENVELOPE

BAL12.5 DEFENDABLE SPACE SETBACK**

BAL29 DEFENDABLE SPACE SETBACK OFFSET**

WATER TANK LOCATION (INDICATIVE)

PIER TO PUB RAMP UPGRADE*

* Funding for this element is not included within Point Grey Redevelopment Project funding scope and is subject to a separate funding agreement.

** BAL setbacks as shown are indicative only and the final BAL setback option is subject the public toilet facility and final building footprints.

REVETMENT UPGRADE:
As per the CHARP Zone 1 Port Activity Node Adaptation Pathway, the upgrade to the existing revetment should occur in the short term. GORCAPA will undertake essential repairs to the existing revetment wall north of the pier as part of ongoing infrastructure maintenance.

Following completion of the upgraded Revetment wall, the Pier to Pub ramp will be replaced with a fit for purpose structure for the Pier to Pub event and casual beach access.

The staircase adjacent to the LAAC will be removed, due to the structure meeting its end of design life.

Options for an end treatment to the revetment to mitigate scouring at the southern extent will be advanced in the medium term, should erosion intensify.

Built form walls should be positioned 8m setback from the upgraded Revetment wall, also referred to as the hazard stabilisation zone.

An above-ground water tank must accommodate a static supply of 10,000 litres in non-combustible tank. CFA access to the tank must be allowed for within 4m of outlet. Tank must be located within 60m of the buildings.

Bushfire Attack Level (BAL) setbacks are required to manage vegetation, and ensure there is adequate defensible space around the buildings. Buildings are to be constructed to either BAL12.5 or BAL29 and adopt the applicable defensible space offsets. BAL29 (or a demonstrated similar performance rating) is advised due to the site's significance and potential ember attack.

Existing and proposed vegetation within the defensible space (bushfire attack level) setbacks should be managed as "defensible space."

Dedicated and appropriate signage must acknowledge the site as a 'Designated Bushfire Place of last resort.'

