

POINT GREY URBAN DESIGN FRAMEWORK

Quick Guide



DRAFT FOR COMMUNITY ENGAGEMENT



GREAT OCEAN ROAD
COAST & PARKS AUTHORITY



Australian Government



HOW TO USE THIS QUICK GUIDE

This Quick Guide highlights key themes of the Draft Urban Design Framework. They include the immediate vision, built form, resilience, heritage, vehicle/boat movement, pedestrian movement, and public realm.

The guide provides an overview of the project and answers to frequently asked questions.

THE PROJECT

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

The redevelopment will provide new and improved facilities, including;

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

This project is a collaborative partnership between the Australian Government, Victorian Government, local government, GORCAPA, and key partners — aimed at transforming Geelong and the Great Ocean Road region.

KEY FEATURES OF THE URBAN DESIGN FRAMEWORK

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

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



THE PLANS

LEGEND

	LAAC BUILDING ENVELOPE
	FOOD & DRINK PREMISES BUILDING ENVELOPE
	PUBLIC TOILETS
	HISTORIC TRAM TRACKS
	ONE-WAY ACCESS
	PRIMARY ACCESS-WAY
	MAJOR TRANSPORT CORRIDOR
	BOAT ZONE / ACCESS
	MID-LEVEL CAR PARK ACCESS
	VERA LYNN ACCESS
	PEDESTRIAN CROSSING
	PEDESTRIAN NETWORK
	LOWER PUBLIC OPEN SPACE
	CENTRAL SCULPTURAL ELEMENT/NODE
	ACTIVE FRONTAGE
	WATER TANK
	EXISTING SIGNIFICANT TREES
	REVTMENT (EXISTING & POTENTIAL EXTENSION)
	CAR PARKING
	POTENTIAL BOAT-TRAILER PARKING
	RE-PURPOSED FOUNDATION SLAB
	MID/LOWER STAIRCASE
	LOOKOUT PLATFORMS / INFRASTRUCTURE
	EXISTING KIKUYU GRASS
	EDUCATIONAL GARDEN
	REVITALISED UPPER OPEN SPACE
	EXISTING VEGETATION
	NEW VEGETATION / RE-VEGETATION

Incorporate infrastructure programming, landscaping, and/or a central sculptural element/node within the Lower Public Open Space.

LAAC building to be generally located within the building envelope.

Formalisation of accessways and 'roundabout' circulation treatment throughout the lower level of the precinct.

Formalised car parking (including accessible parks) to be located in proximity to key nodes in the lower level of Point Grey.

Existing public toilet facilities to be demolished and relocated to sit outside of the coastal hazard erosion zone.

Formalise the desire-line between the Grand Pacific Hotel Lorne and the Lorne Pier through the provision of a staircase to bridge the upper and lower levels of Point Grey. Create a viewing platform atop the staircase to capture views.

Revitalise the existing grassed lawn into an enhanced upper public open space for passive recreation, and to capture views over Point Grey and the bay beyond.

Provide low buffer planting to create a sense of enclosure and protection between the Great Ocean Road and the upper level public open space.

Emphasise pedestrian pathways and priority crossing points to create an interconnected and safe pedestrian network.

Existing mid-lower level staircase to be upgraded.

Upgraded intersection treatments to both the Great Ocean Road and the access-way to Vera Lynn Beach.

Existing Kikuyu Grass area to be redeveloped into the Educational Garden. Educational Garden Master Plan to be developed through a Co-Design process with EMAC. The garden could potentially include protective plantings, upgraded seating facilities, amended pedestrian paths, and an education component that references the site's cultural heritage.

Foundation slab of the existing toilet block to be retained and re-purposed as part of the EMAC co-design process. Uses of the re-purposed slab could include gathering place, sundial and/or directional artworks which reference the bringing together of the land, sky and sea.

Upgraded southern car park to provide parking opportunities that have minimal visual impact upon the overall site, and from Great Ocean Road.

Food and Drink Premises to provide opportunity for users to rest and rejuvenate, whilst enjoying views across the pier, the Bay, and the Lower Public Open Space. Food and Drink building to be generally located within the building envelope.



