



**SINCOCK**  
P L A N N I N G

Buildings and works associated with a surf life saving club

at

100 Great Ocean Road

Anglesea (Anglesea Surf Life Saving Club)

Application for Planning Permit

2<sup>nd</sup> June 2017

# 1. Introduction

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Sincock Planning has been engaged by the Anglesea Surf Life Saving Club to prepare a planning report for buildings and works associated with the redevelopment of the life saving club at 100 Great Ocean Road, Anglesea. This application is lodged following a community consultation program and preparation of revised development plans following the consultation process.

The lodgement of the application follows a number of pre-application meetings and telephone discussions held between the Anglesea SLSC, Surf Coast Shire and the Department of Environment Land Water & Planning.

The subject site is located within the Public Park & Recreation Zone, and is not affected by any overlay controls. A permit is required for buildings and works in the zone and for the removal of vegetation adjacent to the building pursuant to Clause 52.17.

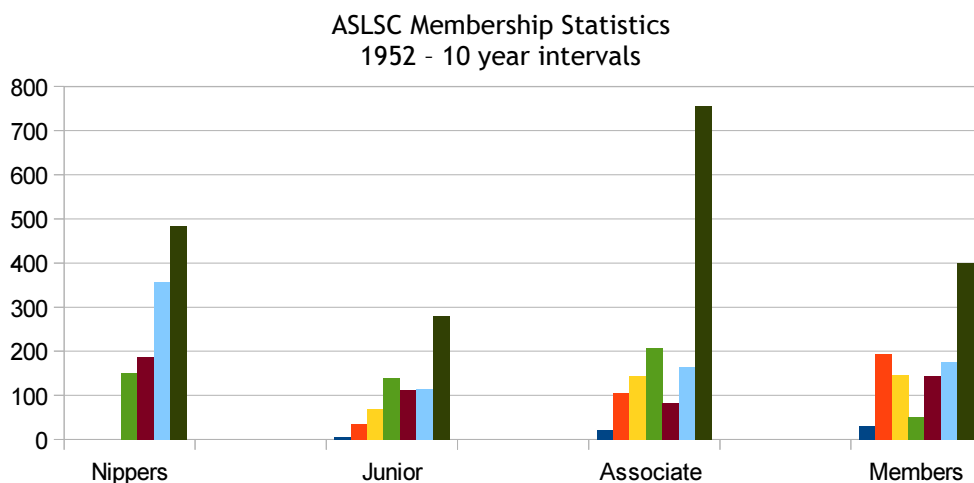
The application is lodged with Coastal Management Act Consent obtained on 17<sup>th</sup> February 2017.

## 2. Preamble & ASLSC History

The Anglesea Surf Lifesaving Club (ASLSC) was formed on the 2<sup>nd</sup> January 1952. The first 'tin shed' clubhouse was positioned in the sand dunes in the middle of the surf beach. Severe storms in 1956 destroyed a boat shed built on the beach, and showed the clubhouse to be in a very unsafe position. After application to the Foreshore Committee the ASLSC was granted permission to erect a clubhouse at the western end of the beach where it still resides. The new clubhouse was commenced in 1961 and built by club members under supervision. New areas were added throughout its history. The most recent and major addition was the Ray Marsh Room to the south of the old or lower clubhouse in 1993.

During the early part of this century a number of temporary works were completed to keep the lower clubhouse in working order. These works consisted of cement rendering to slow the concrete and steel canker that was apparent in the structure. A decision was made around 2009 that the ASLSC had to replace the 1960's clubhouse. One impediment to this was that the original lease for the building had expired and it was on a one year rolling lease under the Surf Life Saving Act. It was a concern of members that this situation was untenable insofar that this lease did not give adequate tenure for the foreseeable future. The ASLSC had worked for many years through Life Saving Victoria (LSV) to get a new lease, in protracted negotiations. Several years ago Peter Williams (the then President) and his committee undertook to obtain a 17D Lease and this was obtained just prior to Christmas 2013.

When the lower clubhouse was built there were 332 members (females could not be members). Female members were permitted to join the movement in 1980. One of the fastest growing membership categories was the 'Nippers' (7-13 yo) which started in 1968. Below is a table of the growth in membership through the years:



It can be seen from this chart that:

1. Nipper numbers have grown significantly. Numbers are now limited to 500 that the ASLSC can put on the beach each morning because of OH&S considerations and limits to supervisors. It is almost impossible to envisage greater numbers of Nippers with our current building, and some leave to go to other clubs when their children cannot be enrolled at Anglesea.
2. The very large jump in Associate Members is due to the insistence from the ASLSC that parents become members as a result of our risk management protocols in respect to working with children requirements. Because of our membership cost is low it is very easy for the whole family to become members. The club is now slowly getting the parents involved through training to have greater skills and become active club members.

3. The Member Category are those who are patrolling members with patrolling qualifications. The ASLSC is pleased that these numbers have increased through greater retention rates. Anglesea now patrols both on the Surf Beach as well as at Point Roadknight. We expect that calls will be made for us to have a permanent or roving patrols from Point Roadknight to Urquart Bluff in the future.
4. The ASLSC believes with the relative static Anglesea resident numbers that membership growth will not increase at the rate seen during the first decade of this century, nor does the club have any plans to increase its membership. However we hope the community will increase its use of our facilities.

The ASLSC has become a leader in innovation in the LSV. As one of the biggest clubs in Victoria the ASLSC instigated a new command structure in the mid-1990's to alleviate the pressure on the Club Captain in running the club. This has been supported with recent changes to the management structure in having Vice Presidents to support the President.

The development of YIP's (Youth Involvement Program) encouraged the 15-18 yo's to undertake a task leading to gold, silver or bronze awards. This kept that age group involved until they became adult members. This program has been rolled out throughout Australia by Surf Life Saving Australia.

During the early years of this century a real problem arose due to the club having too few members qualified as IRB drivers (inflatable rescue craft or Inshore Rescue Boats). The club supported a competition section for IRB competition and large numbers joined the program and we became the Champion Club. This frenetic activity (and noise) has somewhat subsided but Anglesea now has a constant stream of qualified IRB drivers and crew.

One of the most significant membership growth areas over the past 20 year has been in the Junior Activities (Nipper) area. This is from age 6 to 13 and this growth is state wide. In this period the Nipper membership at ASLSC has grown from around 200 to its current level of around 550. In 2012 ASLSC decided to cap its Nipper membership at around this current level on the basis of risk management and the inability of the infrastructure to cope with greater numbers. As a result some members moved to Fairhaven who, in turn, have had to cap their numbers.

Requirements around running the Nipper program have changed substantially over recent years such that today ASLSC requires at least one parent to be a club member and to be present while the Nipper program is taking place. With children and their parent(s) present this can mean up to 1100 members around the clubhouse and on the beach at any one time. Presently ASLSC has no way of accommodating these numbers within its facilities in order to keep people out of the weather during instruction periods; at best it can accommodate around 150 at any one time.

The Nipper program is an integral part of ASLSC's community involvement. Statistics tell us that only a small percentage of those that undertake nippers go on to be long term club members. This is strongly influenced by the fact that Anglesea is a "holiday" club with many of the nipper members only at Anglesea for a few weeks over summer and possibly not returning in future years. Irrespective of this ASLSC maintains that the Nipper program is of great importance as it provides the participants with a solid understanding of water safety.