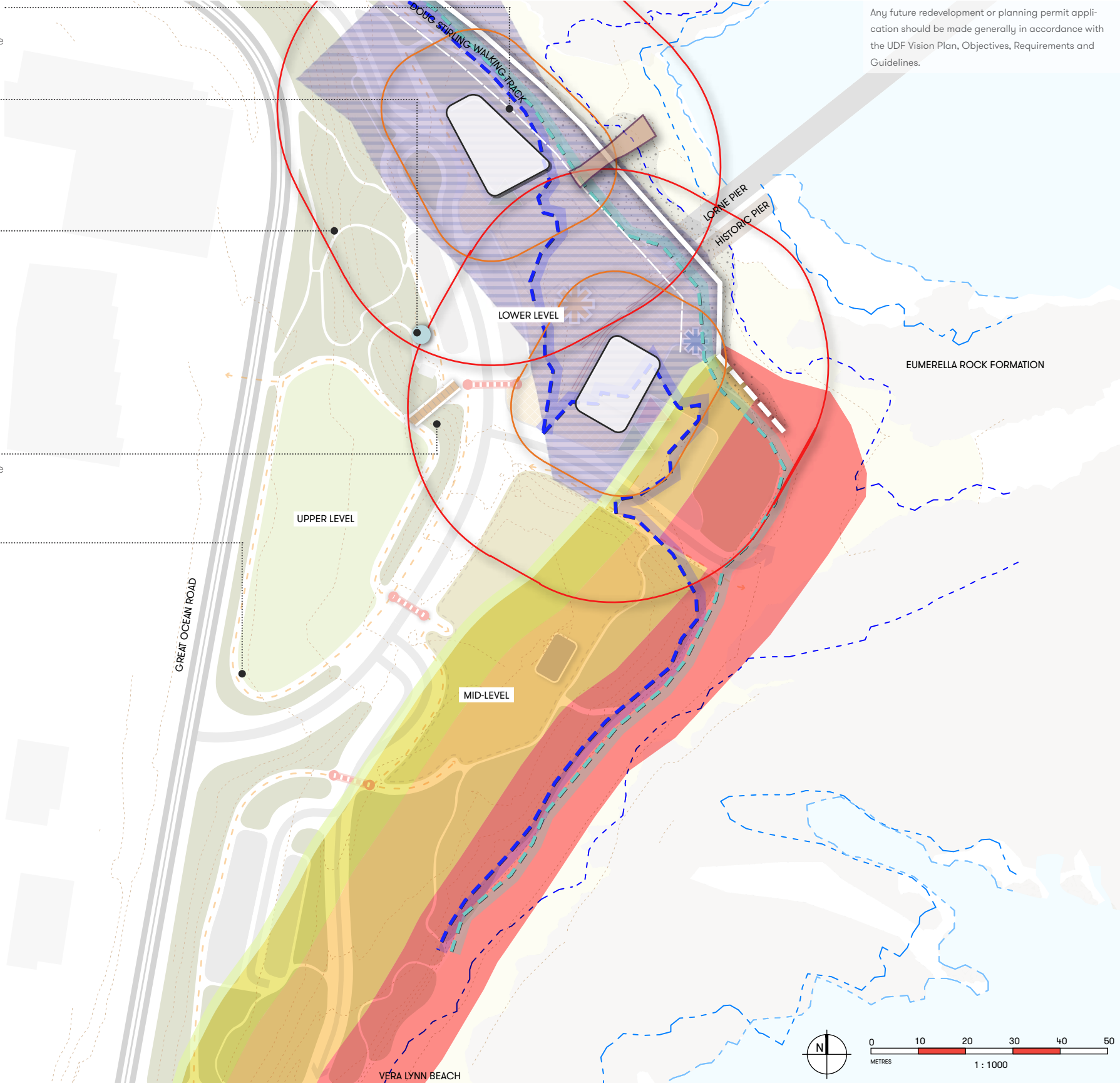


Figure 36 - Point Grey UDF - Resilience Plan: Prepared by HH

7.3. HERITAGE

THEME	OBJECTIVES	REQUIREMENTS	GUIDELINES
T1: Cultural Heritage T2: European Heritage	O1: To acknowledge, recognise and respect the Aboriginal cultural heritage of Point Grey. O2: To celebrate the site’s maritime and European heritage significance.	R1: Development must consider and respond to the views of the EMAC. R2: A future Gunditj Lorne Garden must be provided in the location as shown, to be co-designed with EMAC as part of a separate process to this UDF. R3: New buildings and the design response must recognise the site’s historic heritage and maritime history (including the tourism, logging and maritime history.)	G1: The layout and planting of the Gunditj Lorne Garden should be developed through a co-design process with the EMAC. G2: Future pathways within the Gunditj Lorne Garden should avoid detrimental impact to the harm minimisation area. G3: All future pathways within the Gunditj Lorne Garden should interconnect with the identified access/egress points into the garden. G4: Development should provide formalised walkways to protect areas of significant cultural heritage across Point Grey. G5: Development should not be located on areas of significant cultural heritage, unless where agreed to by the EMAC. G6: The development of the site should include educational signage, art, historical artefacts or similar where appropriate to inform visitors of the site’s post-European contact heritage forming a “Historic Heritage Walk” or similar. G7: Development should ensure the retention of the heritage tram trolley tracks adjoining the pier. G8: The central “element/node” within the Lower Public Open Space should include reference to Eastern Maar community and the Lorne Local community. G9: The Food and Drink Premises Built Form response should incorporate references to the site’s European post-contact heritage. Such references could include either materiality, references to the original co-op building’s form, or salvaged materials (if suitable) from the original co-op building. G10: The Food and Drink Premises should incorporate an opportunity for the exhibition of educational signage, artwork or artefacts on a/some of the vertical walls. G11: Development should acknowledge the history of the site through materiality; through the use of natural and industrial materials that are suitable in the coastal context.

