



FREQUENTLY ASKED QUESTIONS

Point Grey Draft Urban Design Framework

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Project Overview

The Point Grey Redevelopment will deliver a unique experience for the Victorian community, local residents, and visitors alike, supporting both the regional economy and the Lorne and Surf Coast Shire community.

The redevelopment will provide new and improved facilities, including;

- A new Lorne Aquatic and Angling Club
- Improved connectivity between the water's edge and public spaces with upgraded walking paths
- Recognition of cultural heritage
- Space for casual hospitality offerings, including options for coffee, takeaway and al fresco seating.

The project has a total budget of \$12.59 million, funded by:

- \$10.14 million through the **Geelong City Deal**
- \$2 million from GORCAPA
- \$450,000 from the Lorne Aquatic and Angling Club

This project is part of the \$676.15 million Geelong City Deal – a collaborative partnership between the Australian Government, Victorian Government, local government, GORCAPA, and key partners – aimed at transforming Geelong and the Great Ocean Road region.





FREQUENTLY ASKED QUESTIONS

Why is the precinct being redeveloped?

The Point Grey Redevelopment will support the growing tourism and visitor economy by delivering public realm infrastructure and accessibility improvements, a new commercial offering and new recreational offerings at Point Grey, Lorne.

What is the Draft Urban Design Framework (UDF)?

The Draft Urban Design Framework (UDF) is a planning document that sets out the vision for the Point Grey precinct. It provides design guidelines and requirements for built form, open space, access, heritage, and more. It is not an architectural plan and does not include final building designs.

The UDF will be used by authorities and stakeholders involved in the planning permit process for the site's future development. It is designed to provide the determining authority(ies) with confidence in the long-term outcomes for the precinct. Any future redevelopment or planning permit application should be consistent with the UDF.

Who is involved in preparing the Draft UDF?

The Draft UDF was prepared by Human Habitats in collaboration with the following stakeholders:

- Great Ocean Road Coast and Parks Authority (GORCAPA)
- Eastern Maar Aboriginal Corporation (EMAC)
- Department of Jobs, Skills, Industry and Regions (DJSIR)
- Department of Transport and Planning (DTP)
- Department of Energy, Environment and Climate Action (DEECA)
- Surf Coast Shire Council (SCS)

What are the key elements proposed in the Draft UDF?

Key features of the proposed redevelopment, as outlined in the Draft Urban Design Framework (UDF), include:

- A designated location and floor area for a new Lorne Aquatic and Angling Club (LAAC) building.
- A separate location and floor area for a new food and drink premises.
- A new location for public toilets, relocated to respect Aboriginal cultural heritage values.
- Improved pedestrian safety, vehicle circulation, and accessible parking.
- A future, co-designed Indigenous Educational Garden, developed in partnership with the Eastern Maar Aboriginal Corporation.
- Universally accessible public open space.
- Opportunities for both passive and active maritime recreation.

How will the Draft UDF be finalised?

Following community engagement for the Draft UDF, all feedback received will be thoroughly reviewed and considered. Key themes and suggestions from the community will be documented and assessed against technical requirements, legislative constraints, and project objectives. Where appropriate, the Draft UDF will be revised to incorporate community feedback. Once the updated version is endorsed by the GORCAPA Board, the UDF will be finalised.



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What will happen after the UDF is finalised?

Following the finalisation of the UDF, the project will move into the statutory planning phase. During this phase, architects will work with statutory planning consultants, Eastern Maar, and the Authority to develop site plans and building designs.

Traffic engineers will prepare traffic management plans, landscape architects will design landscape plans, and other specialists will contribute proposals relevant to their areas of expertise. These combined proposals will then be prepared into consent applications and submitted to the relevant authorities for approval.

When will we see building designs?

We will be engaging with the community to hear their thoughts on building design concepts. This will occur during the statutory planning phase, over the coming months. Building designs developed during the statutory planning phase will then be included in the documentation for the Planning Permit and Marine and Coastal Act consent application. Once the application is submitted, the Victorian Minister for Planning will publicly advertise the documents, including proposed building designs, and invite public submissions.

