

St Kilda

Marina Project

Site Brief





Contents

1.0 Introduction

- 1.1 Project Introduction
- 1.2 Project Approach and Timeline
- 1.3 Purpose of the Site Brief

2.0 Site Location and Extent

- 2.1 Location
- 2.2 Project Area

3.0 Site Vision and Objectives

4.0 St Kilda Marina History

- 4.1 St Kilda Land Act 1965

5.0 Site Analysis

- 5.1 Regional Context
- 5.2 Local Context
- 5.3 Foreshore Setting
- 5.4 Marina and Boating Context

6.0 The Site Today

- 6.1 Site Uses and Activity
- 6.2 Area Assessment
- 6.3 Mobility
- 6.4 Assets, Ownership and Asset Conditions
- 6.5 Heritage
- 6.6 Cultural Heritage Assessment
- 6.7 Landscape and Environment
- 6.8 Water and Coastal Environment
- 6.9 Built Form
- 6.10 Geotechnical and Soil Assessments

7.0 Legislative and Governance Framework

- 7.1 Key Points

8.0 Community and Stakeholder Engagement

- 8.1 Engagement Objectives
- 8.2 Completed Engagement Activities and Outcomes
- 8.3 Ongoing Engagement Activities
- 8.4 Community Panel

9.0 Delivering the Vision

Design Criteria

9.1 Views and Movement

9.2 Marina Function

9.3 Complementary Uses

9.4 Open Space, Public Realm and Carparking

9.5 Environmental Design and Coastal Resilience

Glossary



The Site Brief informs the market and guides interested parties to provide suitable proposals in a competitive process to procure a long-term lease arrangement.

1.0 Introduction





1.1 PROJECT INTRODUCTION

The lease of the St Kilda Marina is coming to an end, presenting an exciting opportunity to reimagine the future of this site. The possibility now exists to unlock the full potential of this working marina and its surrounds as a key destination for locals, Melburnians and national and international visitors.

Council is embarking on a significant project to procure a new long-term lease arrangement for the site.

In June 2026, Council resolved to undertake a competitive selection process for a new long-term lease arrangement for St Kilda Marina. Project Approach, which describes the key project stages, activities and deliverables, and associated timeline. This is provided in the next section.

The Site Brief has been informed by investigations by council officers and technical consultants and a comprehensive community engagement program to develop the site vision and objectives. With the support of the community and endorsement by Council the vision and objectives have guided the outcomes of the various steps in the project approach and will inform the outcome for the site.

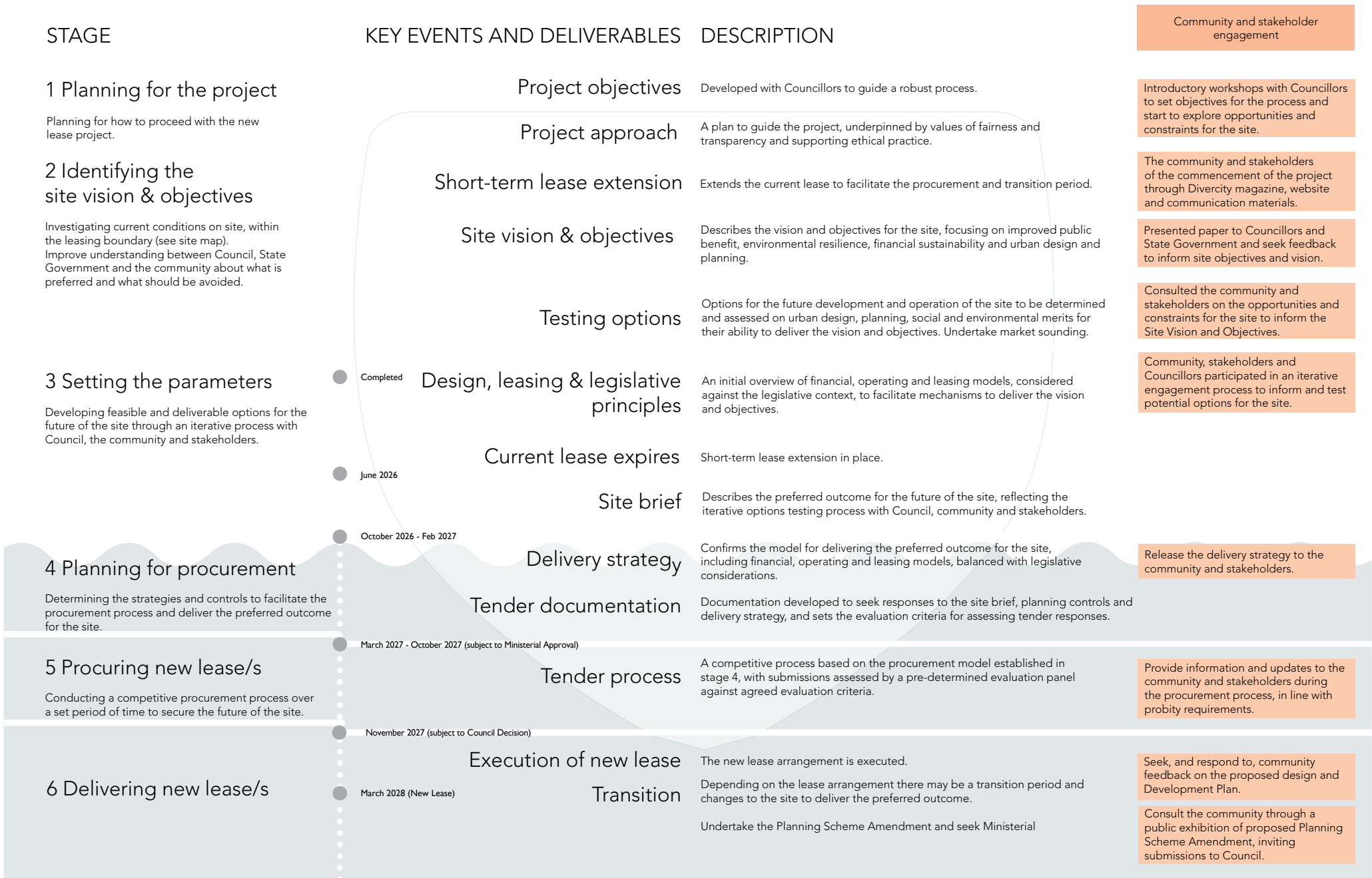
The next stage of the project established the parameters for the site through collaboration between Council, technical consultants and a panel of 23 community members representing diverse demographics and interests. The broader community was also invited to participate in the panel process through an online survey testing approaches and options for the various key site elements, including the working marina, views, open space, walking and cycling trails, commercial components and built form.