7.3. HERITAGE

LEGEND

GUNDITJ LORNE GARDEN*

FOOD & DRINK PREMISES BUILDING ENVELOPE

CULTURAL HERITAGE HARM MINIMISATION AREA

HISTORIC LORNE PIER APPROXIMATE FOOTPRINT

HISTORIC TRAM TRACK

HISTORIC TRAM CAR

OPPORTUNITY FOR HERITAGE WALK PATHWAYS

OPPORTUNITY FOR SIGNAGE, HISTORIC ARTEFACT &/OR ART

RETAINING WALL (MIDDEN PROTECTION WALL)

RE-PURPOSED FOUNDATION SLAB

CENTRAL "ELEMENT/NODE"

INDICATIVE INTERCONNECTED PATHWAYS* SUBJECT TO EMAC CO-DESIGN PROCESS

* Funding for this element is not included within Point Grey Redevelopment Project funding scope and is subject to a separate funding agreement.

CENTRAL "ELEMENT/NODE":

The UDF proposes a central "element / node" at the lower open space level. This feature is intended to be a future design focal point that reflects both Eastern Maar and Lorne communities. Its exact form will be determined during the detailed design and is left open to creative interpretation. This "element / node" is intended to ensure the lower open space is not an empty, underutilised area, but instead a meaningful, activated public space with a strong sense of identity. It will help organise the space into sub-precincts/zones, enhancing comfort, supporting community gatherings, and providing cultural and social value. Potential expressions of this "element / node" may include, but are not limited to:

- Feature artistic paving patterns or inlays that reflect local stories or natural forms
- Sculptures or installations representing the fishing traditions
- Interpretive artworks created in collaboration with Eastern Maar storytellers and local historians
- Landscape features, such as native planting beds or earth mounds, referencing local ecology and the community's deep connection to the local environment
- Water sensitive urban design features that evoke local waterways and the coastal context
- Seating integrated into sculptural or landscape forms that respond to sun, wind, and views
- Interactive digital art or interpretive signage reflecting local history
- Tactile or sensory elements designed for inclusive engagement by all community members.

This element or node will serve not only as a visual anchor but also as a cultural and social heart of the lower open space is an inclusive, community-driven place that fosters connection, storytelling, and identity.



Figure 37 - Point Grey UDF - Heritage Plan: Prepared by HH

7.4. VEHICLE / BOAT TRAILER MOVEMENT

THEME	OBJECTIVES	REQUIREMENTS	GUIDELINES
T1: Boat Trailer Access & Movement T2: Vehicular Access T3: Parking	O1: To provide a safe and efficient network of internal roads and accessways connecting the Great Ocean Road, car and boat trailer parking areas, the pier and the Lorne boat ramp. O2: To provide safe and convenient parking areas for vehicles and boat trailers. O3: Provide clear, delineated movement pathways for all forms of transport to improve pedestrian safety.	R1: Design the areas adjoining the boat ramp to protect the pedestrian experience and function of the public open space. R2: Provide clear and dedicated pedestrian connections between parking areas and public facilities/ open space. R3: Car parking areas must be located to minimise their impact upon the pedestrian experience and maximise the area for public recreation and open space. R4: Boat trailer access, parking and turning areas must be provided in appropriate locations. R5: Authorised vehicle access to the Lorne Pier must be provided, to support the functioning of the site as the Port of Lorne, for emergency services and maintenance services. R6: Access points to the Great Ocean Roads to be designed to prioritise safe access for vehicles and pedestrians	G1: Directional signage should clearly identify the designated areas for boat trailers and boat-only parking. G2: The southern access intersection to the Great Ocean Road to be upgraded to the satisfaction of Head, Transport for Victoria. G3: Pedestrian pathways or paving treatments should be provided to prioritise pedestrian movement within the site. G4: Primary vehicle accessways and turn around areas should be formalised. G5: If feasible, coach access into the precinct should be restricted. G6: Bollards, barrier kerbing or other elements that achieve a similar performance outcome should be utilised to delineate between vehicle accessways and pedestrian only pathways. G7. Formal car and boat trailer parking areas should be located to minimise their impact on the coastal environment and the pedestrian experience of Point Grey. G8: Part of the Lower Open Space should be maintained as an interchangeable / flexible zone to allow for occasional overflow carparking (subject to traffic management/control) and as a programmable event space. G9: Provide vehicular infrastructure to meet technical and safety standards whilst avoiding unnecessary suburbanisation where possible, to retain the existing character of Point Grey. G10: Any changes to the vehicle and pedestrain access to the Great Ocean Road is to the satisfaction of the Head, Transport for Victoria.