Expanding its community involvement, ASLSC in 2011 commenced its Starfish Nipper program for children with special needs. This was the first time a lifesaving club had run a program for special needs children as an integral part of its overall nipper program. This program has been widely acknowledged for its innovative approach and a number of other clubs around Australia are starting similar programs. This program has started to be implemented overseas.

LSV is a strong training organisation as part of the Emergency Services organisation. ASLSC has a strong history of training and has each year has by far achieved the greatest number of awards for any surf club in Victoria. During the summer months we now have to have three tents erected on the lawn to cater for the increased training undertaken. The benefit of this training is obvious for the greater community. Several years ago we commenced a three year Bronze Medal program for busy parents of children in our Nipper program.

The key aspect of this redevelopment is that the facility should be seen as a community asset of benefit to Anglesea and the wider Surfcoast community. The greater Anglesea area also has unique assets that present themselves as an educational hub that the greater Anglesea Community may like to develop.

This constant innovation and strong leadership and training led to Anglesea SLSC being recognised as the Best Surf Life Saving Club in Australia in 2010. This is a rare achievement for a Victorian Club.

In conclusion:

- No one could envisage the growth in the ASLSC from 57 members in 1952, or even the 332 in 1962 to our current number.
- Putting 500 Nippers on the beach each summer means increased storage areas are needed for signs and water craft. The number of Nippers may increase as demand increases for this service.
- Our current first aid facility has been 'tacked' onto the corner of the only training room. As beach numbers increase so will the use of a proper and modern First Aid Room with good ambulance access.
- No one could foresee the room needed to store the number of IRB's the current preferred option of rescues. We may well be required to have an ORB (Offshore Rescue Boat) in the future a much larger craft than an IRB. Other future rescue craft maybe jet ski's, some other clubs have already adopted them. The current IRB storage is cramped and inadequate.
- OH&S issues now mean we cannot talk or lecture, young children or adults in the sun, we need greater indoor facilities.
- The new facility will have modern public toilets meeting a long held wish of GOORC and the SCS.

### 3. Proposal

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The application proposes alterations and additions to the Anglesea Surf Life Saving Club at 100 Great Ocean Road, Anglesea.

The northern building is proposed to be demolished and replaced with a new three level building that provides enhanced facilities for the Anglesea SLSC and the Anglesea community in general. The new building will be only 3.6m higher than the existing two level building and will be no higher than the remaining southern building.

At the lower ground level, the new building will contain equipment storage, male and female changing facilities, public toilet facilities, patrol vehicle garaging, store, a training/office/club shop building and paving. Landscaping to the north of the building will be cut back and/or removed as detailed on page 2 of the Beacon Ecological Report. Shade sails and paving / terracing is proposed to the north of the public toilets and deck/wash down area. Internal stairs from the storage area at the western end of the lower ground floor lead up the ground floor.

A new stair to the existing landing will be constructed to the south of the training/office/shop building and a lift will also provide alternate access between levels.

At the ground floor level will be the rescue equipment storage area and office including storage for the IRB's and the fuel store. The eastern end of the building will include a designated first aid room, lobby and lifesaving instruction / training room and office that can be divided into two areas as required. A reception/admin and managers office is also located at this level.

External works include terracing, bicycle rails, a wash down area and an ambulance zone. Decking to the south and east of the new building will link with a bridge that provides for linkages between the existing and proposed buildings.

The proposed first floor will contain two separate lifesaving instruction / training room areas that will be fitted so that they can be broken down into smaller areas as required. These areas will double as members general purpose areas and community use facilities with decking to the north and east. Access is provided via a lift and stairwell. The northern wall of the existing building is to be demolished and the kitchen and toilet facilities in this location enlarged to provide for improved facilities including greater storage areas.

The roofline of the proposed building will match the existing roofline of the southern building that is being retained. The new structure has a section of flat roof to the west, however a skillion roof is proposed over the training/meeting room 3.

The new design maintains glazing to the north and east, and uses different finishes at each level. The lower level has a limestone cladding the ground level has a bleached concrete finish, and the first floor has zinc cladding.

## 4. Existing site conditions

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The subject site is located on the south east side of the Great Ocean Road at Anglesea, opposite the intersection with Harvey and Murray Streets. The existing Anglesea SLSC facility comprises two double storey buildings and a patrol tower sited at the top of the cliffs. The buildings are setback approximately 35m from the cliff face, with the exception of the patrol tower that is sited much closer to the cliff edge.

The building comprises two L-shaped buildings attached with a deck area. The lower ground floor area comprises change rooms and storage associated with nipper and patrol activities. Vehicle access is obtained to the area immediately adjacent to the patrol store. The level immediately above also contains storage for surf ski's and boards, along with a training room, offices, a kitchen and the club shop.

The building to the south comprises a training room, dormitory's and toilet facilities. The first floor of this building comprises general purpose meeting room, committee room, kitchen, food servery and toilet facilities. A ramp entry provides direct access to this area from the gravel carpark to the west. Vehicle access is obtained below the ramp to the southern side of the building, along the western side and then to the roadway toward both the beach and the Great Ocean Road.

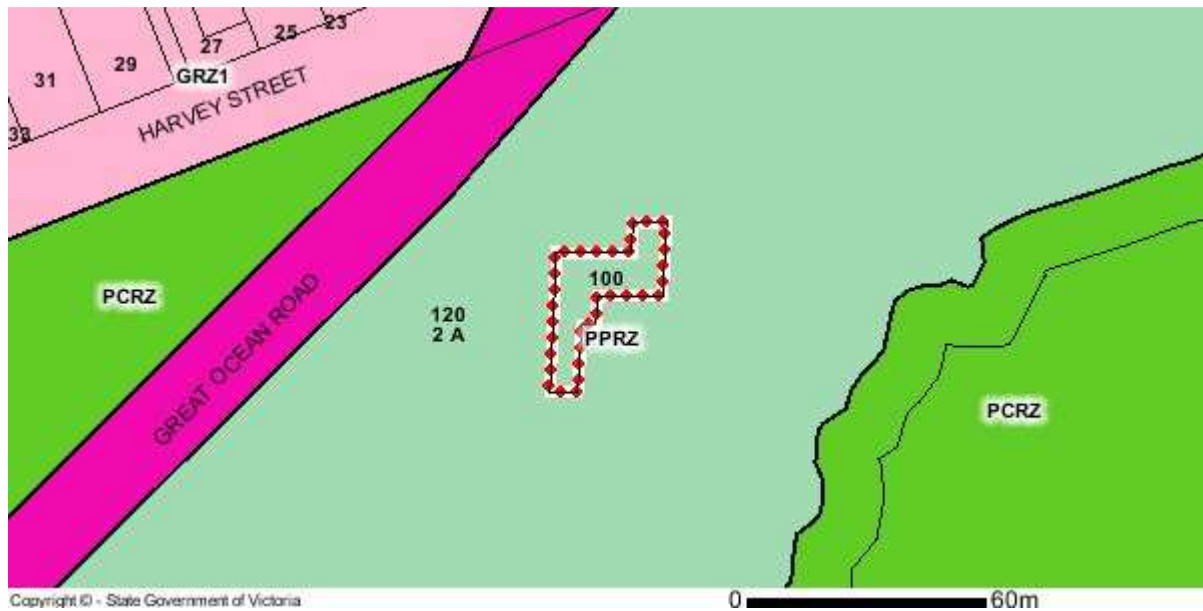
The northern L shaped building at the ASLSC was constructed by volunteer labour in 1961, and has been extensively modified since that time. The original building, now over 50 years old, does not meet current building regulations in a number of aspects and due to close proximity to the sea suffers from severe weathering and corrosion. It has thus reached the end of its life cycle and needs to be replaced.