A key outcome of Stage Three, and in particular the Community Panel, was the determination of design criteria to inform this Site Brief. The design criteria are grouped into five categories:

-  **Views and Movement**
-  **Marina Function**
-  **Complementary Uses**
-  **Open Space, Public Realm and Carparking**
-  **Environmental Design and Coastal Resilience**

Each category includes a set of mandatory and discretionary requirements provided further in this document, and through various components of the tender documentation.

1.2 PROJECT APPROACH AND TIMELINE





1.3 PURPOSE OF THE SITE BRIEF

The purpose of the Site Brief is to set out the key information required for everyone to have a shared understanding of current conditions and desired outcomes at the St Kilda Marina, including Council, the community, marina and wider precinct users, and potential lease holders.

It is a key document informing the market and guiding interested parties to provide suitable proposals in a competitive process to procure a long-term lease arrangement. It will also be used as the basis of a planning scheme amendment, providing a framework for assessing all design proposals for the site.

This document informs the market about the site's history, current state and desired future state. The desired future state is articulated through the site vision and objectives and a set of design criteria, all of which embrace the Council and community's expectation for the development of the working marina and its complementary uses and spaces.

The design criteria include mandatory and discretionary requirements. The criteria, which have been informed by a community panel process, establish the parameters for the future state of the Marina as the means to best achieve the site vision and objectives.

