

# **SHIPWRECK**

## **COAST STAGE 1**

### **DESIGN**

### **CLARIFICATIONS**

### **Part 2**

ALL INFORMATION IS PRELIMINARY  
NOT FOR CONSTRUCTION



## SADDLE LOOKOUT



Saddle Lookout - Aerial Views (see animation)



# SADDLE LOOKOUT

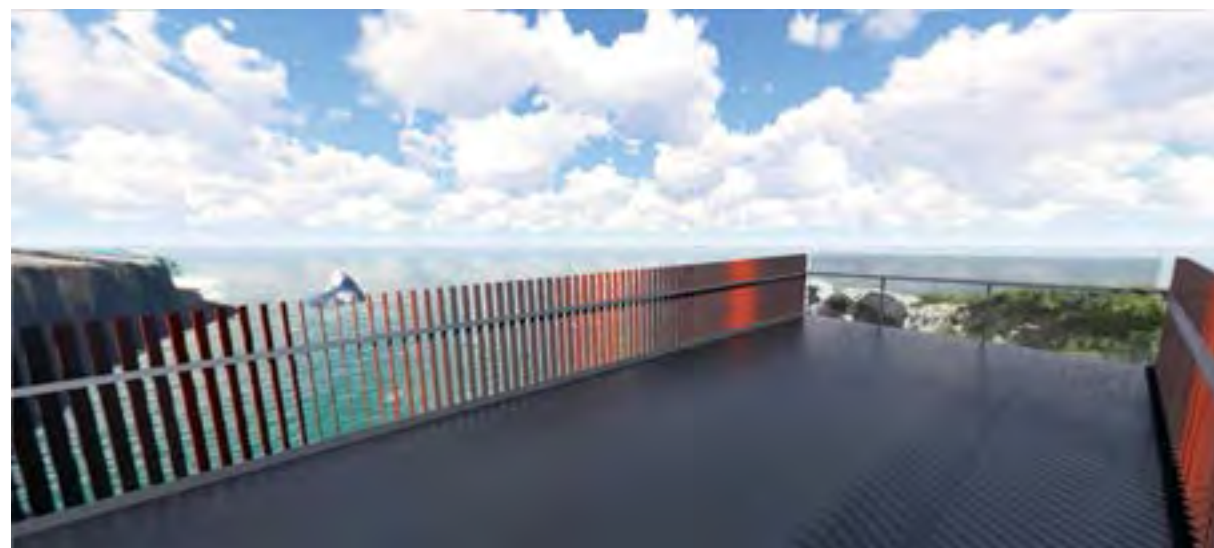
Click on images for Virtual Reality views



North Stick - West End Adult Eye Height (1650mm Above Deck)



North Stick - West End Wheelchair/Child Eye Height (1220mm Above Deck)



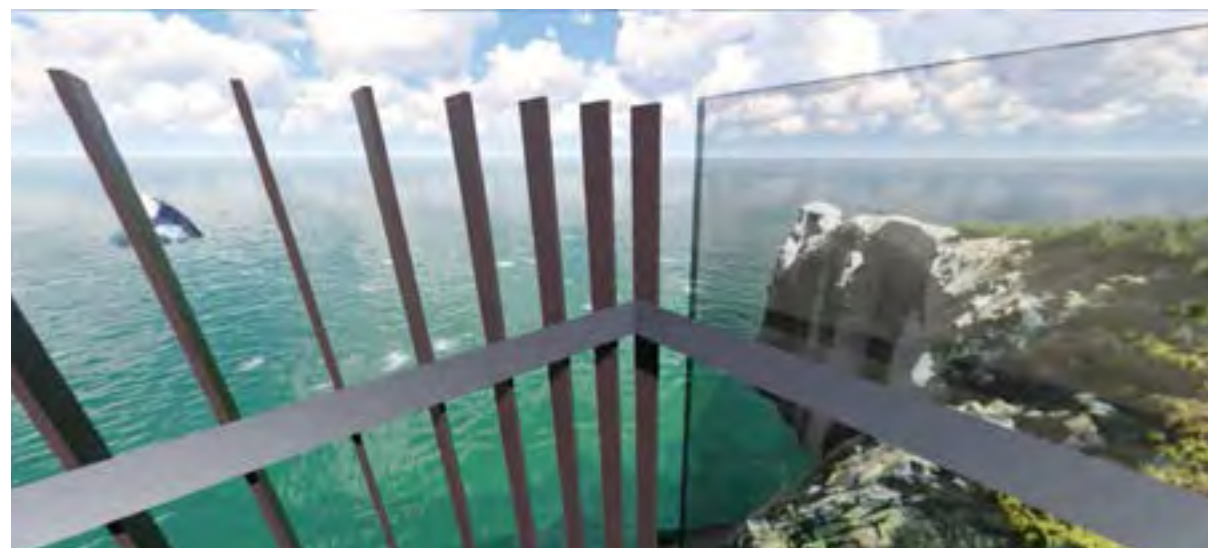
South Stick - Junction Adult Eye Height (1650mm Above Deck)



South Stick - Junction Wheelchair/Child Eye Height (1220mm Above Deck)



South Stick - West End Adult Eye Height (1650mm Above Deck)



South Stick - West End Wheelchair/Child Eye Height (1220mm Above Deck)