The site is approximately 300m from the cafes and shops at the Four Kings Precinct (to the north east) and a similar distance to the Anglesea lookout to the west. The Great Ocean Road is a single lane in either direction and the road rises to the west of the site.

The closest dwellings are located in Harvey Street, Murray Street and the Great Ocean Road. The topography of the area allows most of the dwellings in Harvey Street to obtain views of the ocean and views over the Anglesea SLSC toward the cliffs to the north east.

## 5. Zoning Provisions

The property is within the Public Park & Recreation Zone as shown on the map below.



The purpose of the zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- 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.

A permit is required for buildings and works pursuant to Clause 32.06-2.

Clause 32.06-3 states that:

An application for a permit by a person other than the relevant public land manager must be accompanied by the written consent of the public land manager, indicating that the public land manager consents generally or conditionally either:

- To the application for permit being made.
- To the application for permit being made and to the proposed use or development.

A letter of consent is included within the supporting documents.

Clause 32.06-5 states that:

Before deciding on an application to use or subdivide land, construct a building or construct or carry out works, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The comments of any public land manager or other relevant land manager having responsibility for the care or management of the land or adjacent land.
- Whether the development is appropriately located and designed, including in accordance with any relevant use, design or siting guidelines.



## 6. State & Local Planning Policy Framework

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There are a number of policies that require consideration which are listed below.

### 6.1 12.01-1 - Protection of habitat

The objective is:

- To assist the protection and conservation of biodiversity, including native vegetation retention and provision of habitats for native plants and animals and control pest plants and animals.

A relevant strategy is:

- Ensure that the siting of new buildings and works minimizes the removal or fragmentation of native vegetation.

### 6.2 12.01-2 Native vegetation management

The objective is:

- To achieve a net gain in the extent and quality of native vegetation.

Relevant strategies include:

- Apply the three step process as set out by Victoria's Native Vegetation Management - a Framework for Action.

### 6.3 12.02-1 Protection of coastal areas

The objective is:

- To recognize and enhance the value of the coastal areas to the community and ensure sustainable use of natural coastal resources.

Relevant strategies include:

- Coordinated land use and planning with the requirements of the Coastal Management Act 1995 to:
  - Provide clear direction for the future sustainable use of the coast, including the marine environment, for recreation, conservation, tourism, commerce and similar uses in appropriate areas.
  - Protect and maintain areas of environmental significance.
  - Identify suitable areas and opportunities for improved facilities.

#### 6.4 12.02-2 Appropriate development of coastal areas

The objective is

- To ensure development conserves, protects and seeks to enhance coastal biodiversity and ecological values.

Relevant strategies include:

- Ensure development is sensitively sited and designed and respects the character of coastal settlements.
- Encourage revegetation of cleared land abutting coastal reserves.
- Maintain the natural drainage patterns, water quality and biodiversity within and adjacent to coastal estuaries, wetlands and waterways.
- Avoid disturbance of coastal acid sulfate soils.
- Protect cultural heritage places, including Aboriginal places, archaeological sites and historic shipwrecks.

#### 6.5 12.02-3 Coastal crown land

The objective is

- To achieve development that provides an environmental, social and economic balance.

Relevant strategies include:

- Ensure that use and development on or adjacent to coastal foreshore Crown land:
  - Maintains safe, equitable public access and improves public benefit whilst protecting local environmental and social values.

#### 6.6 12.02-6 The Great Ocean Road Region

The objective is

- To manage the sustainable development of the Great Ocean Road region.

Relevant strategies include:

- Protect public land and parks and identified significant landscapes.
- Ensure development responds to the identified landscape character of the area.
- Manage the impact of development on catchments and coastal areas.
- Manage the impact of development on the environmental and cultural values of the area.

## 6.7 13.01-1 Coastal inundation and erosion

The objective is

- To plan for and manage the potential coastal impacts of climate change.

Relevant strategies include:

- In planning for possible sea level rise, an increase of 0.2 metres over current 1 in 100 year flood levels by 2040 may be used for new development in close proximity to existing development (urban infill).
- Plan for possible sea level rise of 0.8 metres by 2100, and allow for the combined effects of tides, storm surges, coastal processes and local conditions such as topography and geology when assessing risks and coastal impacts associated with climate change.
- Consider the risks associated with climate change in planning and management decision making processes.
- For new greenfield development outside of town boundaries, plan for not less than 0.8 metre sea level rise by 2100.
- Ensure that land subject to coastal hazards are identified and appropriately managed to ensure that future development is not at risk.
- Ensure that development or protective works seeking to respond to coastal hazard risks avoids detrimental impacts on coastal processes.
- Avoid development in identified coastal hazard areas susceptible to inundation (both river and coastal), erosion, landslip/landslide, acid sulfate soils, bushfire and geotechnical risk.

## 6.8 15.01-1 Urban design

The objective is

- To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

Relevant strategies include:

- Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.
- Ensure sensitive landscape areas such as the bays and coastlines are protected and that new development does not detract from their natural quality.

## 6.9 15.01-5 Cultural identity and neighbourhood character

The objective is

- To recognize and protect cultural identity, neighbourhood character and sense of place.

Relevant strategies include:

- Ensure development responds and contributes to existing sense of place and cultural identity.
- Ensure development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.
- Ensure development responds to its context and reinforces special characteristics of local environment and place by emphasising:
  - The underlying natural landscape character.
  - The heritage values and built form that reflect community identity.
  - The values, needs and aspirations of the community

## 6.10 15.03-2 Aboriginal cultural heritage

The objective is

- To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Relevant strategies include:

- Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.
- Provide for the protection and conservation of pre- and post-contact Aboriginal cultural heritage places.
- Ensure that permit approvals align with recommendations of a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006.

## 6.11 21.02-1 Settlement, built environment, heritage and housing key issues and influences

- Growth of the coastal towns from Anglesea through to Lorne is limited by physical constraints, including the Great Otway National Park and the desire to retain the natural scenic coastal landscape settings between these urban settlements.
- Outdoor entertainment and recreation opportunities are an important aspect of both the desirability and liveability of the Surf Coast region.

## 6.12 21.02-4 Neighbourhood character

The objective is

- To protect the individual coastal township character values of low urban density, recessive built form, vegetated coastal landscapes and ecological values of the natural environment from inappropriate urban development.