7.4. VEHICLE / BOAT TRAILER MOVEMENT

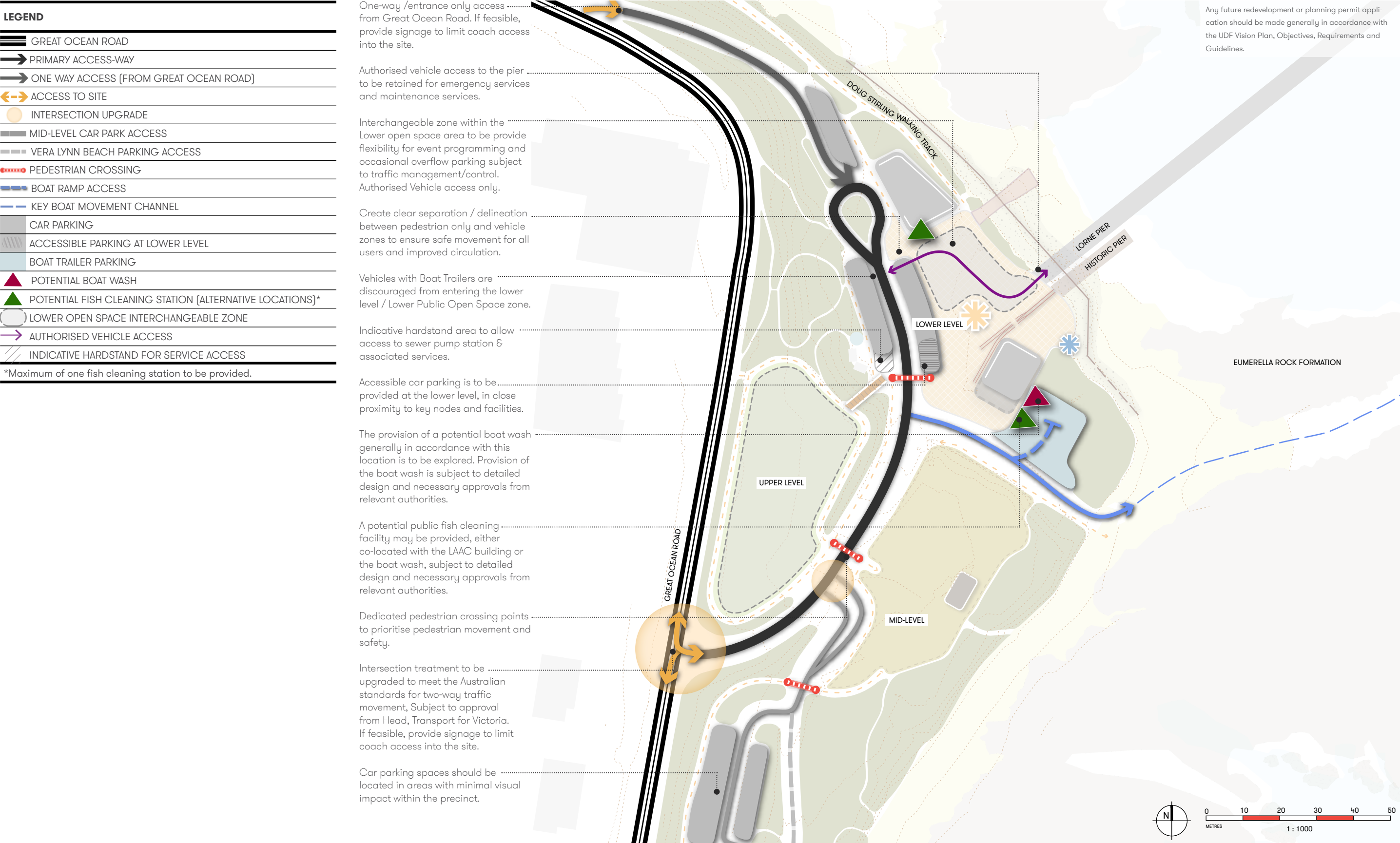


Figure 38 - Point Grey UDF - Vehicle / Boat Movement Network Plan: Prepared by HH

7.5. PEDESTRIAN MOVEMENT

THEME	OBJECTIVES	REQUIREMENTS	GUIDELINES
T1: Pedestrian Access & Movement T2: Way-finding	O1: To provide a safe legible network of pedestrian paths and facilities. O2: To facilitate safe pedestrian movements throughout the precinct. O3: To facilitate the use of active transport to and within the site.	R1: Walking tracks and paths must connect public facilities, car parking, the public open space and the Lorne Pier. R2: Bicycle facilities must be provided in Point Grey. R3: The entryway to the Lorne Pier must have universal accessibility.	G1: Directional signage should be provided along high- traffic areas and intersections points, subject to approval from Head, Transport for Victoria. G2: Pedestrian paths should accommodate varying levels of ability and mobility through appropriate surface treatments and provide step-free access to buildings and amenities where possible. G3: Pedestrian pathways should be provided from the car park area to the Lorne Pier and other public open space destinations. G4: Pedestrian and shared user pathways within the site should connect the Doug Stirling Trail to the Tramway Track via the Lorne Pier. G5: The development of the site should provide universal access to the Lorne Pier, LAAC building and food and drinks premises. G6: Pedestrian crossings must clearly communicate pedestrian priority within the movement network. This can be achieved through appropriate design treatments such as material changes, raised