Will the redevelopment retain heritage elements of the site?

Yes. A heritage salvage and interpretation approach will be applied. Although the existing co-op building cannot be preserved, key materials and design elements will be reused or referenced in the future buildings and public spaces.

Does this Draft UDF take into consideration past work and community submissions?

Yes, it does. All previous submissions and community engagements have been considered in shaping the Draft UDF. While past community input remains important, the Draft UDF also needs to reflect recent changes in policy and funding priorities.

Significant legislative changes and policy shifts have occurred since earlier concepts were developed, including planning scheme amendment VC171, September 2021, that amended the Victoria Planning Provisions to strengthen coastal hazard planning and implement the Marine and Coastal Policy 2020. The Victoria's Resilient Coast Guidelines, requiring coastal adaptation planning to build hazard resilience into coastal development were introduced in 2023.

The project has also been guided by the Geelong City Deal objectives, which prioritises improving public spaces, enhancing accessibility, and promoting environmental sustainability.

Why is the previously co-designed concept not being used?

The design was intended for a destination restaurant, which is no longer permitted on coastal Crown Land due to the introduction of the Marine and Coastal Policy and subsequent amendments to the planning scheme. This issue was previously highlighted in the grounds for refusal in the earlier VCAT determination. Food and beverage premises can only be justified if required to support the overarching maritime recreation use of the site.



FREQUENTLY ASKED QUESTIONS

Access, Parking and Movement

How many car parks are proposed?

The exact number of car parks will be determined during the statutory planning phase. Parking should comply with Clause 52.06 of the Surf Coast Planning Scheme and relevant Australian Standards.

For the Draft UDF, car parking has been maximised where feasible, balancing site constraints with the objectives of the Public Park and Recreation Zone and Crown Land reserve status. Formal parking is provided along the lower-level accessway and at the mid-level near the future Educational Garden. The upper level will continue to serve as overflow parking.

Will there be dedicated bus parking?

Due to site constraints, coach-sized buses will not be able to access the precinct. The precinct will include minibus parking at the lower level, as required by legislation to accommodate emergency service vehicle access.

What changes are proposed to site access and circulation?

The existing one-way road to the north of the site will lead to a new roundabout to improve overall traffic flow, emergency vehicle access, and pedestrian safety.

The internal road network is designed for low-speed traffic that safely separates vehicles from pedestrian areas, with clearly defined parking areas and shared zones that prioritise pedestrians and recreational users, enhancing the overall visitor experience.

Why do we need a roundabout at Point Grey?

The proposed traffic layout has been designed by our traffic engineering consultants to meet regulatory requirements and Australian Standards. A roundabout will allow for safe and efficient traffic management, helping to regulate vehicle speeds and provide a safer public realm for pedestrians and site users. The roundabout is essential for emergency vehicle access, ensuring that emergency vehicles can easily enter, turn around, and exit the precinct when needed.



FREQUENTLY ASKED QUESTIONS

Public Use and Amenities

Will there be a fish cleaning station or boat wash?

A fish cleaning station is under consideration, but a boat wash is not included due to environmental and practical constraints. These constraints include:

- **Location constraints:** The area adjoining the LAAC clubhouse would require substantial land area to establish safe traffic circulation for trailers and vehicles, which would compromise other essential precinct features and public space.
- **Coastal vulnerability:** The alternative location near the beach access ramp is subject to erosion and is not proposed for long-term protection from coastal hazards, making it unsuitable for significant infrastructure investment.
- **Regulatory requirements:** A compliant boat wash facility would need to incorporate a water capture and treatment system with a triple interceptor to meet current EPA standards.

How much public open space is proposed in the UDF?

Maximising equitable public access to Victoria's Coastal Crown land is a requirement of the Marine and Coastal Policy. All land within the site, other than that covered by an exclusive use leasehold, will be publicly accessible.

Creating enhanced pedestrian access, viewing areas, and stronger connections with the coastline is a key priority of the Geelong City Deal funding for this project. These improvements directly align with the Geelong City Deal's objectives to revitalise public infrastructure and improve community amenity.