Figure 29 - Point Grey Immediate Urban Design Framework (UDF) Vision: Prepared by HH

LEGEND	
	LAAC BUILDING ENVELOPE
	FOOD & DRINK PREMISES BUILDING ENVELOPE
	CENTRAL SCULPTURAL ELEMENT/NODE
	PUBLIC FACILITIES BUILDING ENVELOPE
	LOWER PUBLIC OPEN SPACE
	ACTIVE FRONTAGE
	UPPER/LOWER STAIRCASE
	MID/LOWER STAIRCASE
	LOOKOUT PLATFORM / INFRASTRUCTURE
	WATER TANK
	COASTAL VIEWS
	SERVICE AREA
	POTENTIAL RAMP - LONG TERM

The LAAC internal building area must be entirely contained within the building envelope and must not exceed 235m².

Additional portable/ external shelter (such as verandas) may be utilised when appropriate (e.g. seasonal use.)

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

The Food & Drink Premises internal building area must be entirely contained within the building envelope and must not exceed 150m².

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

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

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

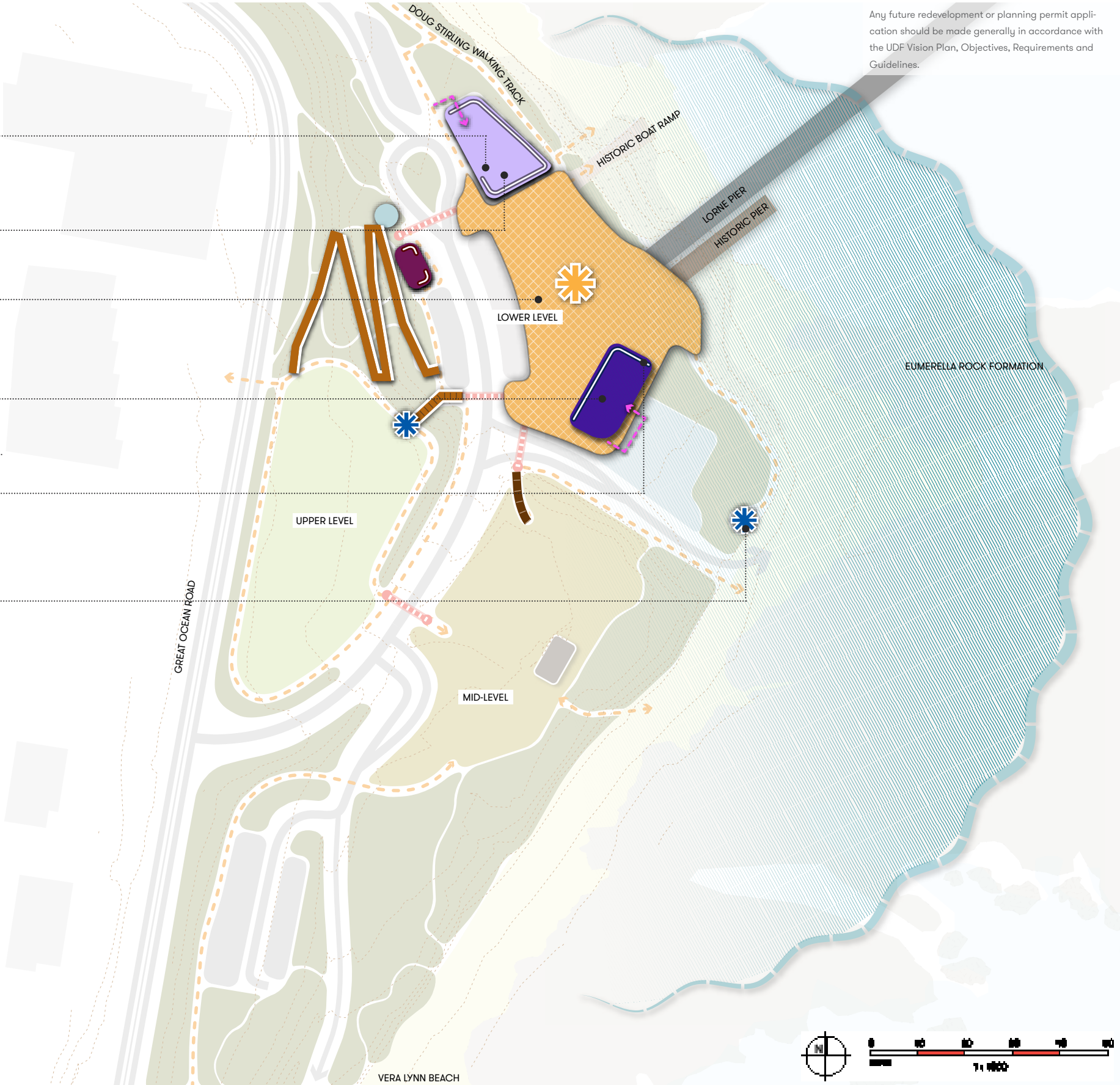
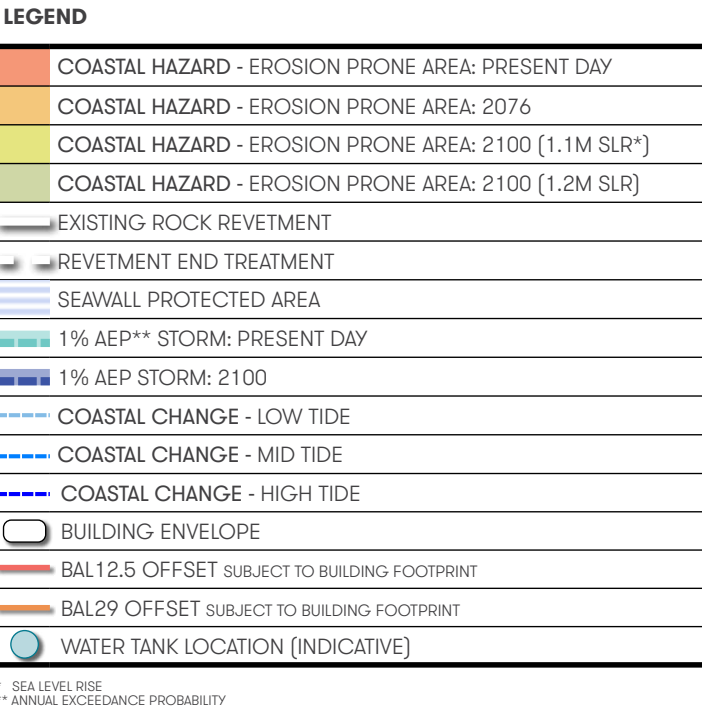