# SADDLE LOOKOUT

## Balustrade

### Cladding + Balustrade

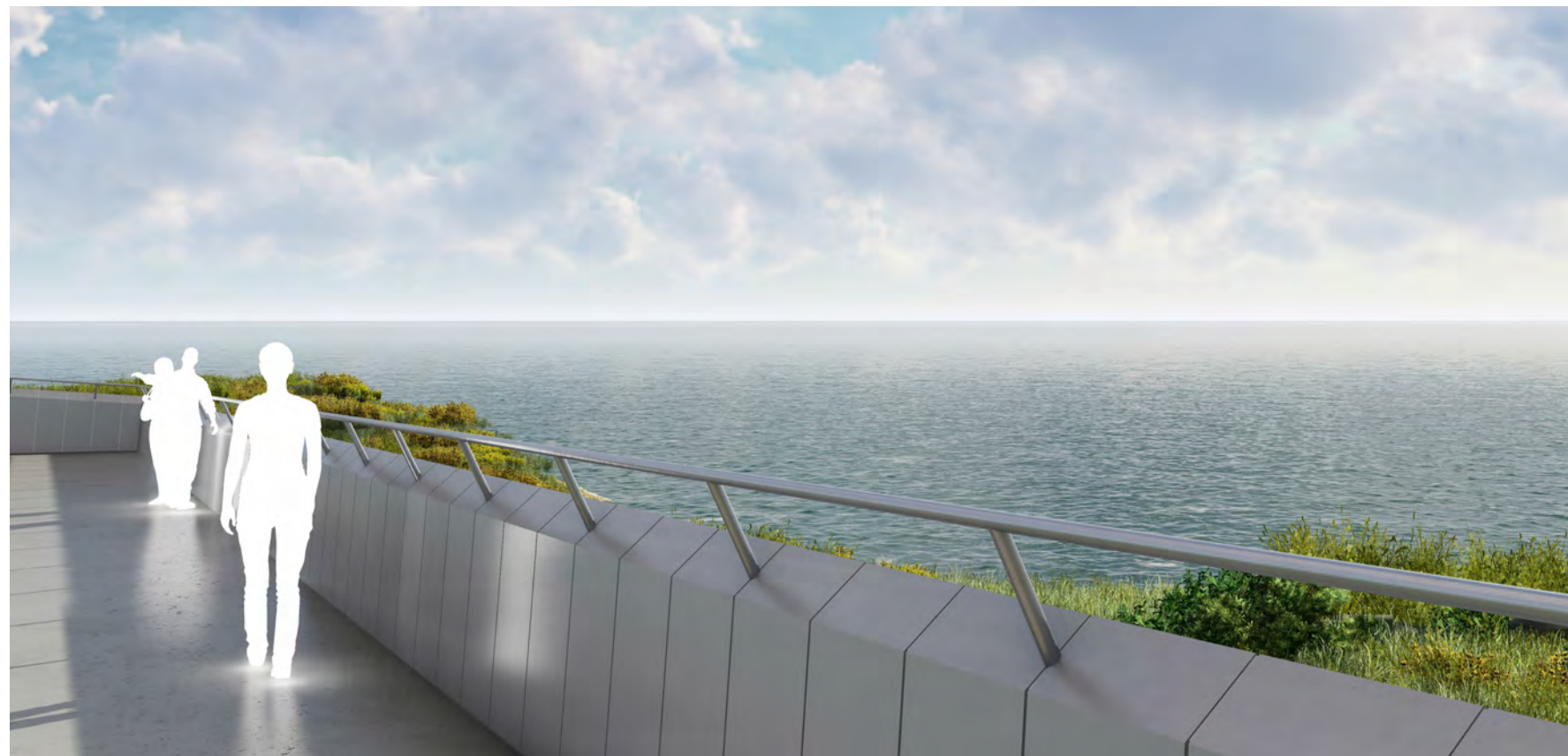
When considering the design of the integrated cladding and balustrade for the Saddle Lookout there are three primary considerations. In order of priority these are; user safety, user views from the lookout and architectural design intent.

A number of studies have been undertaken during design development to investigate how the sculptural form of the lookout, can be retained while ensuring visitor safety, equity of user experience and outlook to views.

The illustrations demonstrate how the balustrade and cladding treatment can dilute the sculptural intent of concept design. If the balustrade and cladding are too permeable, lightweight or 'see through', then the strength of the stick composition is significantly diminished. Conversely, if the height of the solid cladding is too high, then outlook is unacceptably compromised.

The Saddle Lookout cladding and balustrade, as illustrated in this report, accommodate these potentially conflicting design requirements. By containing the solid cladding to 1 metre above the lookout walkway and introducing a top rail at 1.3m, we provide a balustrade which facilitates equity of experience and visual amenity as well as providing safe structural rigidity.

In addition to the cladding considerations noted above, the Saddle Lookout balustrade design has been determined by safety compliance requirements. These requirements are documented as part of the architectural technical drawing included in Appendix A of this report.



Solid aluminium enclosure and stainless steel handrail



Aluminium fins of varying angle and colour flank glass panels to end

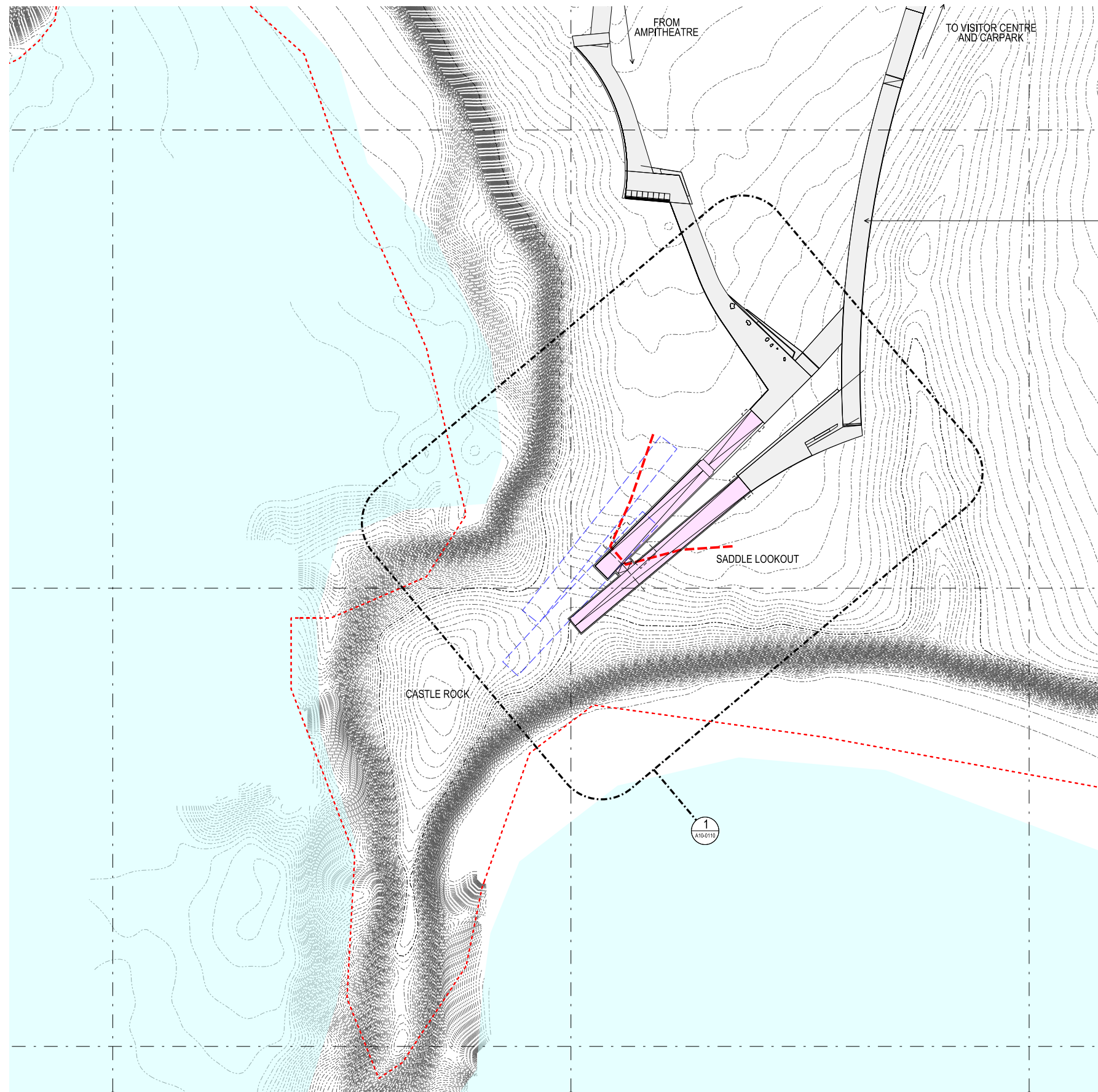




Saddle Lookout - Site Plan



# SADDLE LOOKOUT



# SADDLE LOOKOUT

## User Circulation and Viewing

### Lookout Area

- Existing lookout area: 48 sq/m
- Proposed lookout area: 413 sq/m
- Percentage increase: 860%

This represents almost 9x the dedicated lookout area.