Relevant strategies include:

- Ensure residential development densities are compatible to the protection of the indigenous vegetation and the historic neighbourhood character of the Surf Coast settlements.
- Encourage a coastal style of urban form within all coastal towns and coastal localities in all developments.
- Recognise the key role vegetation plays in defining township character and in softening urban development.

## 6.13 21.03-1 Environmental management key issues and influences

- The loss and fragmentation of indigenous vegetation and decline in native vegetation and loss of biodiversity.
- Land and water degradation, including dune and cliff erosion, dryland salinity, soil depletion and waterlogging.

## 6.14 21.03-2 Environmental assets

The objective is

- To protect and enhance the Shire's diverse natural resources in an ecologically sustainable manner for present and future generations.

Relevant strategies include:

- Ensure that development on and near the coast is compatible with and enhances the environmental values, visual character and amenity of the coastal environment.
- Support a limited range of sustainable and socially equitable, coastal dependent, recreational and tourism activities that complement and promote the coast's natural and cultural values.

## 6.15 21.11 Anglesea Strategy

### Key issues and influences

- Large parts of Anglesea and surrounding significant natural landscape is visible from the Great Ocean Road and public viewing points.
- Recognising the importance of significant native vegetation to Anglesea's character and the following key neighbourhood character attributes:
  - The dominance of the indigenous vegetation over the built environment
  - Low profile buildings contained within the tree canopy, with small footprints and screened by vegetation.
  - A sense of openness between properties due to the absence of solid fencing , the use of post and wire fences or no fences at all. -
  - The use of vegetation to achieve a sense of privacy.
  - Gravel roads, and roads with an informal appearance, complemented by vegetation in the roadside.
- Tourism is a vital component of the local economy and Anglesea is well placed to capitalise on the growing popularity of nature and adventure based tourism due to its natural setting and camp facilities, which affords opportunities to lengthen the tourism visitation period.

## 6.16 21.11-3 Environment

### The objective is

- To protect and enhance the unique environmental, cultural and landscape values of Anglesea and adjoining land.

### A relevant strategy include:

- Encourage a reasonable sharing of views of scenic landscape features from private land.

## 7. Particular provisions

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### 7.1 52.06 Car parking

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

52.06-2 states that before:

- a new use commences; or
- the floor area or site area of an existing use is increased; or
- an existing use is increased by the measure specified in Column C of Table 1 in Clause

52.06-5 for that use, the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority in one or more of the following ways:

- on the land; or
- in accordance with a permit issued under Clause 52.06-3; or
- in accordance with a financial contribution requirement specified in a schedule to the Parking Overlay

Car parking for a Surf Life Saving Club is not identified at Table 1 to Clause 52.06-5. Car parking is currently provided in car parking areas to the north and west of the clubhouse, both of which have a gravel finish. These car parks are generally underutilized throughout the majority of the year, and over the summer peak period, are used to capacity.

The redevelopment of the Anglesea SLSC won't however increase patronage to the site during the peak periods, and therefore will not increase or alter the manner in which the existing car parking is utilised. Further to this, there is no capacity to provide increased car parking on the site, within parts of the property that are managed and maintained by the Anglesea SLSC.

We acknowledge that the new building will accommodate larger numbers of people, the activity being conducted on the premises however is not proposed to change as a result of the development. The SLSC provide a service that is conducted partially from within the existing building, and due to the constraints of the building, is partially conducted from the grassed area in front of the building, along with normal patrol activities and training that occur on the beach. The total number of people involved in the SLSC will not increase as a result of the redevelopment, however the new building will enable the club to function in a more efficient manner with dedicated spaces available to activities, and enabling more activities to be held within the building rather than from the grass in front of the building, and the temporary tents that are erected over Summer to provide shade to nippers. The redevelopment of the building will accommodate the needs of the club at present and into the future, hopefully alleviating the need to accommodate so many activities outside the building.

The fact that this beach is a patrolled beach naturally encourages greater numbers of swimmers to this beach than to other beaches that are not patrolled in the area. Regardless of the nature of the building or state of redevelopment, the beach will continue to accommodate large numbers of people who wish to swim in the safety of the flags on a patrolled beach, and these people will continue to park on the surrounding streets, at the river mouth and at the SLSC in order to access the beach, whilst locals will continue to walk in order to save themselves the hassle and time spent trying to obtain parking.

Many members of the SLSC park at the river mouth and walk along the beach to access the SLSC, whilst many of the juniors are dropped off and collected later on after their activities have ended. We do not expect the redevelopment to result in additional need for parking, as we believe the need for parking is driven by the nature of the patrolled beach and the desire for people to swim in safe patrolled locations.

We would be more than happy to discuss the way in which the SLSC can assist in the management of the current car parking situation, however we do not believe that the parking demand is a result of the activities held within the SLSC, but related more broadly to the functions of a patrolled beach.

There are no new uses proposed via this application, and therefore no increase in patronage that would be expected. As such a detailed assessment of Clause 52.06 is not only impractical, but unnecessary as the existing car parking will continue to be used throughout the year.



## 8. Discussion

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The following discussion addresses the provisions of the Surf Coast Planning Scheme and matters relevant to the Coastal Management Act Consent in totality to avoid a repetitive response that would result from discussion of individual parts of the planning scheme. The zone require that the comments of the public land manager will be sought, and whilst consent is attached to the application being lodged, any comments and requirements of the Public Land Manager will be obtained by DELWP in the assessment of the application.

The planning scheme, via Clause 12.02-2, 12.02-3 & 12.02-6 directs any development to have regard to the Victorian Coastal Strategy, The Coastal Spaces Landscape Assessment Study, The Great Ocean Road Landscape Assessment Study and the Great Ocean Road Region - A Land Use and Transport Strategy, all of which reference character and design matters, however the primary document that provides design and siting guidelines for coastal development proposals is the Design and Siting Guidelines for Structures on the Victorian Coast 1998 document. This document is referenced by the Victorian Coastal Strategy "Criteria for use and development on Coastal Crown land' as follows:

*Use and development on coastal Crown land should meet the following criteria, where relevant:*

- *exhibits excellence in siting and design, complements or integrates with the coastal landscape and setting, maintains important public views, vistas and sightlines and is set back from the coast as far as practicable in line with vulnerability assessments (please see the "Siting and Design Guidelines for Structures on the Victorian Coast" and the "Good Design and the Coast" brochure, both available at [www.vcc.vic.gov.au](http://www.vcc.vic.gov.au)).*

An assessment of the proposed development having regard to the Design and Siting Guidelines for Structures on the Victorian Coast and the Good Design and the Coast guidelines is provided below.

The Design and Siting Guidelines are intended to assist the preparation of appropriate design responses and assessment of developments within coastal areas. The guidelines state that the challenge is to ensure that development which occurs on the coast complements the surrounding landscape and results in excellence in design and improved facilities and environment.

The Good Design and the Coast brochure identifies principles and values for good design and summarises some of the issues and challenges facing development on the coast. These guidelines highlight that poorly designed private developments are encroaching on the publicly owned foreshore and negatively impacting the coastal environment by restricting views and public access, overshadowing public spaces and diminishing the beauty of coastal places. Environmental issues such as habitat fragmentation, weed and pest animal invasion and climate change also impact the coastal environment. These matters are also addressed by Clauses 12 & 13.