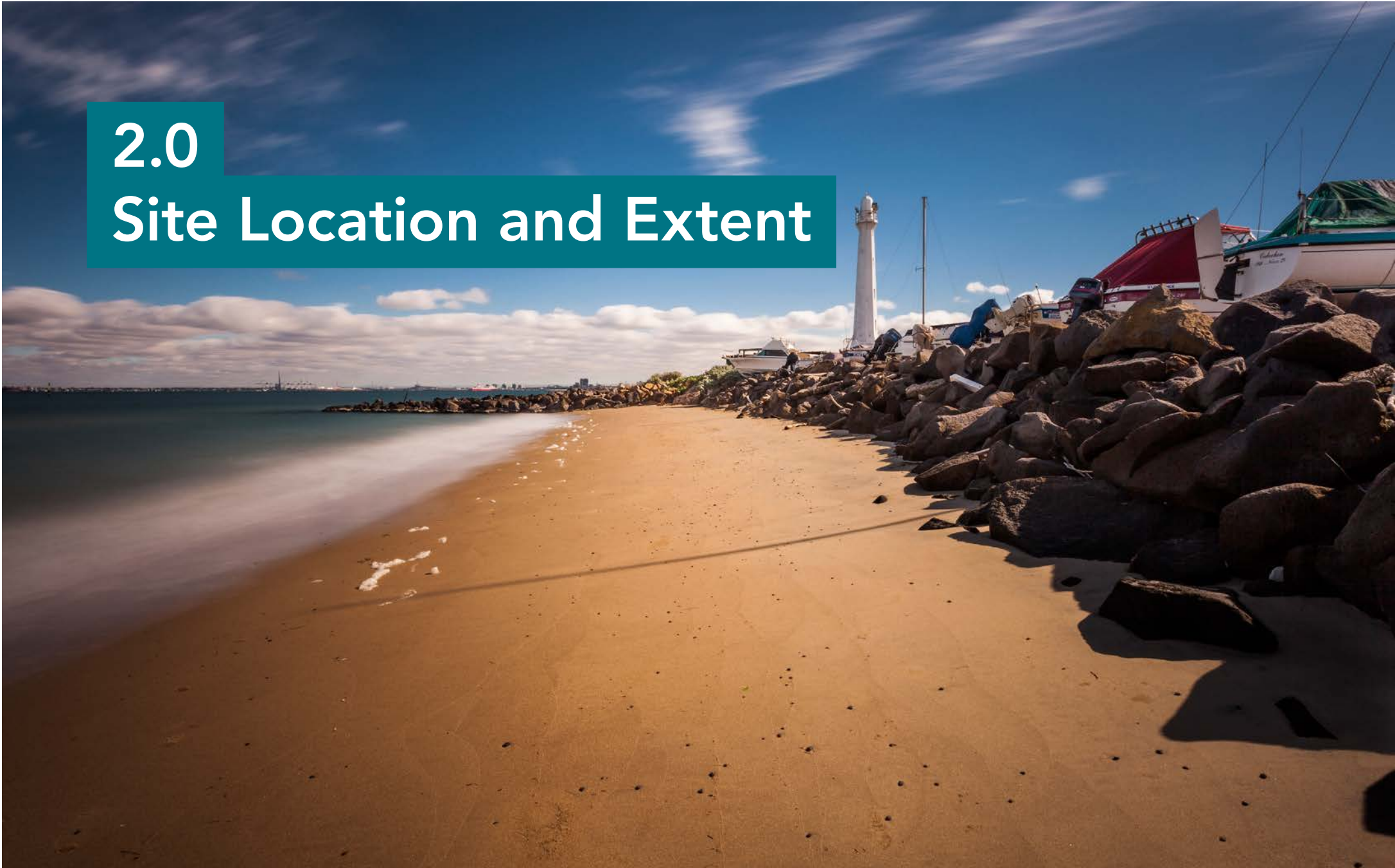
Fundamentally, the market is asked to advance the Council and community's vision for the site. The Site Brief provides a clear framework for Council to assess and compare all submissions against this vision, and for the community to understand Council's decision-making process.