- Existing lookout and path area: 113 sq/m
- Proposed lookout and approach area: 705 sq/m
- Percentage increase: 620%

Assuming the existing path is included in capacity calculations then the total existing footprint is 113 sq/m. Applying the same criteria to the proposed lookout, the increase in capacity is approximately 6x existing.

### Viewing Perimeter

- Existing viewing length: 63m
- Proposed viewing length: 104m

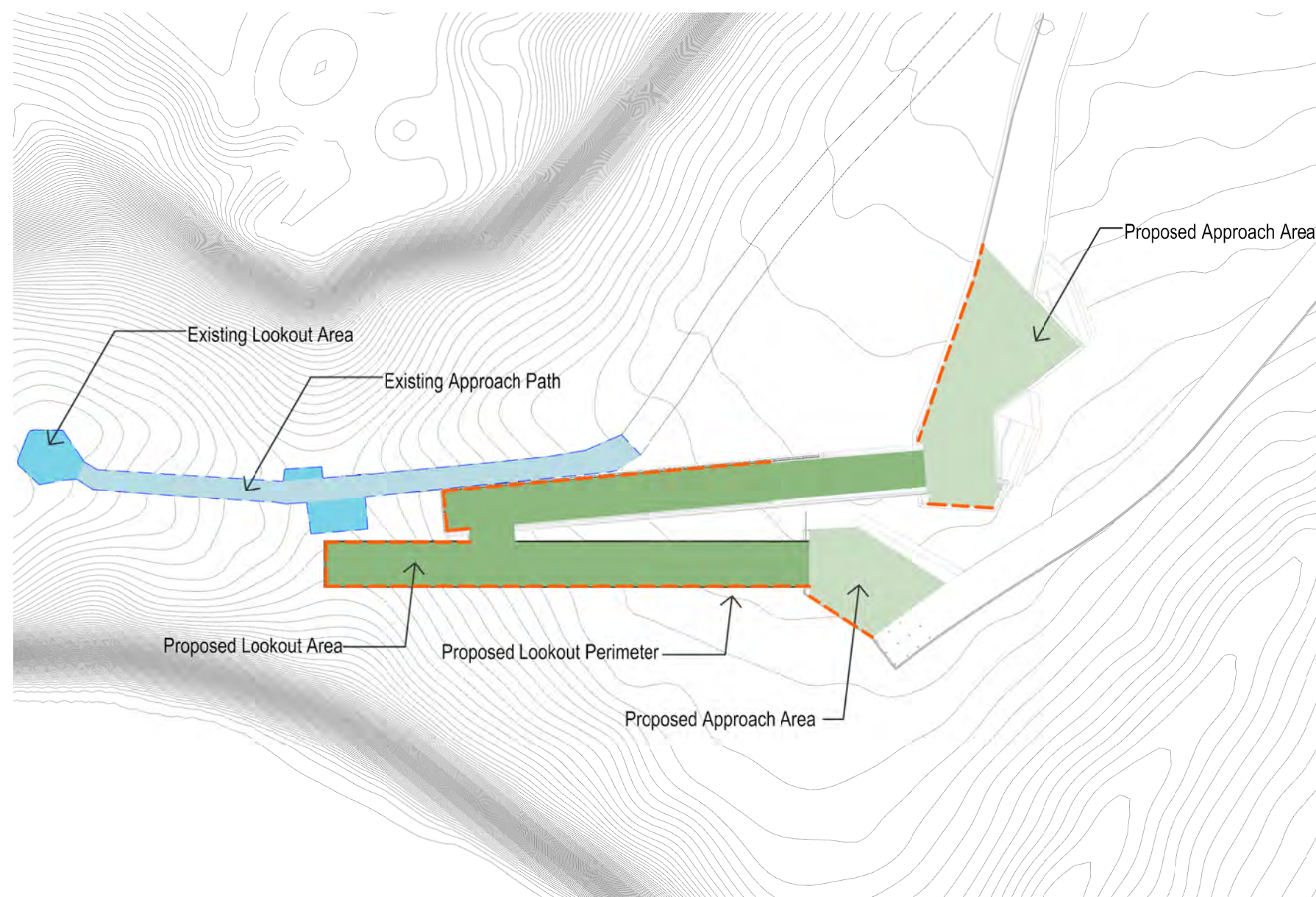
The path connecting the existing lookouts is approximately 2m wide. It does not allow for viewing on both sides while maintaining access along the path. As such, only single sided viewing has been calculated along the existing path.

### Entry / Exit Areas

The above figures do not include the substantial on-ground viewing areas at the entry and exit points to the lookout.

- Entry plaza: Views to the north and west from the entry holding area. Includes seating provision.
- Exit plaza: Views to the south and east from the exit area. Includes seating and potential engagement area for Traditional Owner or Parks Rangers engagement with visitors.

Refer to Pedestrian Modelling report for further detail.