The amended proposal for the redevelopment of the Anglesea Surf Life Saving Club is limited in its footprint by the crown land lease that only extends across the current building footprint, with minor projections which have been identified through this design process and which are being corrected in the new lease. The effect being that there is very little vegetation within the lease area, and only two patches of modified vegetation that is proposed to be removed to accommodate the development. A report by Beacon Ecological has assessed the proposal and confirms that the proposed works are highly unlikely to significantly identify any threatened flora or fauna species given the modified nature of the study area and small area of disturbance. The report does however recommend that an informal offset of landscaping using locally indigenous plants should be implemented and this would be consistent with the design guidelines referred to above, and to Clauses 12, 13 and 21.03, with the development appropriate responding without resulting in the loss or fragmentation of any indigenous vegetation. Maintaining the general footprint of the existing Anglesea SLSC in the redevelopment is also consistent with Clause 12.02-2, providing for a simple means of conserving, protecting and enhancing biodiversity and ecological values.

The guiding principles of the Design and Siting Guidelines seek to ensure sustainable development occurs to enable future generations to enjoy the coastline and protect the long term public asset. It follows that the guidelines will ensure the protection of the coastal landscape and Aboriginal sites, recognizing however that public access to coastal crown land will be maintained and community use of foreshore land and buildings will be managed to ensure the greatest public benefit. The concept of maintaining safe, equitable public access and improved public facilities is also a theme of Clause 12.02-3.

The redevelopment of the Anglesea SLSC should therefore demonstrate the public benefit to the community. We believe this is demonstrated in part via the ongoing provision of a safe patrolled beach, and further through the improvement to the facilities for the club members and for community groups who utilise the facility throughout the year. Regular users of the building have included:

- Anglesea Mothers Group
- Probus Group of Anglesea
- Surf Coast Shire
- Vic Police Youth Group
- Water Police
- GoRideAWave
- Sweethearts of Swing
- Numerous public and private school groups from all over Victoria

Irregular users have also included:

- DSE
- Parks Vic
- GORCC
- Bendigo Bank
- Alcoa
- Life Saving Clubs from throughout the state
- Fitness Groups
- Sports Clubs

A complete list of users is attached to this submission.

The redevelopment provides for greatly improved facilities given the tired and rundown nature of the existing building, and allows the surf lifesaving club to undertake their public role to their best ability, with a facility that provides for their storage and increased space for educational activities and first aid, public toilet facilities for beach users, provides improved office facilities and enables other groups to use a building that has flexible spaces.

The building will include public toilet facilities at the lower level and we understand that GORCC wish to retain the existing public facilities to the east of the building. This advice is reflected in their letter dated 17<sup>th</sup> October 2016 whereby they have provided consent for the application to be lodged.

The Victorian Coastal Strategy, the Design and Siting Guidelines and the Good Design and the Coast guidelines all recognize that lifesaving clubs are an appropriate development form on the coast in appropriate locations. The subject site has been used for the purpose of a lifesaving facility for in excess of 60 years, and has provided a community service in patrolling the beach during this period. Whilst the clubhouse is in need of renovation, the relocation of the clubhouse is not an option. The redevelopment therefore needs to ensure it supports the good design principles of the relevant documents. This application follows a community consultation process whereby the community were engaged and the original objections reviewed, resulting in a redesign by the architect which results in a narrower first floor internal area and larger open deck area.

Clause 12.02-1 recognises the value of coastal areas and the need to co-ordinate development with Coastal Management Act Consent. The application is now lodged with Coastal Management Act Consent dated 17<sup>th</sup> February 2017.

Section 3.3 of the Design and Siting Guidelines suggests that buildings should be concentrated at particular locations, and the redevelopment of the clubhouse at this site achieves such outcomes. The redevelopment provides for the incorporation of public access to toilet and shower facilities within the building envelope. This outcome is also consistent with the strategies at Clause 12.02-1 that seek to identify opportunities for improved facilities and the provision of public facilities in the building. DDA compliant toilet facilities are also provided in the upper level of the redevelopment, with access obtained via the southern car park.

The redevelopment of the Anglesea SLSC does not alter any existing walking or vehicle access arrangements, and does not alter any beach access. Whilst traffic conflicts have been identified around the equipment store/public walkway intersection, this is difficult to resolve given there is only a single access arrangement to the beach. We note that equipment is generally moved to/from the beach outside the busiest periods and all care is taken to ensure safety to beach users and the club members when equipment is being moved.

The building does however provide for improved storage including patrol vehicle and boat garaging which was previously not provided within the building. The incorporation of vehicle parking in the building will free up parking in the car parks surrounding the building. Whilst this will not substantially alter the parking situation in the peak summer months, it is a worthy improvement.

The building proposed is within the general footprint of the existing structure, with only minor extensions to the north over the two modified parking areas. The setback from the cliffs is not reduced and only the north west corner of the building is to be developed with a slightly reduced setback to the Great Ocean Road. The reduced setback however doesn't result in any impact on views from the Great Ocean Road immediately adjacent to the site, and doesn't reduce the quality of views over the clubhouse from viewing points further to the west of the site as demonstrated in the photomontage documents attached to the application.

Retention of the setbacks from the cliff provides for greater life expectancy of the building, with coastal processes not likely to impact the structure as discussed in the CHVA by Peter Riedel of Coastal Engineering Solutions Pty Ltd. The report identifies mitigation measures to be implemented, including the following:

- Redirection of the storm water down the roadway to the beach;
- Monitoring of the seawalls and transition to the cliffs and the beach so remedial works can be planned in a timely manner.

Redirection of the storm water is a matter that the Anglesea Coastal Action Plan also identified, and preliminary discussions with the Surf Coast Shire Engineers and the Anglesea SLSC have occurred, and it has been identified that the legal point of discharge will be the roadway to the beach. This upgrade will occur as part of the redevelopment.

The CHVA also provides a response to the climate change policies at Clause 13.01 and 21.03. The report demonstrates that coastal impacts of climate changes are understood in this location, and that the proposed development would not itself be affected by coastal changes / impacts. This report confirms the view of the Anglesea SLSC, that the siting of the building is appropriate and will provide for long term community benefit even with the possible outcomes of climate change.

A report prepared by A.S. Miner Geotechnical Pty Ltd also accompanies the application and responds to issues of cliff stability, coastal erosion, bearing capacity of the foundation soils (due to imposed loads), and specifically considers the risks associated with the existing lookout as requested by DEPI. This report addresses the requirements of Clause 13.01-1 and recommends that drainage enhancements are required as permit conditions to address the control of surface runoff, treatment of stormwater in the vicinity of the lookout tower and overall site drainage management. The ASLSC support and adopt these recommendations.

The report also addresses specific risk mitigation measures to enable the tower to remain in its current position, including (as a minimum):

- Quarterly inspections of the cliffs below the tower by a qualified geotechnical engineer plus additional inspections based on observations of any signs of local instability by ASLSC staff and/or members of the public.
- Initiation of regular photo point monitoring of the lookout tower and cliffs from both above and below.
- Enhancement of local drainage provisions around the footing slab of the lookout tower.