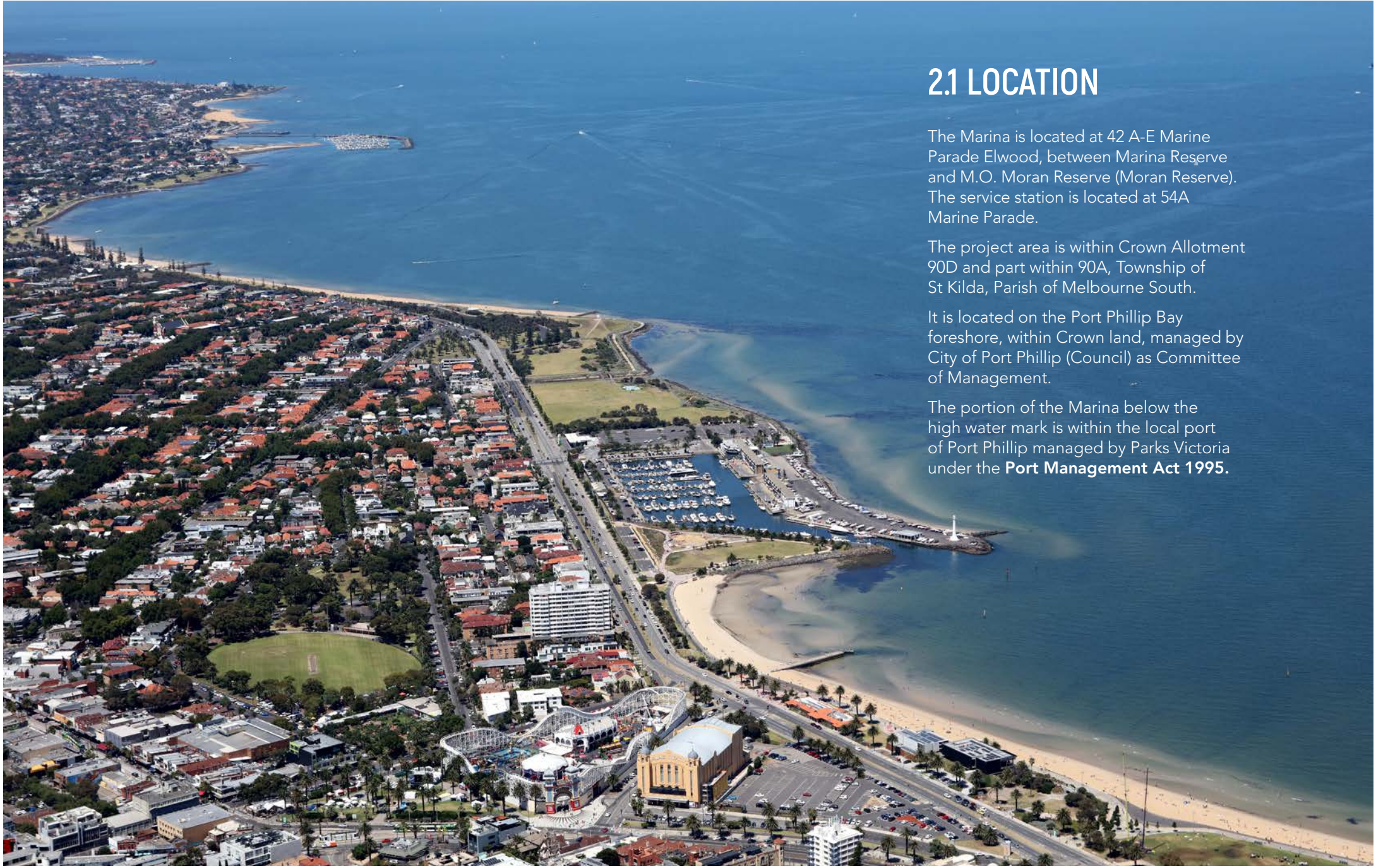
Council is seeking to go to market with a view to entering a long term development lease (that is, a lease that allows the lessee to develop the site in line with the vision), or if Council is unable to identify a suitable lessee for a development lease, entering a long term operating lease (that is, a lease that allows the lessee to operate the site with associated maintenance obligations in line with the vision).

In the procurement process, submissions will be evaluated against multiple criteria, including achievement of vision. For development lease submissions, the criterion assesses the extent to which the proposed development achieves the vision. For operating lease submissions, the criterion assesses the extent to which the proposed operations and maintenance program is consistent with the vision and preserves the opportunity for future development.