Figure 31 - Point Grey UDF - Built Form & Function Plan: Prepared by HH



LAAC building should be positioned outside of the 10m hazard stabilisation zone from the revetment.

Bushfire Attack Level (BAL) setbacks are required to manage vegetation, and ensure there is adequate defensible space around the buildings. Buildings are to be constructed to either BAL 12.5 or BAL 29 and adopt the applicable defensible space offsets. BAL 29 is advised due to the site's significance and potential ember attack.

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

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

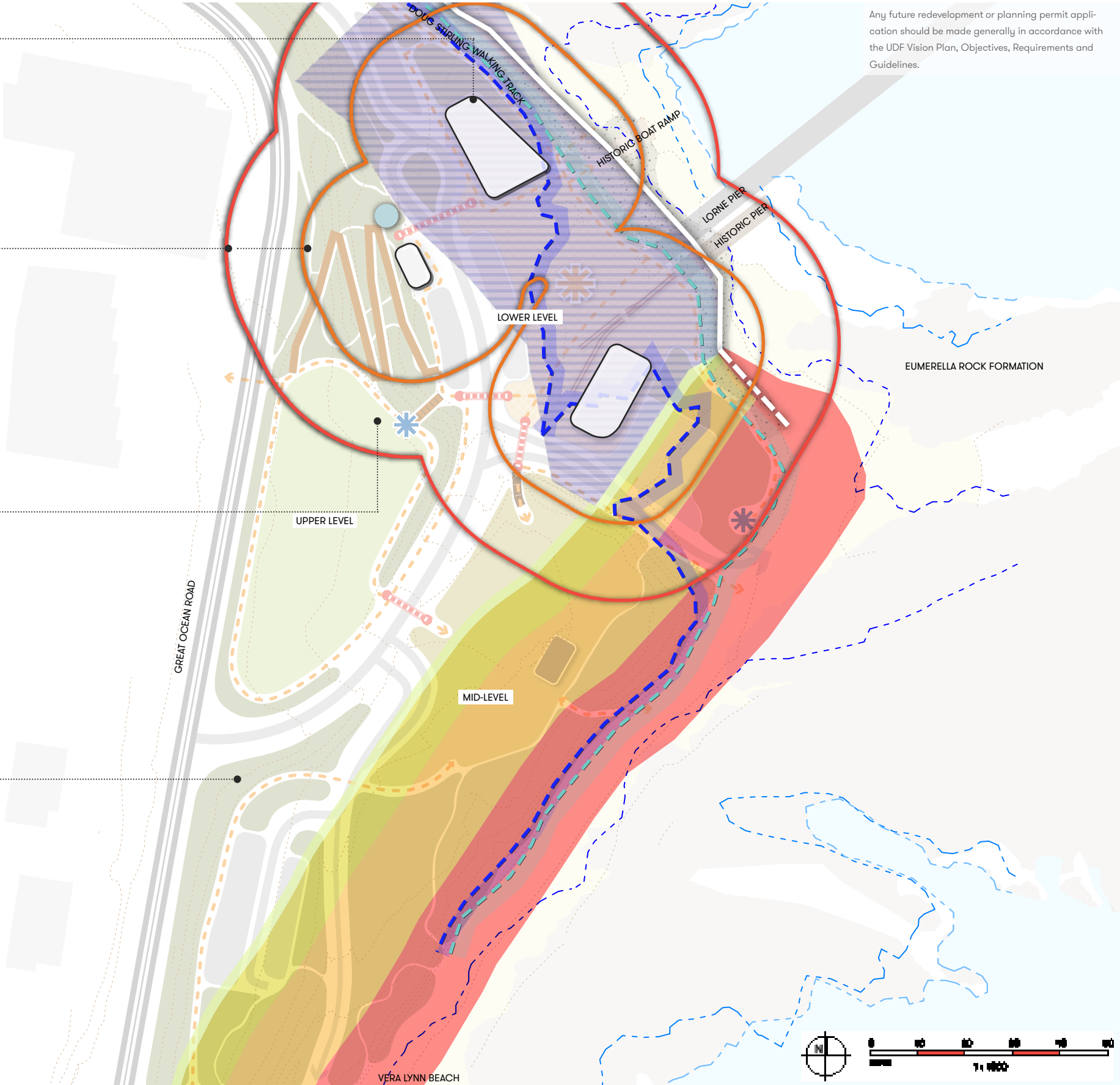


Figure 32 - Point Grey UDF - Resilience Plan: Prepared by HH

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LEGEND

	EDUCATIONAL GARDEN
	FOOD & DRINK PREMISES BUILDING ENVELOPE
	CULTURAL HERITAGE HARM MINIMISATION AREA
	HISTORIC LORNE PIER APPROXIMATE FOOTPRINT
	HISTORIC TRAM TRACK
	HISTORIC TRAM CAR
	OPPORTUNITY FOR HERITAGE WALK PATHWAYS
	OPPORTUNITY FOR SIGNAGE & ARTWORK
	RETAINING WALL
	RE-PURPOSED FOUNDATION SLAB
	HARM MINIMISATION AREA
	CENTRAL SCULPTURAL ELEMENT/NODE
	INDICATIVE EXISTING PATHWAY MAY BE RAISED SUBJECT TO EMAC CO-DESIGN PROCESS
	INDICATIVE INTERCONNECTED PATHWAYS SUBJECT TO EMAC CO-DESIGN PROCESS

Opportunity to create a formal "Heritage Walk" stepping through the History of Point Grey by potentially incorporating educational signage, art, and materiality. Seek to co-locate these features within seating/rest areas and viewing platforms.

Incorporate infrastructure programming, landscaping and/or a central sculptural element/node that includes reference to Eastern Maar Community within the Lower Public Open Space.