What can we expect for the new casual hospitality offering in front of the pier? Will there be a restaurant?

The UDF includes space for a food and drinks premises, which is intended to support the site's primary focus on maritime recreation. This premises must be located within a defined building envelope, carefully designed to manage its size and position. This ensures that any future development aligns with relevant policies and meets our legislative requirements.

Current planning and marine coastal policy stipulate that a destination restaurant is no longer suitable for limited coastal Crown land. This was confirmed through VCAT determination P1182/2020, which concluded that "The restaurant is not dependent on the coastal location and Point Grey does not require a Restaurant, nor is this use naturally aligned with the purposes of the Public Park and Recreation Zone (PPRZ)."

Is this site still a working port?

The site contains the registered, local Port of Lorne. The Draft UDF acknowledges the local Port of Lorne's functional and historical significance. While it is no longer classified as a working commercial port, the Draft UDF recognises its maritime heritage and supports continued recreational boating and fishing activities. The redevelopment will honour this important historical connection while adapting the space to meet contemporary community needs.



FREQUENTLY ASKED QUESTIONS

Heritage Interpretation and Community History

How will the site's history be represented?

The site's rich history will be celebrated through integrated heritage interpretation throughout the precinct and architectural elements. This will include interpretive signage, displays, and the incorporation of salvaged building materials into future development, where feasible. The project team has identified opportunities to showcase the recently discovered original co-op blueprints, along with stories and artifacts that highlight the precinct's significant fishing, timber, and community heritage.

GORCAPA is encouraging community members to contribute their personal stories and historical connections to Point Grey through the GORCAPA Have Your Say page, which will help inform and enrich the heritage interpretation in the final design. This approach ensures the site's historical importance remains visible and accessible to all site users.

Is there a dedicated space for local historical groups?

While there is no dedicated internal floor area provided for local historical groups, heritage interpretation will be integrated throughout the precinct through design elements, interpretive displays, and storytelling features.

Community Involvement

How can the community provide feedback?

Community members can provide feedback on the Draft UDF through multiple channels:

- Completing the online survey available on the GORCAPA Have Your Say page
- Attending local drop-in information sessions where project team members will be available to discuss the Draft UDF and record feedback
- Submitting stories and historical connections to Point Grey for consideration in heritage interpretation.

All feedback received during the engagement period will be considered in finalising the UDF.

What aspects of the project can the community influence?

Community feedback is particularly valuable for shaping several key aspects of the project, including:

- Heritage interpretation approaches and storytelling opportunities
- The character and feel of public spaces
- Preferred materials and finishes that reflect local identity
- Historical information and stories to be incorporated



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Certain elements of the project are fixed due to legislative requirements, budget constraints, conditions outlined in the Cultural Heritage Management Plan (CHMP), planning provisions, and marine and coastal policy. These fixed parameters include building locations in relation to erosion zones, specific CHMP obligations, traffic management, car parking numbers, and the overall project scope as defined by the Geelong City Deal funding agreements.

When will works commence following the vacating of the Co-Op Building?

Early works are scheduled to commence as soon as possible after 31 May. The initial phase of works will include asbestos removal and site preparation activities to ensure the area is safe for future construction.

Following these preliminary works, the main construction program will be implemented in accordance with the project timeline, pending completion of detailed designs and receipt of all necessary approvals. We are committed to maintaining clear communication with the community regarding construction timelines as the project progresses.

Will the public have access to the pier and walking tracks throughout the life of the Redevelopment Project?

At this stage, we can't guarantee continuous access during construction. We know how important the pier and walking tracks are to the community, but access will depend on safety requirements and how construction is planned and managed. These details will be worked through in the next planning phase.

That said, we're committed to minimising disruptions wherever possible and will keep the community informed about any temporary changes to access as the project moves forward.

GET IN TOUCH

If you have further questions about the project, please visit the [Have Your Say](#) webpage.

For additional questions or to request accessible formats, contact the project team at: info@GreatOceanRoadAuthority.vic.gov.au.