2.0

Site Location and Extent





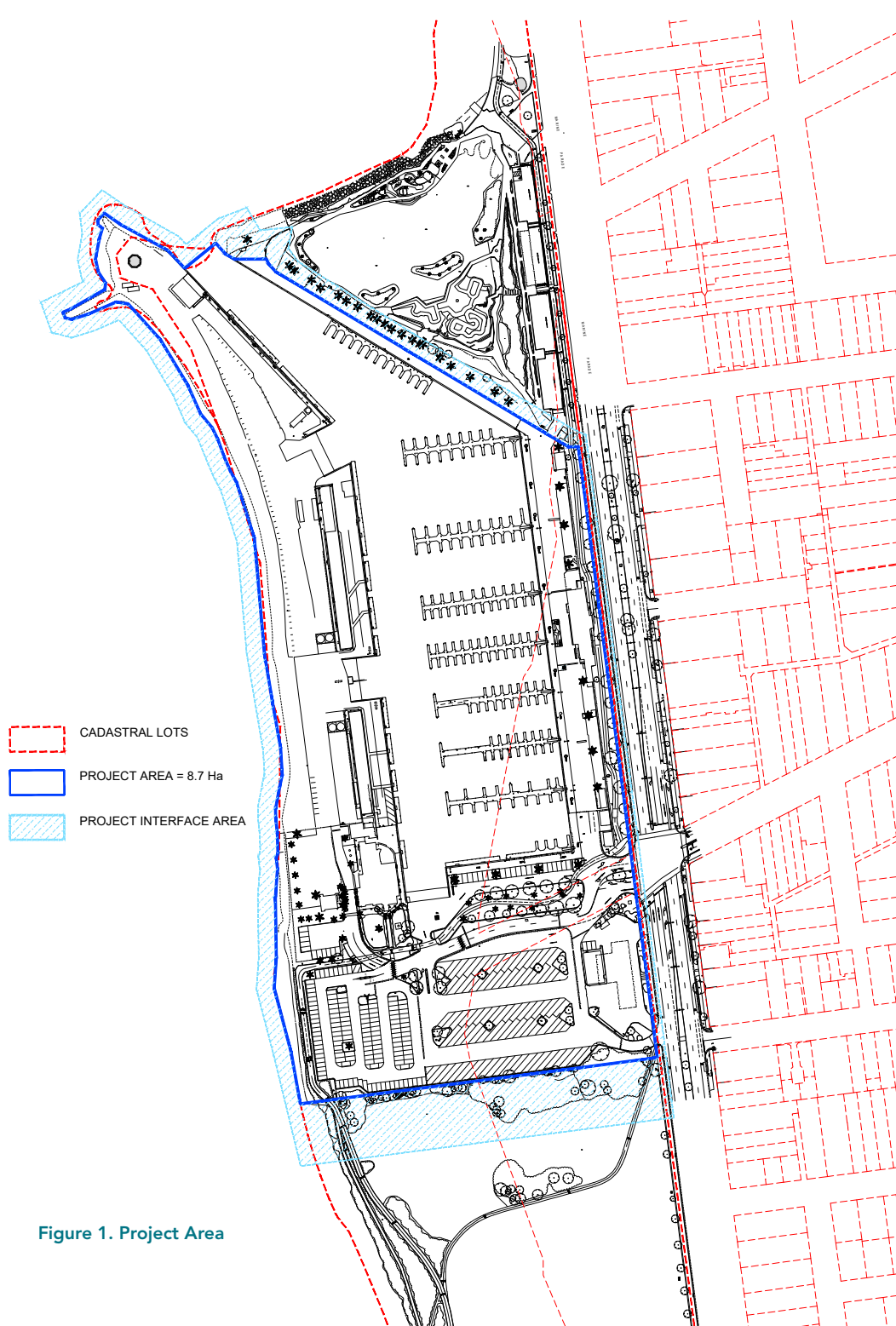
2.1 LOCATION

The Marina is located at 42 A-E Marine Parade Elwood, between Marina Reserve and M.O. Moran Reserve (Moran Reserve). The service station is located at 54A Marine Parade.

The project area is within Crown Allotment 90D and part within 90A, Township of St Kilda, Parish of Melbourne South.

It is located on the Port Phillip Bay foreshore, within Crown land, managed by City of Port Phillip (Council) as Committee of Management.

The portion of the Marina below the high water mark is within the local port of Port Phillip managed by Parks Victoria under the **Port Management Act 1995**.



2.2 PROJECT AREA

The Project area comprises a site area of approximately 8.7 Ha (inclusive of land, seawall and marina water).

The project area describes the extent for new uses associated with the Marina. The 'project interface area' as shown in figure 1 acknowledges the proposed works required to integrate a successful masterplan with adjoining reserves, seawall and road reserves.

Figure 1. Project Area

3.0

Site Vision and Objectives

The vision and objectives for the St Kilda Marina site were developed through the community and stakeholder engagement process and detailed background investigations, reflecting the aspirations of the community, key stakeholders and Council.



PROCESS AND PURPOSE

Determining the opportunities and constraints

The Opportunities and Constraints paper summarises the information from research commissioned by Council into the current state, case studies and marina market

research for the St Kilda Marina site. Understanding the opportunities and constraints helps guide the draft Site Vision and Objectives for the future of the marina.

Opportunities and Constraints paper

Setting the Site Vision and Objectives

The Site Vision and Objectives set a benchmark for determining the place identity, social and cultural, economic, environmental and financial outcomes that could be delivered in the future at St Kilda Marina.

A draft Site Vision and Objectives released for community and stakeholder feedback.

The final Site Vision and Objectives informed by community feedback and will guide future options for the site.

Draft Site Vision and Objectives released for consultation

Final Site Vision and Objectives informed by community feedback

Developing and exploring options

The finalised Site Vision and Objectives will be the basis for exploring and developing options for the St Kilda Marina site.

We used an iterative process to develop options, involving input from community members, key

stakeholders, Council officers and technical experts in urban design, property, commercial and sustainability. We discussed and considered the priorities and trade-offs for each option, to consider what will offer the best outcome for the future of the St Kilda Marina site.

Feasibility assessment for preferred option(s) which can deliver an agreed outcome for the St Kilda Marina site

Planning the next steps for procurement and lease arrangement

Work from the previous stages will inform the procurement model for a new lease arrangement. It will also provide

criteria for assessing the preferred submission(s) that will deliver the best outcome for the site.

Procurement documentation to secure a new lease arrangement for the St Kilda Marina site.



SITE VISION

A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina.