It is noted that, following discussions with GORCC, new fencing has been installed at Anglesea SLSC's expense to improve public safety, and discourage access to the cliffs, in particular around the patrol tower and between the grassed area and shrubbery in the vicinity of steep drops.

Retention of the lookout tower was considered to be important for the ASLSC, although based on Anglesea Beach, the ASLSC provides services well beyond the immediate area with rescues being undertaken as far west as Urquart Bluff. ASLSC provides volunteer patrols on the Anglesea Beach on weekends and public holidays from the end of November until Easter Monday. Subject to availability it can also respond to incidents throughout the year.

From Christmas to early February Lifeguard services are provided at the Anglesea and Pt Roadknight beaches on weekdays and at Pt Roadknight on weekends. The patrol tower is used to provide a viewing platform over the total area between the main beach and Pt Roadknight. This is important in providing the ability to identify potential incidents as early as possible as it is difficult, if not impossible, to see incidents well away from the beach from either Anglesea or Pt Roadknight beach.

The ASLSC adopt the monitoring recommendations set out in the AS Miner Geotechnical report, in particular agreeing to:

- Quarterly inspections of the cliffs below the tower and at the end of the bluestone seawall by suitably instructed ASLC staff plus additional inspections by a suitably qualified geotechnical engineer after any observations of significant change or instability by ASLC staff and / or members of the public.
- Initiation of regular photo point monitoring of the lookout tower and cliffs from both above and below.
- Quarterly preliminary structural inspections and observations of the bluestone walls and the lookout tower footing with condition reporting by suitably instructed ASLC staff.

The ASLSC are also aware of potential hazards through the construction phase, and when permission is granted, will develop a construction management plan (CMP) that addresses the recommendations of the AS Miner Report and the CHVA by Peter Reidell. This will involve ensuring all construction zones, parking areas, storage etc is located away from the cliffs and any potential hazard areas, with fencing used to define the working zone.

Vehicular traffic implications are discussed at Section 3.1.8 of the Design and Siting Guidelines, stating that development should not place undue strains on vehicular traffic in the locality. We note that although the facility is increasing in size, the extension to the facility will not create additional vehicle movements to/from the site, nor create a need for additional car parking on site. The new building does not alter the manner in which life saving occurs from the property, nor does it attract greater numbers of visitors to the beach.

The redevelopment supports improved facilities for the club including storage, training areas, offices and amenities. None of these activities will attract greater vehicle numbers, and it is recognized that the existing car parking is outside the lease area, and any increase in car parking at the property would require large scale removal of native vegetation which is at odds with the design guidelines, Victorian Coastal Strategy and state and local policy of the Surf Coast Planning Scheme.

Efficient access arrangements result from the redevelopment, with equipment brought into the building from the beach roadway to the lower ground level. A large storage area for vehicles and equipment is provided in this location.

Preliminary discussions have also been held with the VicRoads Regional Office by club members to determine whether there is an opportunity to improve vehicle access/egress from the ASLSC as part of the redevelopment plan. VicRoads have previously indicated in a letter dated 20 July 2016 that they will require ASLSC to provide a pedestrian refuge and improved lighting at the Harvey St, Murray St, GOR intersection as part of the redevelopment. ASLSC have since met with VicRoads and agreed to a funding strategy for these works and encouraged VicRoads to undertake the installation at their earliest opportunity.

All of the design and siting guidelines require consideration to be given to construction materials and maintenance implications for structures on the coast. The location of the facility at the top of the cliffs means that materials have been chosen to ensure the long life of the structure and ease of maintenance. Different finishes are proposed at each of the three levels of the building, with zinc cladding used at the upper level along with substantial glazing across all three elevations.

At the middle (ground entry) level, bleached concrete walls are proposed, and at the lower level is a limestone wall finish. The colours and materials chosen reflect the coastal location and will enhance the building.

The proposed materials will provide for an ease of maintenance and the earthy tones of the materials will ensure the building, whilst more visible than the existing structure, will not dominate the coastal landscape and roofing materials and colours provide for consistency across the entire Anglesea SLSC. The chosen materials are durable and will therefore reduce ongoing maintenance costs for the club.

The design of the building incorporates huge expanses of glazing that will provide for natural light throughout all of the new training and meeting rooms. Openings have been limited on the western façade, and this will improve the energy efficiency of the design. Sustainable design features also include:

- Rainwater retention for use for wash down and toilets;
- Double glazing and sun shading and deep roof overhangs;
- Section J compliance for Electrical, Mechanical and insulation in the building design;
- Minimal window openings in the building to the West;
- Natural ventilation and opening windows where possible;
- Easy and accessible access to stairs to encourage minimal use of the lift;
- Lighting controlled by sensors to turn off when rooms and areas are not in use;
- Low maintenance materials used where possible;
- Solar hot water with gas boosting;
- Provision for bicycle storage and after journey facilities;
- Public water bottle refilling facilities; and
- Member equipment and water craft storage to encourage members to walk or ride to the club to reduce car use.

Finally, in relation to the Design and Siting Guidelines, issues of building form, line and visual impact are sought to be addressed. This is also a key issues at Clause 21.11 Anglesea Strategy, and importantly at Clause 12.02-2 and 12.02-6. The Anglesea SLSC have obtained architectural expertise from a qualified and well experienced architect with substantial coastal experience and this has resulted in a sensitively designed and scaled building that will have minimal visual impact from the Great Ocean Road and from neighbouring properties. Whilst an additional level is proposed to the new building, the overall height and scale is not substantially different to that which already exists for the southern building. The maximum height of the building is no greater than that of the existing building that is being retained, and the footprint is similar to the existing structure also, although the upper level has been reduced so that there is a larger external deck and reduced internal areas. The outcome being that the development needs of the Anglesea SLSC have been balanced with the need to protect views from public and private land, whilst the character of buildings being set into the landscape is also maintained.

It is necessary to consider the needs and requirements of the ASLSC when considering the appropriateness of the size and scale of the building, as the building must function appropriately if the club is to adequately undertake its duties. We submit that the size of the proposed redevelopment remains consistent with the ongoing use of the site, and provides appropriate spaces to enable the efficient functioning of the club. This matter is discussed in more detail in the business case that also accompanies the application.

The building to be replaced was constructed in 1961 and has had a number of additions and changes made over the years. The building is in generally poor condition with signs of concrete cancer and generally fails to meet contemporary standards. More importantly it totally fails to satisfy member and community expectations for a service that is part of Victoria's Emergency Management structure. When constructed in 1961 the club had less than 200 members, in 2014 there are over 2000 members of which approximately 350 re Active members and 600 are Junior Activity (Nipper) members. Further the level of training and development required to establish and maintain member qualifications has increased significantly over this period.

ASLSC provides in excess of 5500 person hours of patrol on Anglesea beach each season and has a range of necessary equipment to support this. This equipment is housed in conditions that are totally inadequate by today's standards. This in turn can lead to inefficiencies in the storage and maintenance of this equipment and hence added costs.

The existing building has one small general purpose meeting room that is incapable of satisfying demand and is not air-conditioned so is often unbearably hot. For the past 5 years the club has hired three 6m x 6m tents to use as training classrooms over the summer period which in turn limits the useable external ground space.