Saddle Lookout - Viewing area and extent comparison



## SADDLE LOOKOUT

## External Dimensions

North Stick; 48m long x 4.5m wide x 4.5m high

South Stick; 48m long x 4.5m wide x 4.5m high

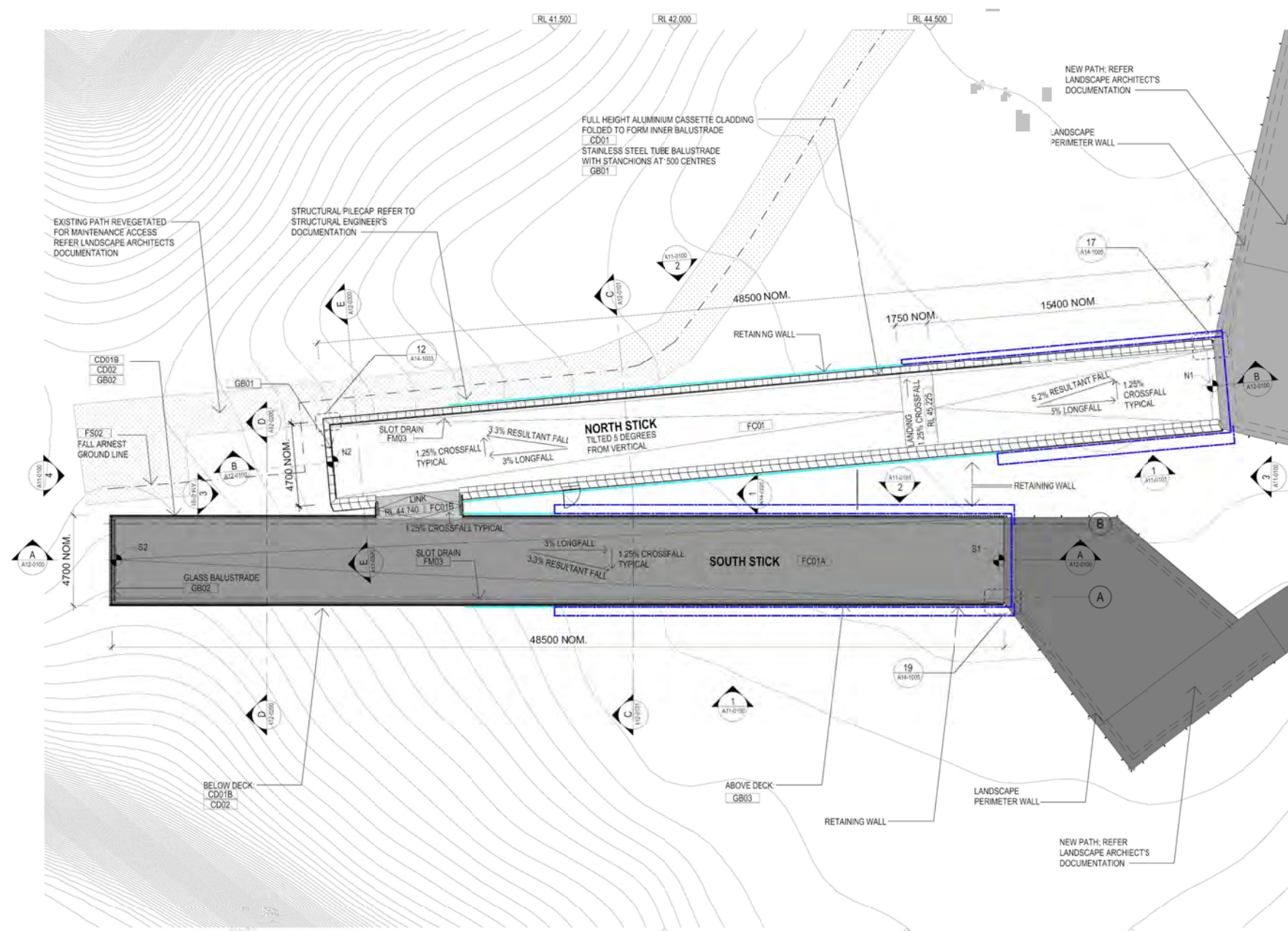
## Cantilever

South Stick Projection length; 12m (from end of North Stick)

North to South Stick Projection width; approx. 0.8m to 4m (varies)

South Stick Projection height: approx. 0.45m (above end point of North Stick)

The South Stick is cantilevered from the North Stick.



### Saddle Lookout - Plan



# SADDLE LOOKOUT

## Incline

North Stick Incline; 3 %

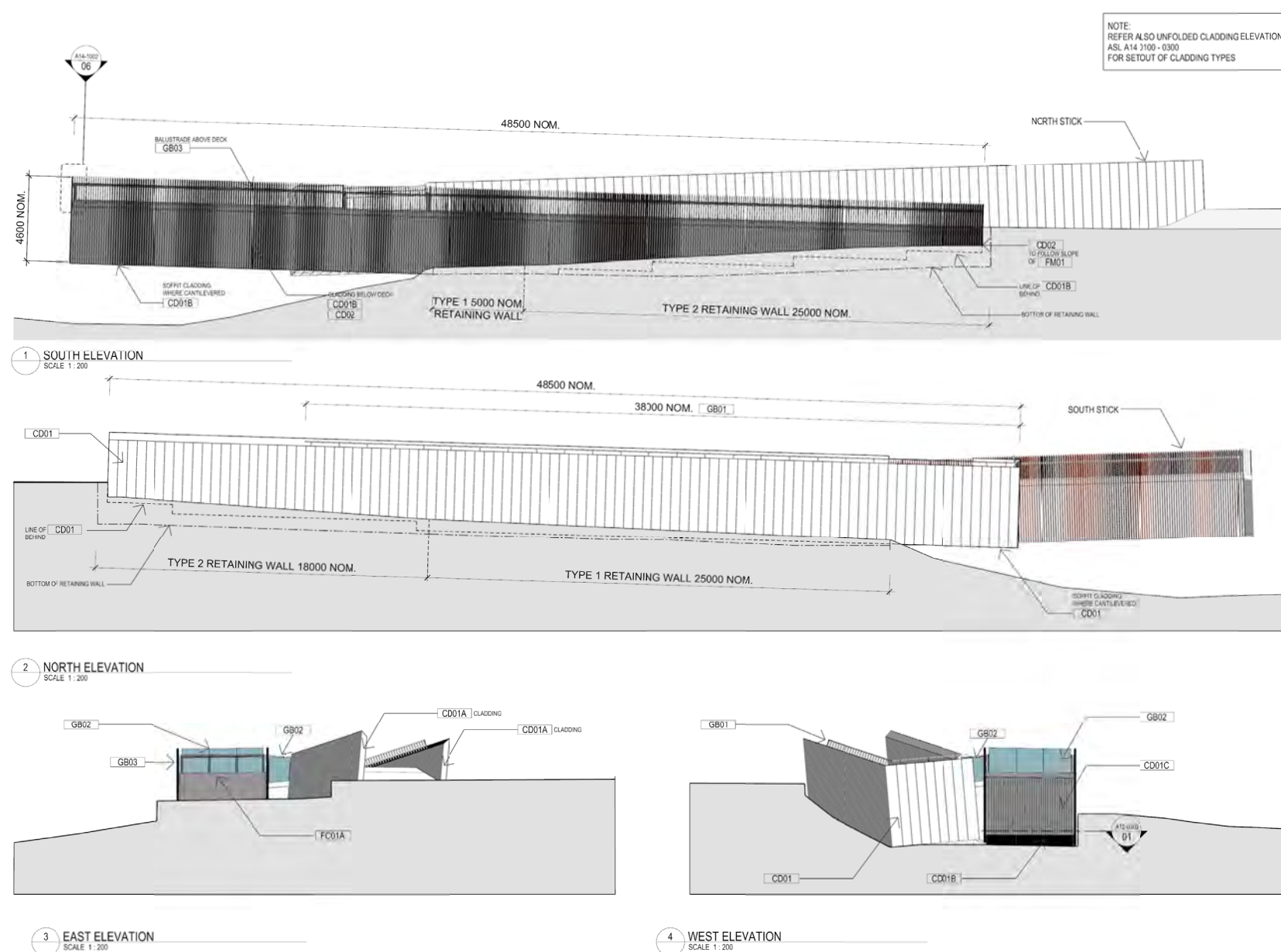
South Stick Incline; -3%

The incline of the North Stick is a similar angle to the natural landscape – allowing for reduced ground excavation works on site and also giving it the impression of ‘slipping down’ the hill.

The incline of the South Stick is opposite to the gradient of the North Stick. These opposing angles further differentiate the forms from each other.