The vision for the St Kilda Marina has been developed through the community and stakeholder engagement process and the detailed background investigations undertaken. The vision aims to reflect the aspirations of the community, key stakeholders and Council. The following clarifies the meaning and intention behind key words in the vision.

“A special place for everyone” – A place that is utilised, admired or remembered for reasons unique or personal to the individual or groups from wide backgrounds having diverse interests visiting the site.

“...that welcomes” – A place that is open and inviting, easy to access and move through.

“...a diversity of sustainable uses” – A wide range of opportunities, resolved through effective design, that enable passive and active recreation, that are programmed or a consistent part of the marina, and cater to a diversity of activities or desires for the site. “Sustainable” embraces environmental, social, financial and economic resilience or sustainability.

“...anchored by a working marina” – The working marina will remain a key component and feature of the site.

SITE VISION AND OBJECTIVES

A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina.

Place identity

Develop the identity of St Kilda Marina through:

1. Creating a destination along the bay trail that complements and strengthens the foreshore and local activity centres.
2. Creating welcoming and accessible spaces that strengthen connections to, through and within the site.
3. A scale of development that is appropriate to the context of the site.
4. Built form that respects the coastal open space and public views, and contributes to the character of the area.
5. Showcasing the foreshore and a working marina through innovative design.

Social and cultural

Improve the social and cultural contribution of the site to the municipality through:

1. Creating opportunities and flexible spaces for active and passive recreation, quiet enjoyment and culture, welcoming people to spend more time and build community connections.
2. Acknowledging history and heritage in design and place experience, including enhancing the existing place identity as a working marina.
3. Balancing the relationship between public and commercial uses across the site.

Economic

Derive improved economic benefit from the site through:

1. Drawing people from within and outside Port Phillip with a unique offer on the foreshore for work and play.
2. Creating a dynamic precinct with an effective mix of businesses and experiences, activating the site throughout the day and year.
3. Increasing St Kilda Marina's contribution to recreational boating in Victoria through improved infrastructure and services and increased opportunities for a range of water craft.
4. Viable businesses that provide ongoing employment opportunities on the site.

Environment

Ensure a net positive environmental outcome for the site and surrounds through:

1. Protecting and seeking opportunities to enhance the natural environment.
2. Incorporating progressive environmentally sustainable design principles in built form and landside and waterside infrastructure and management.
3. Building resilience to climate change and considering coastal vulnerability.
4. Seeking opportunities to support the achievement of flood mitigation objectives for the area through an integrated water management approach.

Financial

Achieve financial sustainability for the site by:

1. Achieving an appropriate level of return for Council, proportionate to the level of commercial activity that considers other non-financial benefits derived for the community.
2. Flexibility in contractual arrangements that are responsive to future changes, challenges and opportunities.

LINKING THE OPPORTUNITIES AND CONSTRAINTS TO THE SITE OBJECTIVES

Comprehensive studies were undertaken about the site and the marina market, to help understand the site's opportunities and constraints. The resulting Opportunities and Constraints paper informed the development of the site vision and objectives.

The tables below and on page 17 demonstrate how the opportunities and constraints relate to the site's objectives, which in turn inform the vision. The opportunities and constraints are not ranked or prioritised in the tables.

Opportunities	Place identity	Social and cultural	Economic	Environmental	Financial
Encourage people to spend more time at St Kilda Marina by improving access to, through and within the site and creating welcoming spaces and activities for the community to enjoy.	✓	✓			
Maintain public views and open up new viewing experiences for the public, including views from the peninsula toward St Kilda and Melbourne.	✓	✓			
Connect public spaces to the water's edge via a promenade allowing pedestrians to view and experience the working marina, the foreshore and Port Phillip Bay.	✓	✓			
Create a seamless connection to the foreshore and surrounding activity centres and destinations through wayfinding.	✓	✓			
Celebrate the heritage significance of marina landmarks through preservation or adaptive re-use.	✓	✓			
Review, remove and/or rebuild existing buildings and assets that have no identified heritage value and that are at the end of their useful life.	✓	✓			
The underutilised open space, such as the foreshore car park, could provide better public benefit.	✓	✓			
Effective relationships with State Government to work through site options and implications for applicable property related legislation and processes.	✓	✓			

Opportunities	Place identity	Social and cultural	Economic	Environmental	Financial
Retain, improve and potentially grow the working marina component of the site, as recreational boating has been identified as a growth industry with strong demand predicted for the future.	✓	✓			
The need to rebuild the sea walls could allow a rethink of the extent and use of the peninsula.		✓		✓	
Significantly improve the economic and financial benefits that can be derived from the site.			✓		✓
Adopt a long-term lease arrangement, to provide a viable operating model and financial return for a leaseholder with specialist expertise.			✓		✓
Adopt a leasing and operating model from various options (including single and multiple operator leases limited or extensive local government involvement longer and shorter options etc) to determine the best model to deliver the Site Vision and Objectives.			✓		✓
Coastal and environmentally sustainable tourism is supported in local planning policy.				✓	
Integrated coastal and environmental management should be exemplified and celebrated.				✓	