Historic tram tracks to be retained within the site. Opportunity for educational signage to be incorporated into the Food & Drink premises to acknowledge the site's history. Food and Drink premises to incorporate references to the historical Co-Op building.

Educational Garden master plan to be developed through a Co-Design process with EMAC, and could potentially include protective plantings, upgraded seating facilities, amended pedestrian paths and an education component referencing the site's cultural heritage.

All future pathways within the Educational Garden should interconnect with the identified entry/egress points into the garden. The proposed alignment and design of pathways is subject to future detail.

The existing pathway that currently crosses the Harm Minimisation Area may be retained, subject to EMAC consent, to connect to the existing beach access. Alternatively, a pathway that avoids the Harm Minimisation Area may be explored, subject to detailed design.

Educational signage and artwork throughout the precinct will acknowledge the sites cultural and European heritage.

Retain historic Tram Cart. Provide opportunity for educational signage.



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

Figure 33 - Point Grey UDF - Heritage Plan: Prepared by HH

LEGEND	
	GREAT OCEAN ROAD
	PRIMARY ACCESS-WAY
	ONE WAY ACCESS (FROM GREAT OCEAN ROAD)
	ACCESS TO SITE
	INTERSECTION UPGRADE
	MID-LEVEL CAR PARK ACCESS
	VERA LYNN BEACH PARKING ACCESS
	PEDESTRIAN CROSSING
	BOAT RAMP ACCESS
	KEY BOAT MOVEMENT CHANNEL
	CAR PARKING
	BOAT TRAILER PARKING

One-way /entrance only access from Great Ocean Road. If feasible, provide signage to limit coach access into the site.

Formal crossing points to prioritise pedestrian movement and safety.

Create clear separation / delineation between pedestrian and vehicle zones to ensure safe movement for all users and improved circulation.

Vehicles with Boat Trailers are discouraged from entering the lower level / Lower Public Open Space zone.

Intersection treatment to be upgraded to meet the Australian standards for two-way traffic movement. If feasible, provide signage to limit coach access into the site.

Car parking spaces should be located in areas with minimal visual impact within the precinct.