crossings, signage, and other context appropriate treatments. Crossings must achieve visibility and accessibility, while avoiding excessive or unnecessary elements. Pedestrian crossings of Great Ocean Road, subject to approval from Head, Transport for Victoria G7: Bicycle parking infrastructure should be provided at the lower level of Point Grey.

7.5. PEDESTRIAN MOVEMENT

LEGEND

PEDESTRIAN NETWORK*

PEDESTRIAN CROSSING

PEDESTRIAN PIER ACCESS

PEDESTRIAN BEACH ACCESS

PIER TO PUB ROUTE

UPPER/LOWER STAIRCASE

PEDESTRIAN & BOAT / VEHICLE CONFLICT ZONE

LOOKOUT PLATFORM / INFRASTRUCTURE

PIER TO PUB RAMP UPGRADE**

GUNDITJ LORNE GARDEN

HARM MINIMISATION AREA

INDICATIVE INTERCONNECTED PATHWAYS
SUBJECT TO EMAC CO-DESIGN PROCESS

* Formalised pedestrian crossings and access across Great Ocean Road is subject to approval from Head, Transport for Victoria.

* **Funding for this element is not included within Point Grey Redevelopment Project funding scope and is subject to a separate funding agreement.

Pedestrian pathways to integrate with surrounding walking tracks, connecting key features and catering to desire lines.

Where feasible, pedestrian paths should be upgraded to allow ramps and walkways to allow accessible paths of travel.

Future proposed pedestrian pathways within the Gunditj Lorne Garden will be interconnected to entry/egress-ways to the site.

In pedestrian and boat / vehicle conflict zones, separation of roadways and pedestrian paths must be clearly delineated through methods such as materiality, physical barriers, pavement treatment, signage, and/or kerbing. Subject to approval from Head, Transport for Victoria.