## Cross-Sectional Rotation

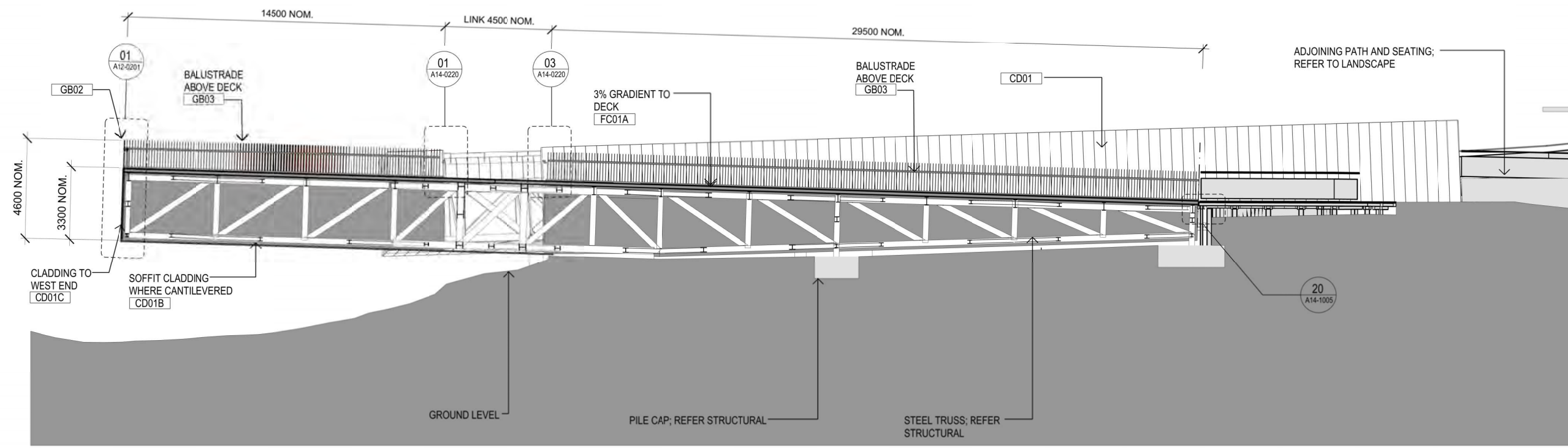
The North Stick has a 5 degree rotation in cross-section. This rotation creates a more dynamic expression, suggesting the Stick rolling off the cliff edge and a deliberately unsettling experience for the user.



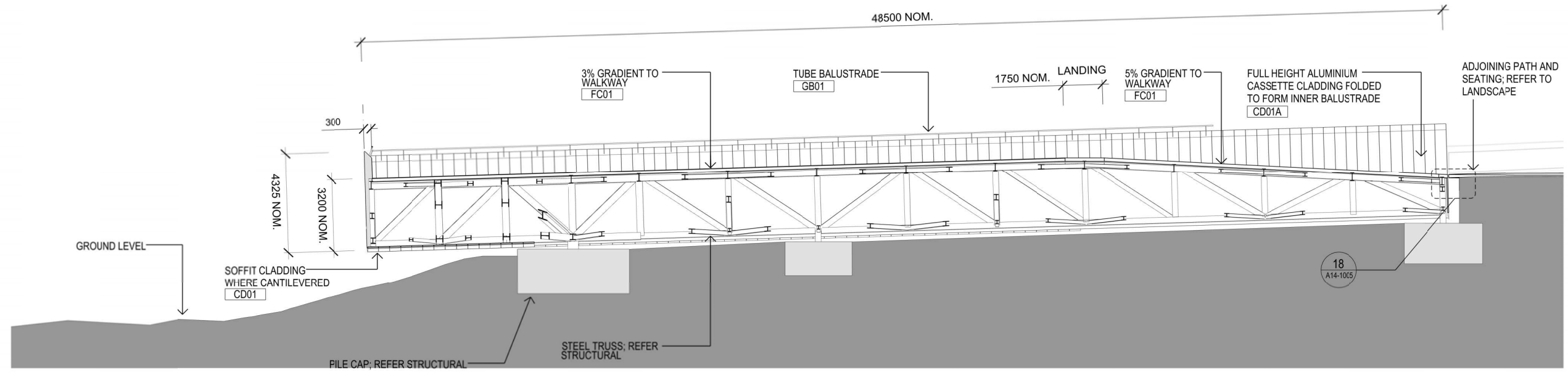


General Notes

Do not scale from drawing. Use marked dimensions.  
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A SECTION AA - (THROUGH SOUTH STICK)  
SCALE 1:200



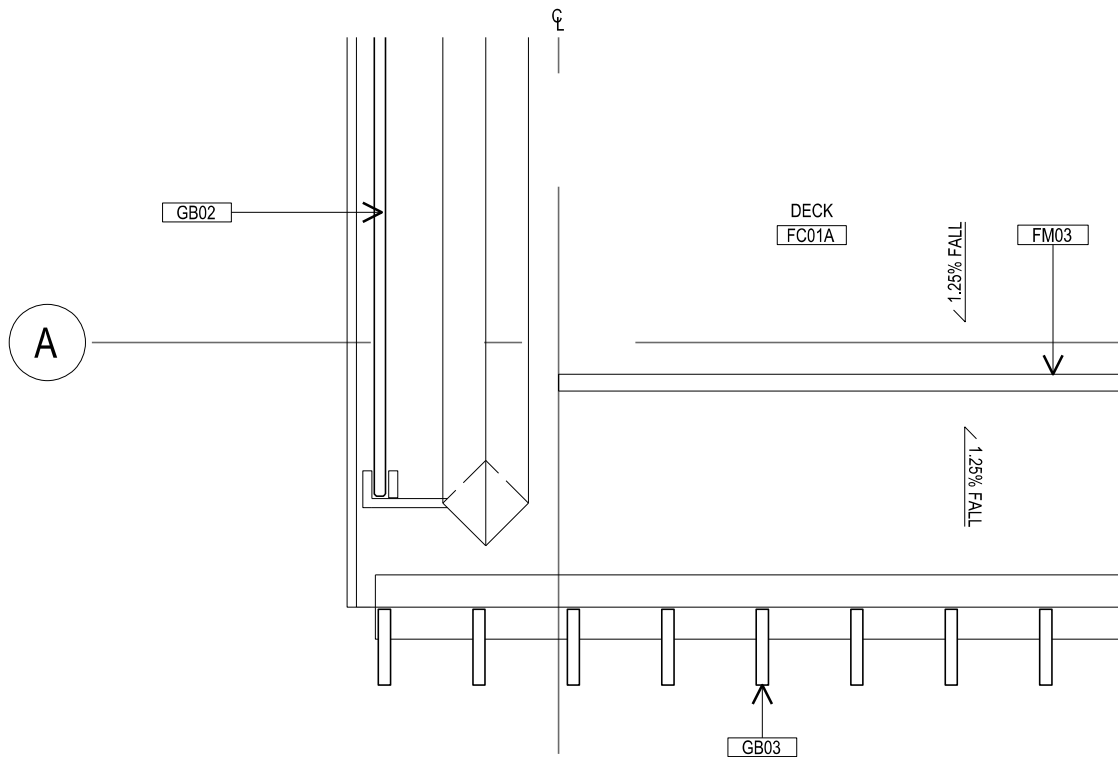
B SECTION BB - (THROUGH NORTH STICK)  
SCALE 1:200