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

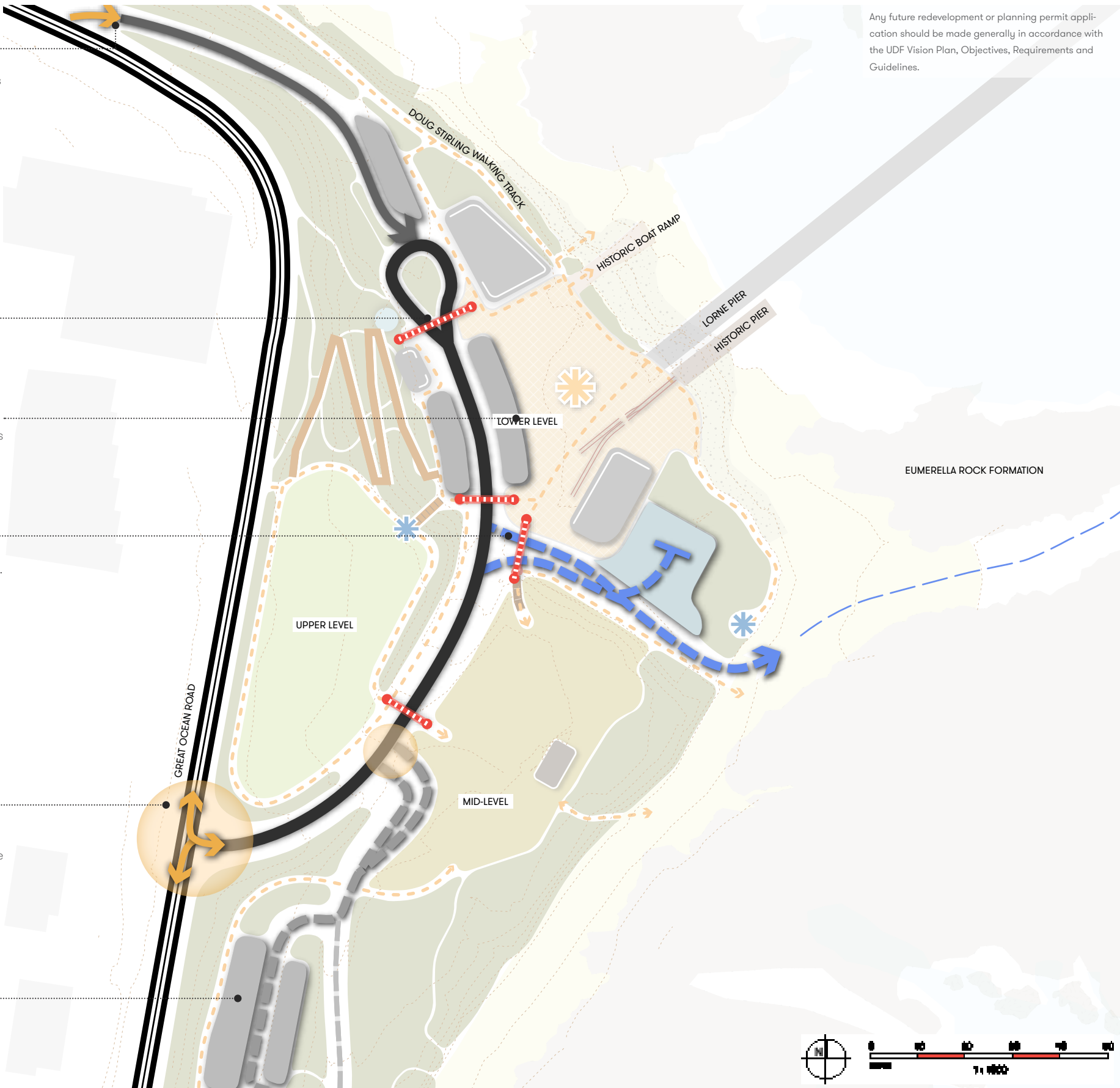
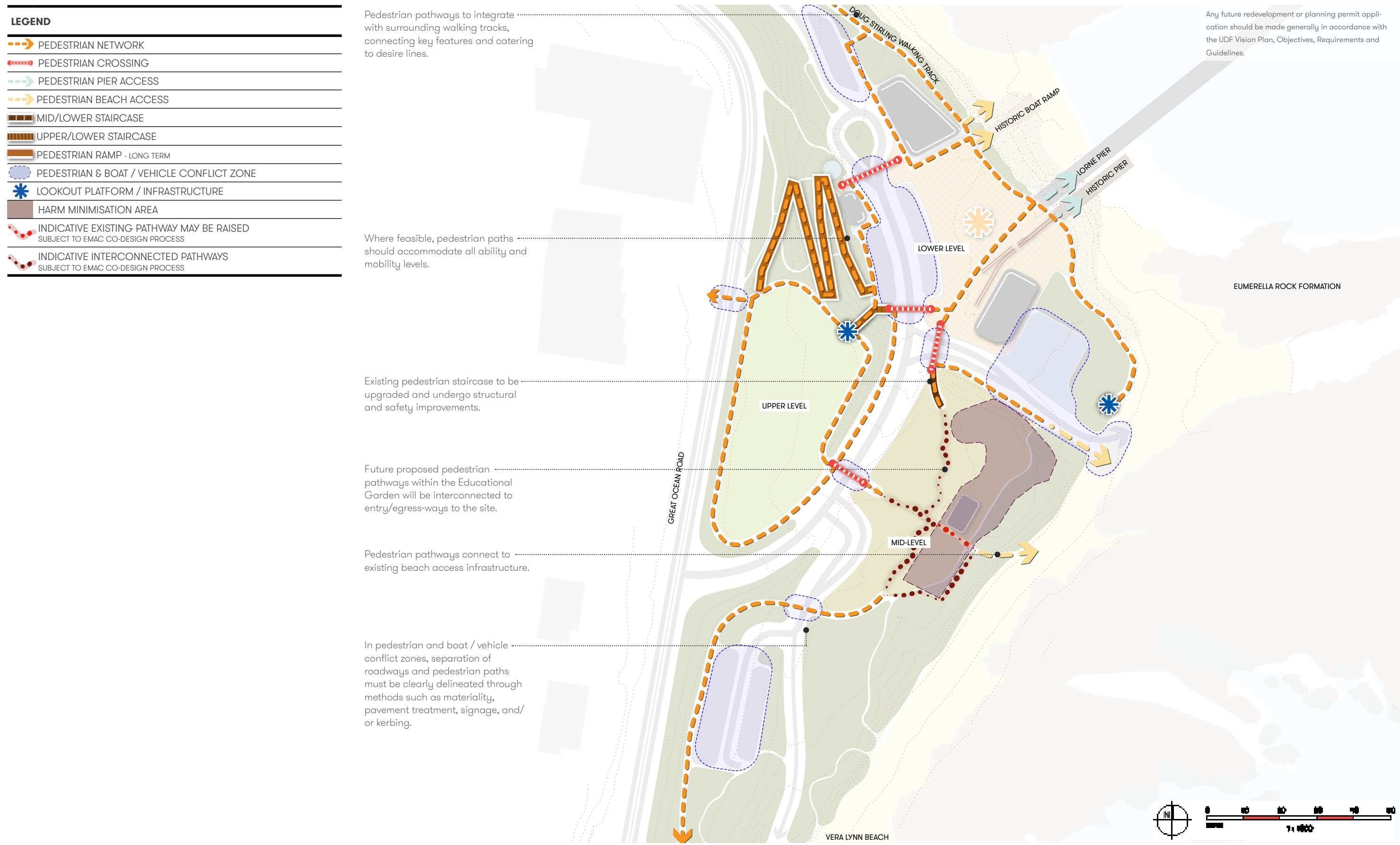