Formalising pedestrian access across the Great Ocean Road is subject to approval from Head, Transport for Victoria.

Any future redevelopment or planning permit application should be made generally in accordance with the UDF Vision Plan, Objectives, Requirements and Guidelines.

Figure 39 - Point Grey UDF - Pedestrian Movement Plan: Prepared by HH

IMPLEMENTATION OF THE UDF

URBAN DESIGN FRAMEWORK 42

7.6. PUBLIC REALM

THEME	OBJECTIVES	REQUIREMENTS	GUIDELINES
T1: Public Open Space T2: Public Amenities T3: Key Views T4: Landscape T5: Pedestrian Activity	O1: To enhance and maximise the public open space value of Point Grey. O2: To support the growing tourism and visitor economy. O3: To maintain and frame key views, vistas and sight-lines to and from the coast. O4: To protect and enhance natural features of the Precinct. O5: To encourage pedestrian activity, improving amenity within the Precinct.	R1: The development must deliver public realm infrastructure and accessibility improvements. R2: The development must provide a new food and drink offering and new/ improved recreational facilities. R3: Ensure development does not cause the isolation of public areas and facilitates passive surveillance of public areas. R4: Landscaping must complement the natural features of the precinct and enhance amenity. R5: Buildings must allow for passive surveillance of pedestrian paths and public open space. R6: Incorporate Water Sensitive Urban Design into landscaping. R7: Built form must adopt an appropriate scale and roof profile in response to its location, to minimise impacts upon viewlines.	G1: The development of the site should allow for an area of public open space provided with active frontages from built form and with direct connection to the Lorne Pier and walking trails. G2: Pedestrian only spaces should be delineated from boat trailer parking and car parking areas, using features such as physical barriers, landscaping, materiality and/or other visual cues. G3: Minimise standalone infrastructure, where practicable. G4: Infrastructure such as seating, shelters, lighting, waste collection, bicycle parking and drinking fountains should be located along main pedestrian routes. G5: Development should enable equitable access, where feasible. G6: If feasible and subject to bushfire considerations, landscaping should be undertaken in accordance with the Indigenous Planting Guide for Urban Coastal Areas within the Surf Coast Shire, Surf Coast Shire, 2003 (as amended/ replaced). G7: Buildings should provide active frontages toward public open space and along key pedestrian interfaces, incorporating windows and entrances. G8: Species selection for planting within the Gunditj Lorne Garden should be chosen through a co-design process with EMAC. G9: The development of the site should provide new public open space areas with strong connections to the uses of the precinct. G10: Landscape areas should be provided with appropriate drainage to protect the structural integrity of public facilities and open space. G11: The Lower Public Open Space should be designed as an adaptable area that can function as an interchangeable space, allowing for occasional overflow car parking, and to support community uses such as markets, stalls, food trucks, etc.

7.6. PUBLIC REALM

LEGEND

LAAC BUILDING ENVELOPE

OPPORTUNITY FOR LAAC EXTERNAL SEATING

FOOD & DRINK PREMISES BUILDING ENVELOPE

OPPORTUNITY FOR FOOD AND DRINK PREMISES EXTERNAL SEATING

PUBLIC TOILETS

LOWER PUBLIC OPEN SPACE

CENTRAL "ELEMENT/NODE"

ACTIVE FRONTAGE

GUNDITJ LORNE GARDEN

RE-PURPOSED FOUNDATION SLAB

UPPER/LOWER STAIRCASE

LOOKOUT PLATFORM / INFRASTRUCTURE

REVITALISED UPPER OPEN SPACE

KEY VIEWS

ACCESSIBLE PARKING AT LOWER LEVEL

POTENTIAL BOAT WASH

POTENTIAL FISH CLEANING STATION (ALTERNATIVE LOCATIONS)*

LOW LANDSCAPE BUFFER

EXISTING PICNIC FACILITIES

*Maximum of one fish cleaning station to be provided.



Figure 40 - Point Grey UDF - Public Realm Plan: Prepared by HH



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