A significant factor in the proposed redevelopment is occupational health and safety. Community expectations in general, and Surf Life Saving Australia specifically, now require much greater consideration of OH&S issues than existed 50 years ago. The proposed redevelopment reflects this by providing adequate space for activities such as training and development and Nippers to take place in properly ventilated and air-conditioned spaces if the prevailing environmental conditions dictate.

The building has been designed to accommodate the needs of the club as they currently exist along with expected/forecast growth such that these works will provide sufficient space for the needs of the club for many years. We note that the additional floor area also incorporates the public toilets, thereby increasing necessary floor space.

The existing Anglesea SLSC building (that is being demolished) is one level lower than the section of the building that is to be retained. The effect therefore, is that this building has no real visibility from outside the site. As the section of the building that is being retained sits in the foreground, the visual impact of the proposed building is limited. The additional level of the Anglesea SLSC is necessary in order to upgrade and improve storage facilities, with a much greater level of storage, training, educational, meeting and office spaces required now than when the club was first built. The additional floor space proposed by the extra level of the building enables the works to be undertaken within the existing lease area, with minimal impact on the existing landscaping and provides for retention of the primary views over the clubhouse.

Whilst we firmly believe there is no loss of significant views as a result of the proposed development, we accept that the structure will be visible. Its visibility in the landscape is a necessary component of a SLSC, however the building will be not be visually intrusive and this is important and this is demonstrated through the provision of photomontages prepared by 3iD Architecture from the Great Ocean Road and also from the beach. A third location was also sought however vegetation growth has restricted any views of the proposed building and therefore this third view from the lookout was not prepared. The photographs from this location are however attached to the RFI response.

Having assessed the existing views from both public and private land, it is our view that there will not be any substantial loss of view resulting from the proposed extension to the Anglesea SLSC. Whilst we recognise that the building may be visible from a number of locations, at no time are primary views affected by the development, nor does the proposed extension dominate any views. In our view the amended development has been designed and managed from the outset to protect the significant landscape character setting in which the site is located. The proposal will enhance the facilities of the Anglesea SLSC and therefore the Anglesea community without negatively impacting public and private viewlines and panoramas.

The final matter addressed at Clause 12.02-2 and 12.02-6 is that of cultural heritage management. The subject site is a highly modified environment that is exempt from the need for a Cultural Heritage Management Plan due to the significant ground disturbance throughout the lease / building area that resulted when the original buildings were completed. Matthew Phelan from Regional Development Victoria, Office of Aboriginal Affairs Victoria, has confirmed by correspondence dated 7<sup>th</sup> November 2014 that a CHMP is not required. This follows a site inspection with Mr Aaron McGifford, Inspector & Senior Heritage Project Officer for the Barwon-Grampians Heritage Programs at Aboriginal Affairs Victoria on 19th July 2011 that the area has been modified by bulldozing activities and that no coastal dune material occurred on site.

DELWP have sought advice about the construction phase, and whilst a detailed Construction Management Plan hasn't yet been prepared, the club have taken on board the recommendation of A.S. Miner geotechnical Pty Ltd, who recommend that construction activities including placement of temporary buildings, storage of materials and non-essential vehicular traffic be restricted on the eastern side of the site in areas of potential fill, and have prepared an figure detailing the exclusion zone (see Figure 5 of A.S. Miner report).

We also note that the area adjacent to the Patrol Tower and the "upper carpark" are within the ASLSC license area, and the carpark adjacent to the Great Ocean Road is under the control of GORCC. During any redevelopment it is most likely that, with GORCC approval, this carpark would be used for siting construction offices and storage of patrol equipment during the summer months.

Although detailed operational plans for the redevelopment period are yet to be drawn up, it is likely that activities such as Nippers would be run from the river end of the beach so as to minimise traffic near the worksite. Discussions have also been had regarding possible staging of the works so that construction may be halted over the peak summer period to minimise potential conflicts.

As construction, and in particular demolition, can result in the discovery of unexpected materials, a hazardous materials audit has been prepared and this is attached to the application.

In summary, it is our view that the redesigned building is generally consistent with the Victorian Coastal Strategy 2008, the Siting and Design Guidelines for Structures on the Victorian Coast, and the Good Coastal Design and the Coast guidelines, and as such Coastal Management Act Consent could be issued.



## 9. Victorian Coastal Strategy 2014

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The Victorian Coastal Strategy 2014, was released in September 2014 and is a revised version of the 2008 document resulting from further consultation and the latest scientific evidence and social research. The Victorian coast is under pressure and five key issues have been identified as needing to be addressed to ensure the biodiversity is protected and other attributes enjoyed into the future. The key issues are:

- Managing population growth:
- Adapting to a changing climate:
- Managing coastal land and infrastructure:
- Valuing the natural environment:
- Integrating marine planning:

The 2014 document continue the Hierarchy of Principles of previous strategies to give effect to the directions in the Coastal Management Act 1995 and the SPPF. The policies and actions in the Strategy are grouped into sections that align with the Hierarchy of Principles, that are:

- Value and Protect:
- Plan & Act:
- Use & Enjoy.

The first principles of value & protect recognise the need to understand the values of the coastal and marine ecosystems, and their protection, and the use of best practice methods for conducting cost benefit analyses for coastal use and development ensuring that the economic benefits and costs are assessed objectively and transparently.

The proposed development has had regard to these principles, in particular identifying the value of the coastline in which the ASLSC is located, understanding the pressures placed by development on the coast and in particular in this location, and in response seeking to redevelop on effectively the same footprint to minimise impacts on the cliffs, minimise impact on vegetation (by removing only planted species), redirecting stormwater runoff from uncontrolled flow over the cliffs and by undertaking geotechnical assessments and subsequently agreeing to monitoring and inspections regimes to ensure the safety of existing infrastructure including the lookout tower and the members of the club who will use the tower, therefore providing greater certainty and consideration of risks in the medium to long term.

The value of the cliff face and coastal environment around the existing clubrooms, and minimizing any change to that environment, was a factor in the design of the facility and the desire to retain all works within the existing lease areas and the footprint of already disturbed land. The desire to remain in this location is via the absolute necessity to provide life-saving duties and services to the local community on a beach that is safe, accessible for the community and can be patrolled effectively to the benefit of the community.

The benefit to the retention of the facility in this location is clearly evident in the ability of the community to swim in a safe patrolled location, whilst the benefit to the coastal ecosystem results from the redirection of stormwater, the closer monitoring and assessment of geotechnical processes and potential impacts on the tower in particular, the co-location of the public toilet facilities into the building which will enable the old facilities to be removed and the area re-vegetated, all without increasing the extent of developed land and without any impact on cultural heritage via new work areas.

Climate change has been appropriately considered and addressed via the expertise of Peter Riedell and Tony Miner who's reports accompany the application. Recommendations of the reports have been adopted by the ASLSC and are considered to be acceptable.

It is not expected that there will be any impact on indigenous vegetation via the redevelopment, as only modified patches of vegetation will be removed as a result of the development. Similarly, due to the modified nature of the study area, there is limited habitat for fauna species and therefore the works are highly unlikely to significantly impact any threatened fauna species as identified by Beacon Ecological. The proposal seeks to minimise the loss of habitat and biodiversity in a manner encouraged by the 2014 Strategy.