Constraints	Place identity	Social and cultural	Economic	Environmental	Financial
Victorian legislation, Victorian Government planning and policy guidelines and local government planning scheme, policies and planning controls that govern the use, development, leasing, planning, coastal and environmental management of the site.	✓	✓		✓	
New development should be sympathetic to the low-rise built environment of the area and coast and respect the scale, prominence, distinctive forms and landmark qualities of the marina.	✓	✓		✓	
Local policy states that any development should not increase traffic congestion, parking, pedestrian or cyclist circulation issues.	✓	✓			

Constraints	Place identity	Social and cultural	Economic	Environmental	Financial
The heritage significance that has been identified in elements of the original marina design needs to be considered in further planning.	✓	✓			
Environmental studies would be required to assess the impacts of any development. The Minister for Planning would decide if an Environmental Effects Statement is required.				✓	
High costs of renewing and maintaining marine infrastructure.			✓		✓

4.0

St Kilda Marina History

4.1 ST KILDA LAND ACT 1965

The **St Kilda Land Act 1965** was enacted to enable the creation of the St Kilda Marina. Under this Act, the former St Kilda City Council (now part of the City of Port Phillip) and the Melbourne and Metropolitan Board of Works reclaimed the land to create a harbour. St Kilda City Council constructed the boat harbour, including the concrete seawalls and three slipways.

As a result, the St Kilda Marina is governed by its own piece of legislation. With the passing of the **St Kilda Land Act 1965**, the City of St Kilda became empowered to “lease the said land to any person to be used only for the purposes of a marina”.

The Act stipulates that the area is reserved for a marina and provides facilities for the recreational convenience of boat users and the public. It enables the grant of a lease for up to 50 years subject to approval by Governor in Council. The original lease was granted under this Act.

Since the creation of the **St Kilda Land Act 1965**, a number of other Acts have come into play that have implications for the site. Refer to Section 7 of the Site Brief for further detail.

The State government recently reviewed Victoria's public land legislation. The review included public consultation, and may ultimately result in legislative changes relating to the administration of public land - potentially including the St Kilda Land Act 1965.

The **St Kilda Land Act 1965** can be found in this link: http://classic.austlii.edu.au/au/legis/vic/consol_act/skla1965117/

5.0 Site Analysis

5.1 REGIONAL CONTEXT

St Kilda Marina is located within the northern beaches of Port Phillip Bay. The Marina is a significant scaled site within the City of Port Phillip urban coastal parkland located between St Kilda and Elwood beaches. The continuous foreshore is both a significant bio-diversity shoreline while being part of the metropolitan recreational beach facility. A diversity of regional activities contributes to the popularity of the foreshore area such as the Bay Trail, St Kilda Beach promenade and St Kilda Pier (Parks Victoria managed). Acland and Fitzroy Streets dining facilities are proximate to the site, attracting metropolitan visitors.

St Kilda Marina is a significant recreational boating facility as identified in the Victorian Recreational Boating Strategy 2021-2030. The Marina provides an important safe harbour access for the public to launch trailer boats, anchorage for the Australian Volunteer Coast Guard, marine services, in addition to the private wet berth and dry storage facilities. The nearest comparable public launching facility is The Warmies in Newport.

The site is located on Marine Parade, a coastal boulevard arterial route which gives continuous access to the bay foreshore.