1:200 @ A3  
0 2M 4M 6M

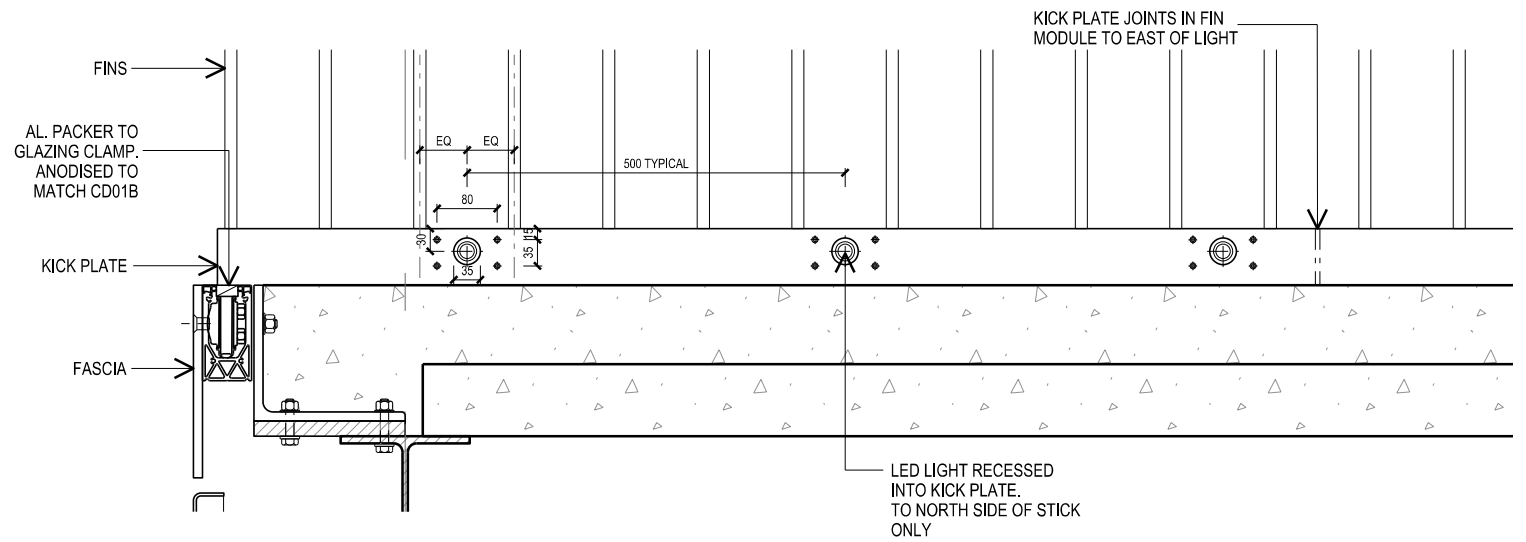
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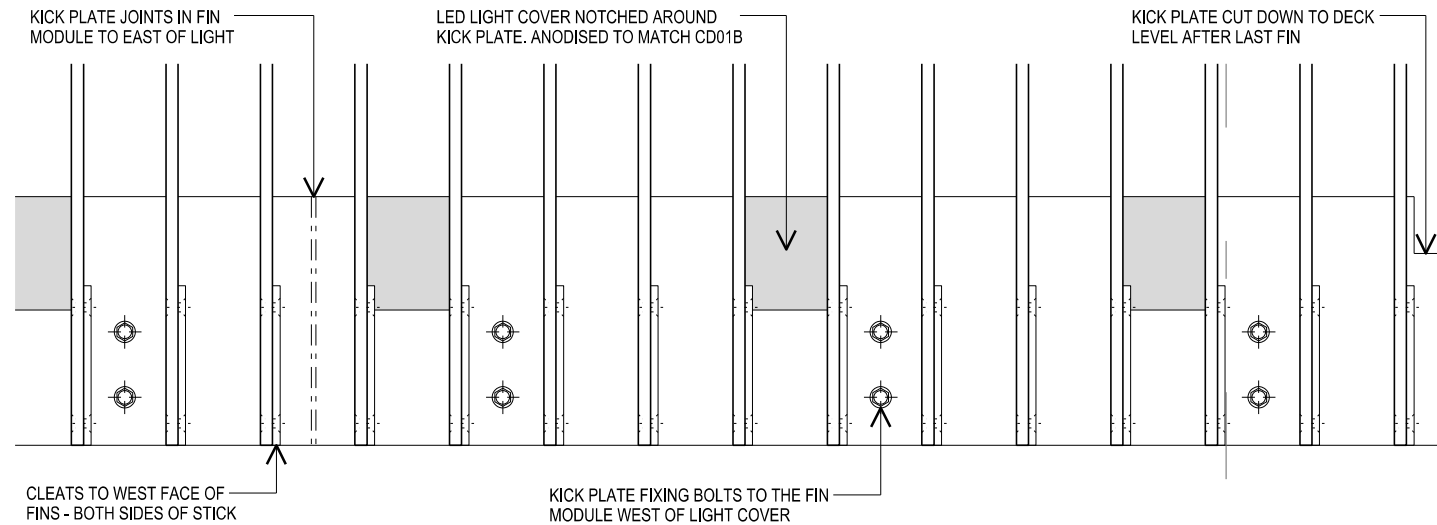