Figure 34 - Point Grey UDF - Vehicle / Boat Movement Network Plan: Prepared by HH





LEGEND	
	LAAC BUILDING ENVELOPE
	FOOD & DRINK PREMISES BUILDING ENVELOPE
	PUBLIC TOILETS
	LOWER PUBLIC OPEN SPACE
	CENTRAL SCULPTURAL ELEMENT/NODE
	ACTIVE FRONTAGE
	EDUCATIONAL GARDEN
	RE-PURPOSED FOUNDATION SLAB
	UPPER/LOWER STAIRCASE
	MID/LOWER STAIRCASE
	PEDESTRIAN RAMP LONG TERM
	LOOKOUT PLATFORM / INFRASTRUCTURE
	REVITALISED UPPER OPEN SPACE
	KEY VIEWS
	EXISTING SEATING / PICNIC FACILITIES
	PIER TO PUB ROUTE

Public spaces, the Lower Public Open Space, and pedestrian paths should prioritise safety and equitable access where feasible.


A central sculptural element/ node within the Lower Public Open Space may take the form of seating infrastructure, art, landscaping and/ or other. This element/node should incorporate references to Eastern Maar community. The element/node will aid in defining the space into sub-precincts on each side, to facilitate enhanced comfort and encourage community gathering. This could be addressed through elements such as varied seating arrangements, wind and sun exposure, and orientation toward key views.

Low landscaping / vegetation is to be utilised as a functional buffer between Great Ocean Road and the revitalised upper Open Space.

Low landscaping / vegetation is to be utilised as a functional buffer between boat parking/access and pedestrian paths



Figure 36 - Point Grey UDF - Public Realm Plan: Prepared by HH



FREQUENTLY ASKED QUESTIONS

Point Grey Draft Urban Design Framework

[Project Overview](#)

[Access, Parking and Movement](#)

[Environmental and Cultural Protection](#)

[Public Use and Amenities](#)

[Heritage Interpretation and Community History](#)

[Community Involvement](#)

Project Overview

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

The redevelopment will provide new and improved facilities, including;

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

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

- \$10.14 million through the [Geelong City Deal](#)
- \$2 million from GORCAPA
- \$450,000 from the Lorne Aquatic and Angling Club