The principles of Value and Protect also require Aboriginal and historic cultural heritage places to be identified, recorded and protected. The ASLSC sought to gain an understanding of any concerns or pressures resulting from the proposal very early in the process, with discussions occurring on site with Mr Aaron McGifford of Aboriginal Affairs Victoria in 2011. Subsequent written confirmation that a CHMP is not required was received in November 2014.

The second principle is that of Plan and Act. These principles require consideration to be given to coastal hazards and processes, and due regard has been given to these matters as discussed in the previous section. A Coastal Hazard Vulnerability Assessment was prepared and followed up by a Geotechnical Assessment to ensure the redevelopment would have no impact on cliff stability, coastal erosion and bearing capacity of the foundations of the building. These assessments ultimately support the proposed redevelopment, noting that monitoring and ongoing assessment of change and movement will need to be undertaken by the club regardless. The club accept these outcomes and have agreed to the monitoring recommendations. The desire to retain the lookout tower in particular, arrives from the community benefit that results from the towers retention, allowing the beach at Point Roadknight to be viewed from the tower providing greater capacity to forsee changes that may affect safety of swimmers and providing swifter assistance to anyone needing assistance in that location. If the monitoring program identifies unacceptable risk and change to the tower environment the matter will be reviewed by the ASLSC immediately and removed or relocated as necessary.

The public benefit to the proposal is clearly substantial, enabling the Anglesea SLSC to better manage and protect the public from a building that can accommodate the needs of a club that has grown and changed with legislative requirements and active memberships and far outgrown the original building of 1961. This issue is discussed in the previous section also.

The final principles are Use and Enjoy. These principles seeks to ensure that coastal crown land is not used unless there is significant community benefit and their functionality depends on them being near the water, planning is managed across regional and local land administration boundaries and new buildings and infrastructure exhibit excellence in siting and design, integrating with the landscape and setting while also avoiding environmental impacts.

The proposal has had regard to these principles, and is clearly one of the very few uses that can quite simply justify the need to located on coastal crown land to provide the service that they do. The facility has been redesigned and will be redeveloped to cater for the its change in membership, the storage requirements of the club, reconsideration of spaces and facilities to meet OH & S requirements, and the replacement of a building that has now in poor condition and is unable to meet current standards and accommodate the training and development needs of its members.

In order to accommodate all of these requirements, the building has, by necessity grown, however following the community consultation process, the architect has modified the design including internal arrangements to address the concerns of building scale and bulk.

The result is a single level extension to the northern buildings overall height which in turn means that the facility is now visible from locations that were perhaps less visible, or not visible at all. The growth of the building vertically was necessary to accommodate the needs of the club for the medium-long term without extending the building footprint (due to lease arrangements) in an easterly or southerly direction toward the cliffs, and given the constraints of the existing car parking to the west and roadway/walkway to the beach to the immediate north. The loss of car parking, given the existing strain of parking over the summer period, was clearly inappropriate, and therefore the only real option to provide the floor areas and spaces necessary, was to develop an additional level to the northern building. This is a site responsive decision that may not be necessary in other locations but is a determining factor in this location.

The design and siting of the building has been previously discussed, having regard to the *Siting and Design guidelines for Structures on the Victorian Coast* is detailed in Section 8 of the report. In short, the building does exhibit excellence in design and maintains important views, vistas and sightlines.

Whilst the additional height of the new works will be visible from the Great Ocean Road, neighbouring / nearby privately owned dwellings and the beach, the visibility of the structure is not considered to be inappropriate having regard to the context, the constraints of the site and the benefit that results from the development via the enhanced functionality and efficiency of the service being provided.

The SLSC has always been visible from the beach, and in fact it is this beach that the club patrols, as such it is not considered to be inappropriate or unreasonable that a building of this nature would be visible from this location. While we understand that there may be a desire to ensure that no change results from some parts of the community, it is our submission that there has to be some level of change accepted if the Anglesea SLSC are to provide the service they do into the future from this location.

The design of the building has sought to minimise the extent of change and visibility from other locations to the north and west, where the extension will be partially obscured by the existing southern building and also by vegetation that exists around the building.

It is our view that the proposal achieves a reasonable compromise, providing for retention of the significant views to the coast from neighbouring properties and the Great ocean road, whilst limiting the change to the view from the beach where we submit is more acceptable and reasonable given it is this beach that the building is assisting to protect via its lifesaving occupancy. It is from this view that people would expect to see a structure such as a life-saving club.

The redevelopment provides for retention of public access to the beach, results in no loss of public access or space, provides for accessibility to the building at each level for people of limited mobility, incorporates the long term needs of the club (thereby providing a level of certainty to the community about the extent of change), considers climate change conditions and addresses these issues, ensures no loss of remnant vegetation and does not result in any loss of car parking.

The building will remain accessible for groups within the community to use outside of the primary lifesaving operational hours, and will provide for the construction of additional public toilet facilities for beach goers.

Given all of the above it is our submission that the redevelopment of the ASLSC is consistent with the Victorian Coastal Strategy 2014.

## 10. Business Case

LSV were first advised formally of ASLSC's intention to redevelop its facilities in January 2013.

A detailed business case has been developed and submitted to LSV and will be submitted to others as required in support of funding applications. However a key aspect of the club planning is to ultimately have a facility that is of benefit to the Anglesea and wider Surf Coast community all year round.

Anglesea also has a strong educational focus through the number of school groups who utilise existing facilities at the various camps as well as the existing surf club facilities. A redeveloped facility will provide the opportunity to expand on this via developing an Anglesea Educational Hub that can provide the focus for local training and development. Anglesea SLSC is currently finalising arrangements to provide commercial training in lifesaving related activities as a provider of Life Saving Victoria endorsed courses.

The plans have been reviewed by a quantity surveyor who has estimated the cost at approximately \$3.6 m. On this basis the club has set an initial target of between \$4.5 and \$5m. Funding sources include:

\$1,500,000	Life Saving Victoria Facility Development Fund (confirmed in 2016 Victorian State Budget)
\$ 800,000	Funds to be provided by Anglesea SLSC (actual)
\$1,200,000	Donations from key supporters (\$1m already pledged)
\$1,000,000	General fundraising
\$ 250,000	Value of in kind support

A detailed business report is attached separately to the written submission.

## 11. Conclusion

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It is submitted that the proposed building design has had regard to the protection and enhancement of the coastal character of Anglesea with a modern extension designed to achieve a high level of amenity for the users without impacting the existing amenity enjoyed by the neighbouring properties and users of the Great Ocean Road and the beach.

The extension does not result in any loss of significant views from adjoining properties and the change to the streetscape is reasonable with a modest increase in the overall height of the new structure.

The addition will greatly enhance the Anglesea SLSC to continue to patrol the Anglesea beaches, increase its' educational and training aspects, and continue to be an important (and pivotal) part of the Anglesea community.

Given all of the above we submit that the proposal is consistent with the Surf Coast Planning Scheme and the Victorian Coastal Strategy in particular, along with other reference documents contained within the planning scheme. As such we look forward to the grant of a town planning permit in due course.

**SINCOCK PLANNING**