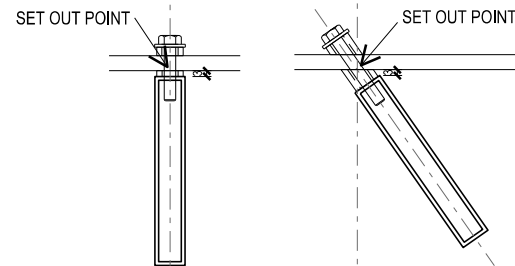
06 SOUTH STICK - PLAN DETAIL BALUSTRADE LEVEL WEST END  
1:5@A3



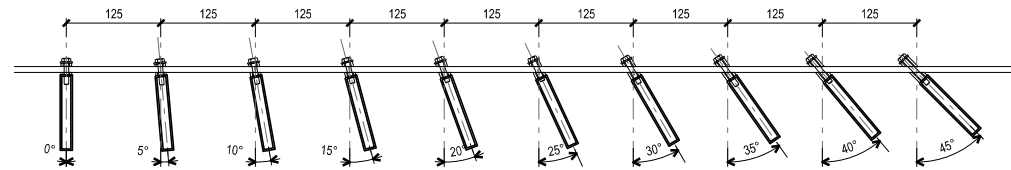
07 SOUTH STICK - KICK PLATE ELEVATION WEST END - INTERNAL  
1:5@A3



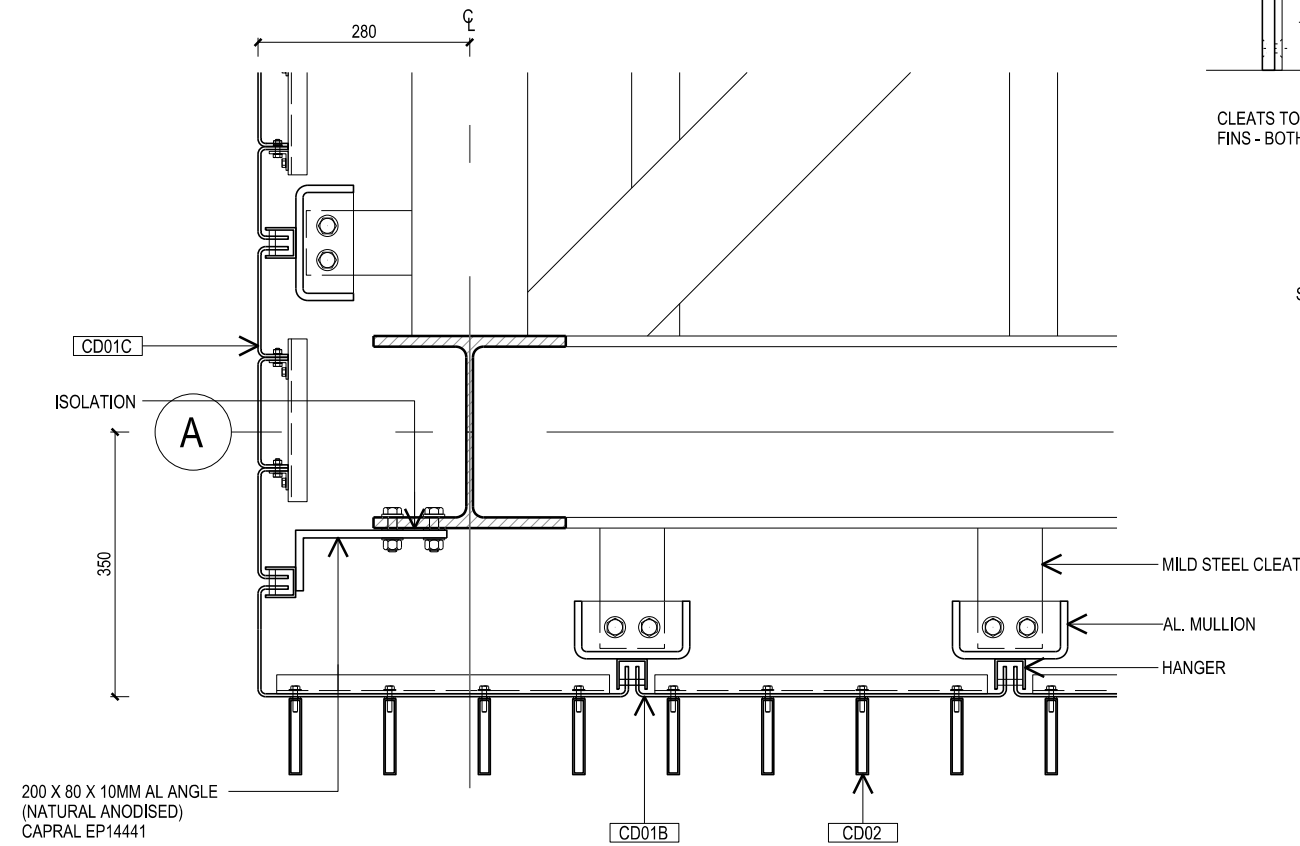
11 SOUTH STICK - KICK PLATE ELEVATION WEST END - EXTERNAL  
1:5@A3



10 SOUTH STICK - PLAN DETAIL STICK SET-OUT  
1:2@A3



09 SOUTH STICK - PLAN DETAIL STICK ANGLE VARIANTS  
1:5@A3



08 SOUTH STICK - PLAN DETAIL WEST END  
1:5@A3

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TUFNOL ISOLATION  
PLATE, WASHERS + SLEEVES  
BETWEEN ALL DISSIMILAR METALS

Scale / North Point  
1:10 @ A3 0 0,10 0,20 0,40M

Drawing Status  
**ISSUED FOR CONSTRUCTION**

No. Date Dwn Chk App Revision or reason for Issue  
C1 2019-04-02 Issued for CONSTRUCTION

No. Date Dwn Chk App Revision or reason for Issue

No. Date Dwn Chk App Revision or reason for Issue

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Project Title  
**SHIPWRECK COAST  
STAGE 1  
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Level 10, 535 Bourke Street, Melbourne, Victoria, 3000  
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Drawing Title  
**SOUTH STICK  
CLADDING DETAILS 03**

Project Number <b>D0163</b>	Drawing Number <b>ASL-A14-1002</b>	Revision <b>C1</b>
Project File -		Issue Date 02.04.19



BALUSTRADE  
INDICATED  
BY SUFFIX 'B'

FIN  
INDICATED  
BY SUFFIX 'F'

DEGREES SETOUT  $\pm (x)^\circ$  FROM  
PERPENDICULAR TO CLADDING.  
DEGREES IN INCREMENTS OF  $5^\circ$   
RANGING BETWEEN  $-45^\circ$  TO  $0^\circ$  TO  $+45^\circ$

LENGTH NOM. (m)
Total 1229.72
Hollow Section 554.54
Plate 675.14

ROTATION	FIN QUANTITY
0 Degrees	147
5 Degrees	6
10 Degrees	14
15 Degrees	22
20 Degrees	25
25 Degrees	23
30 Degrees	21
35 Degrees	20
40 Degrees	30
45 Degrees	43

COLOUR TYPE	FIN QUANTITY
1 RED	32
2 DARK RED	20
3 BROWN	19
4 DARK BROWN	280

FIN ID	FIN ROTATION	FIN COLOUR	FIN 'F' NOM. (m)	BALUSTRADE 'B' NOM. (m)	TOTAL NOM. (m)
N000	0	4	0.29	1.58	1.87
N001	0	4	0.34	1.58	1.92
N002	0	4	0.34	1.58	1.92
N003	0	4	0.34	1.58	1.92
N004	0	4	0.34	1.58	1.92
N005	0	4	0.34	1.58	1.92
N006	0	4	0.34	1.58	1.92
N007	0	4	0.34	1.58	1.92
N008	0	4	0.39	1.58	1.97
N009	0	4	0.39	1.58	1.97
N010	0	4	0.39	1.58	1.97
N011	0	4	0.39	1.58	1.97
N012	0	4	0.39	1.58	1.97
N013	0	4	0.39	1.58	1.97
N014	0	4	0.44	1.58	2.02
N015	0	4	0.44	1.58	2.02
N016	0	4	0.44	1.58	2.02
N017	0	4	0.44	1.58	2.02
N018	0	4	0.44	1.58	2.02
N019	0	4	0.44	1.58	2.02
N020	0	4	0.44	1.58	2.02
N021	0	4	0.49	1.58	2.07
N022	0	4	0.49	1.58	2.07
N023	0	4	0.49	1.58	2.07
N024	0	4	0.49	1.58	2.07
N025	0	4	0.49	1.58	2.07
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N029	0	4	0.54	1.58	2.12
N030	0	4	0.54	1.58	2.12
N031	0	4	0.54	1.58	2.12
N032	0	4	0.54	1.58	2.12
N033	0	4	0.54	1.58	2.12
N034	0	4	0.59	1.58	2.17
N035	0	4	0.59	1.58	2.17
N036	0	4	0.59	1.58	2.17
N037	0	4	0.59	1.58	2.17
N038	0	4	0.59	1.58	2.17
N039	0	4	0.59	1.58	2.17
N040	0	4	0.64	1.58	2.22
N041	0	4	0.64	1.58	2.22
N042	0	4	0.64	1.58	2.22
N043	0	4	0.64	1.58	2.22
N044	0	4	0.64	1.58	2.22
N045	0	4	0.64	1.58	2.22
N046	0	4	0.64	1.58	2.22
N047	0	4	0.69	1.58	2.27
N048	0	4	0.69	1.58	2.27
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N050	0	4	0.69	1.58	2.27
N051	0	4	0.69	1.58	2.27
N052	0	4	0.69	1.58	2.27
N053	0	4	0.74	1.58	2.32
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N059	0	4	0.79	1.58	2.37
N060	0	4	0.79	1.58	2.37
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N064	0	4	0.79	1.58	2.37
N065	0	4	0.79	1.58	2.37
N066	0	4	0.84	1.58	2.42
N067	0	4	0.84	1.58	2.42
N068	0	4	0.84	1.58	2.42
N069	0	4	0.84	1.58	2.42
N070	0	4	0.84	1.58	2.42
N071	0	4	0.84	1.58	2.42
N072	0	4	0.89	1.58	2.47