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



LINK TO FAQ

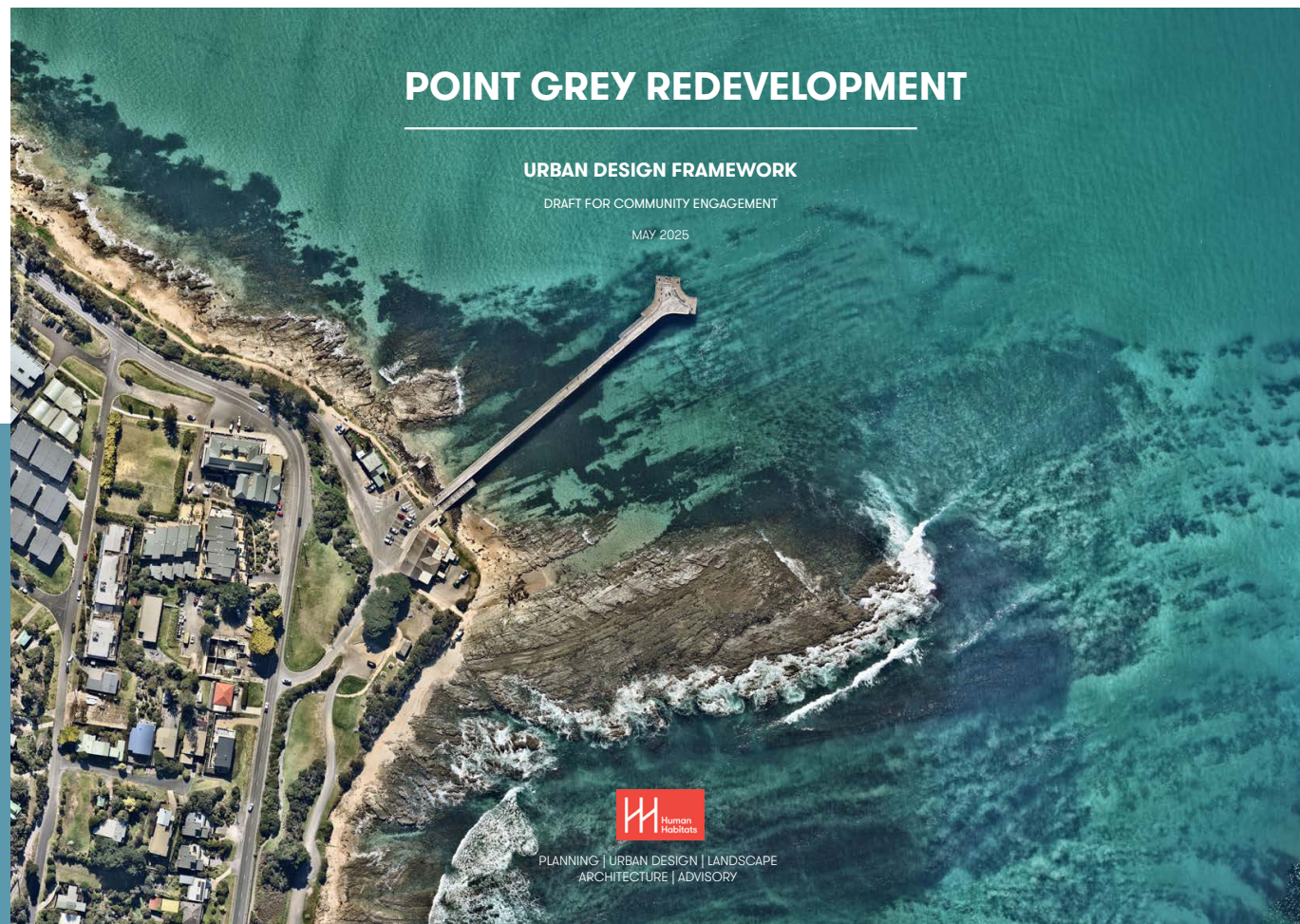
We have collated and answered frequently asked questions to help the community understand the project and provide their feedback on the Draft Urban Design Framework.

[CLICK HERE TO READ MORE](#)

THE DRAFT UDF

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

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



CLICK HERE TO DOWNLOAD
THE FULL REPORT



GET IN TOUCH

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

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



GREAT OCEAN ROAD
COAST & PARKS AUTHORITY