FIN ID	FIN ROTATION	FIN COLOUR	FIN 'F' NOM. (m)	BALUSTRADE 'B' NOM. (m)	TOTAL NOM. (m)
N073	0	4	0.89	1.58	2.47
N074	0	4	0.89	1.58	2.47
N075	0	4	0.89	1.58	2.47
N076	0	4	0.89	1.58	2.47
N077	0	4	0.89	1.58	2.47
N078	0	4	0.89	1.58	2.47
N079	0	4	0.94	1.58	2.52
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N085	0	4	0.99	1.58	2.57
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N089	0	4	0.99	1.58	2.57
N090	0	4	0.99	1.58	2.57
N091	0	4	0.99	1.58	2.57
N092	0	4	1.04	1.58	2.62
N093	0	4	1.04	1.58	2.62
N094	0	4	1.04	1.58	2.62
N095	0	4	1.04	1.58	2.62
N096	0	4	1.04	1.58	2.62
N097	0	4	1.09	1.58	2.67
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N101	0	4	1.09	1.58	2.67
N102	0	4	1.09	1.58	2.67
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N105	0	4	1.14	1.58	2.72
N106	0	4	1.14	1.58	2.72
N107	0	4	1.14	1.58	2.72
N108	0	4	1.14	1.58	2.72
N109	0	4	1.14	1.58	2.72
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N111	0	4	1.19	1.58	2.77
N112	0	4	1.19	1.58	2.77
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N114	0	4	1.19	1.58	2.77
N115	0	4	1.24	1.58	2.82
N116	0	4	1.24	1.58	2.82
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N118	0	4	1.24	1.58	2.82
N119	0	4	1.29	1.58	2.87
N120	0	4	1.29	1.58	2.87
N121	0	4	1.29	1.58	2.87
N122	0	4	1.34	1.58	2.92
N123	0	4	1.34	1.58	2.92
N124	0	4	1.34	1.58	2.92
N125	0	4	1.34	1.58	2.92
N126	0	4	1.39	1.58	2.97
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N144	0	4	1.64	1.58	3.22
N145	0	4	1.64	1.58	3.22
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N147	0	4	1.69	1.58	3.27
N148	0	4	1.69	1.58	3.27
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N150	0	4	1.69	1.58	3.27
N151	0	4	1.74	1.58	3.32
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N153	0	4	1.74	1.58	3.32
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N159	0	4	1.84	1.58	3.42
N160	0	4	1.84	1.58	3.42
N161	0	4	1.84	1.58	3.42
N162	0	4	1.89	1.58	3.47
N163	0	4	1.89	1.58	3.47
N164	0	4	1.89	1.58	3.47
N165	0	4	1.89	1.58	3.47
N166	0	4	1.94	1.58	3.52
N167	0	4	1.94	1.58	3.52
N168	0	4	1.94	1.58	3.52
N169	0	4	1.99	1.58	3.57
N170	0	4	1.99	1.58	3.57
N171	0	4	1.99	1.58	3.57
N172	0	4	1.99	1.58	3.57
N173	0	4	2.04	1.58	3.62

General Notes  
Do not scale from drawing. Use marked dimensions.  
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Scale / North Point

Drawing Status  
**ISSUED FOR CONSTRUCTION**

No. Date Dwn Chk App Revision or reason for Issue  
C1 2019-04-02 Issued for CONSTRUCTION

No. Date Dwn Chk App Revision or reason for Issue

No. Date Dwn Chk App Revision or reason for Issue

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Project Title  
**SHIPWRECK COAST  
STAGE 1  
PORT CAMPBELL NATIONAL PARK  
APOSTLES SADDLE LOOKOUT**

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Drawing Title  
**BALUSTRADE FIN SCHEDULE  
NORTH FIN SCHEDULE**

Project Number <b>D0163</b>	Drawing Number <b>ASL-ASC-0010 SHEET 1 OF 4</b>	Revision <b>C1</b> Issue Date 02.04.19
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## Stakeholder Engagement - OVGA

The design team presented the updated concept design proposals to the Office of the Victorian Government Architect (OVGA) on 2 May 2018. This presentation focused on the concept design amendment proposal to omit the roof on the north block at the Saddle and simplify the bridge mast design. The verbal and written feedback from the Government Architect was supportive of the design proposals.

A formal workshop with the Victorian Design Review Panel (VDRP) was held on 9 August 2018 at which the designs for all three sites were presented to a panel of advisers and invited stakeholders. These stakeholders included Councillors and Senior Officers from Corangamite Shire Council. The panel and stakeholders were invited to ask questions and comment on the proposals, with the panel then discussing the designs in an open forum.

It should be noted that the original programmed date for the VDRP workshop was 26 June, at the beginning of Design Development. The design team was ready to present at that time, but it was delayed to accommodate stakeholder/PV process and senior PV attendance. The resulting two month delay in receiving feedback well in to DD phase, considering options and incorporating amendments has impacted the design process and programme.

Verbal feedback at the workshop was formalised with detailed written responses and recommendations a week after the workshop. Refer to the Stakeholder Comments Summary included in Appendices for details of the comments and the design team and PV responses to them. Key feedback from the process and the design teams responses follow.

### Saddle Lookout

Supportive of the design approach of distinctive geometric forms in the landscape. Retain original concept by reinforcing the rectilinear clarity of the sticks and further differentiating between the two. Achieved by:

- colour contrast of black and white (note comments below).
- finishes contrast (solid flat panels to the north stick and varying, angled fins to the south).

Recommendation to incorporate a more nuanced use of colour on the south stick to respond to viewpoints. The south stick is the most prominent element of the lookout in the broader context and viewed from a (typically ground based) distant perspective. In contrast, the north stick is predominantly viewed by visitors already within the tourist precinct.

- The revised colour response for the south stick includes adding 'more natural' colour tones from the landscape to the black and red, plus rotating the fins to vary the external reading depending upon the viewpoint. The effect is to more sympathetically relate the skin to the cliff rock tones when viewed from sensitive viewpoints.
- There are three key view locations of the south stick; Gibson Steps, Great Ocean Road and the exit path from the south stick. Views from Gibson Steps and Great Ocean Road will emphasise earthy landscape tones, while from the exit of the south stick the feature red and black will be visible. The latter will be complemented by highlights of sulphur yellow on the white stick, expressing the black and white cockatoo moieties of local Aboriginal significance.



Saddle Lookout - Current Design



Saddle Lookout - Reviewed at OVGA VDRP, August 2018