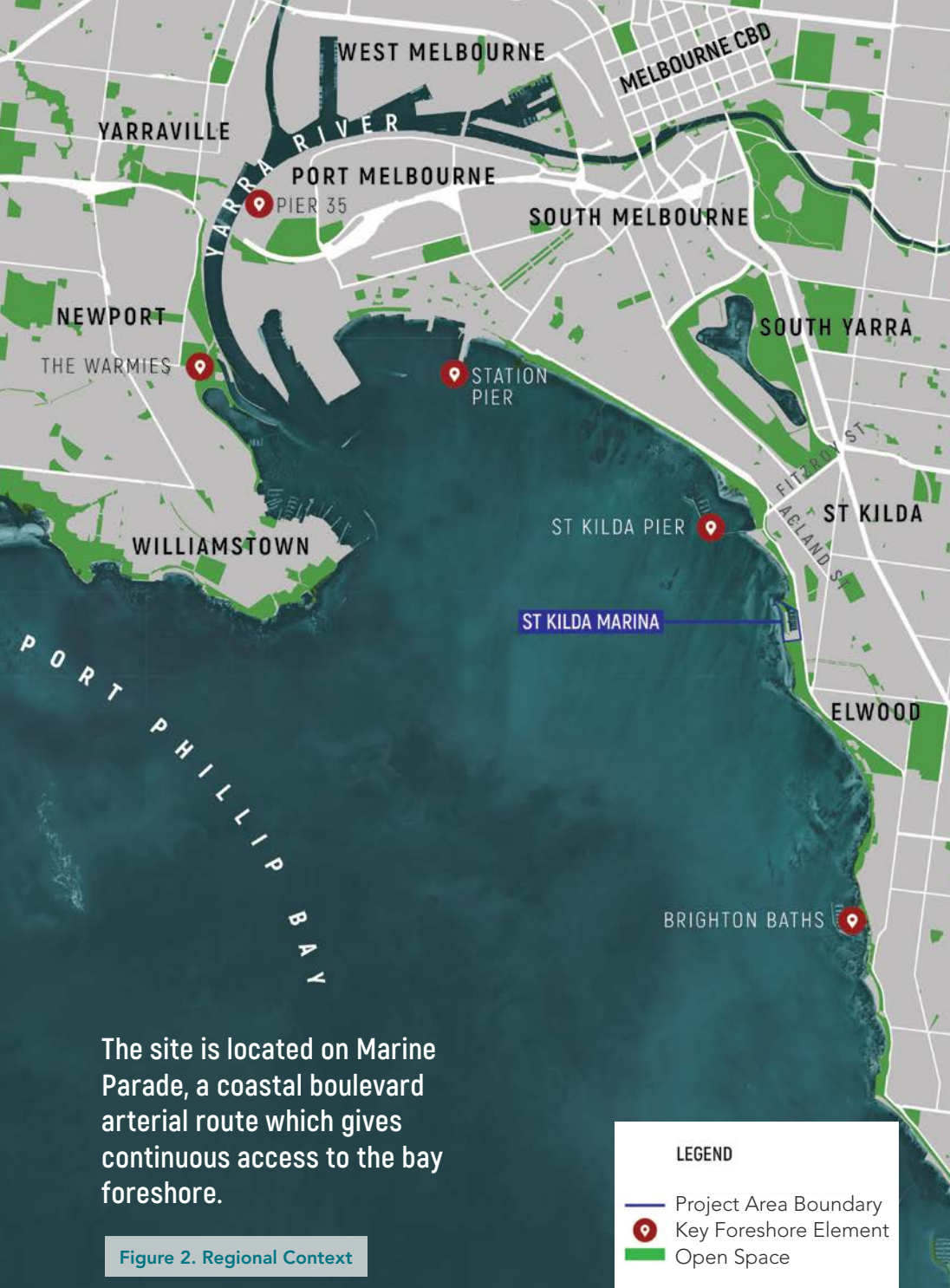


Figure 2. Regional Context

5.2 LOCAL CONTEXT

The St Kilda Marina is in a prominent location within the foreshore parkland and beach reserves and lies at the junction between the bayside neighbourhoods of St Kilda and Elwood. The adjoining land uses are a mix of single dwellings and apartments, typically three levels maximum in height. Within a walkable proximity the active Acland Street retail uses and foreshore dining at St Kilda beach are easily reached.

The established network of open spaces reflects the history of the area as Melbourne’s seaside resort. Catani Gardens, St Kilda promenade and Elwood Beach are active regional facilities. The liveable neighbourhoods are distinguished by the Peanut Farm Reserve, St Kilda Botanic Gardens, linked to the Marina site by Blessington and Dickens Streets. These streets and the Elwood Canal have been identified as priority Bicycle Corridors in the Move, Connect, Live: Integrated Transport Strategy 2018 - 2028 and is aligned with the Places for People: Public Space Strategy 2022 - 2032.



For public transport, the site is connected through high quality walkable streets to the no. 246 high frequency bus route along Barkly Street and the No. 96 St Kilda to Brunswick light rail tram on Acland Street. Council’s Transport Strategy (2018) identifies the bus services along Barkly Street (a City Street) as a priority high frequency route.

Significant local facilities are located close to the Marina, informing the foreshore character and supporting local amenity to St Kilda and Elwood. The St Kilda foreshore includes the adjoining Royal Melbourne Yacht Squadron, St Kilda Lifesaving Club, St Kilda Sea Baths and a number of cafes and restaurants. The Palais Theatre and Luna Park are also important destinations for locals and visitors. The Elwood area provides a community facility cluster including the Elwood Lifesaving Club, Elwood Beach Community Centre plus club buildings for sailing, angling and Sea Scouts.

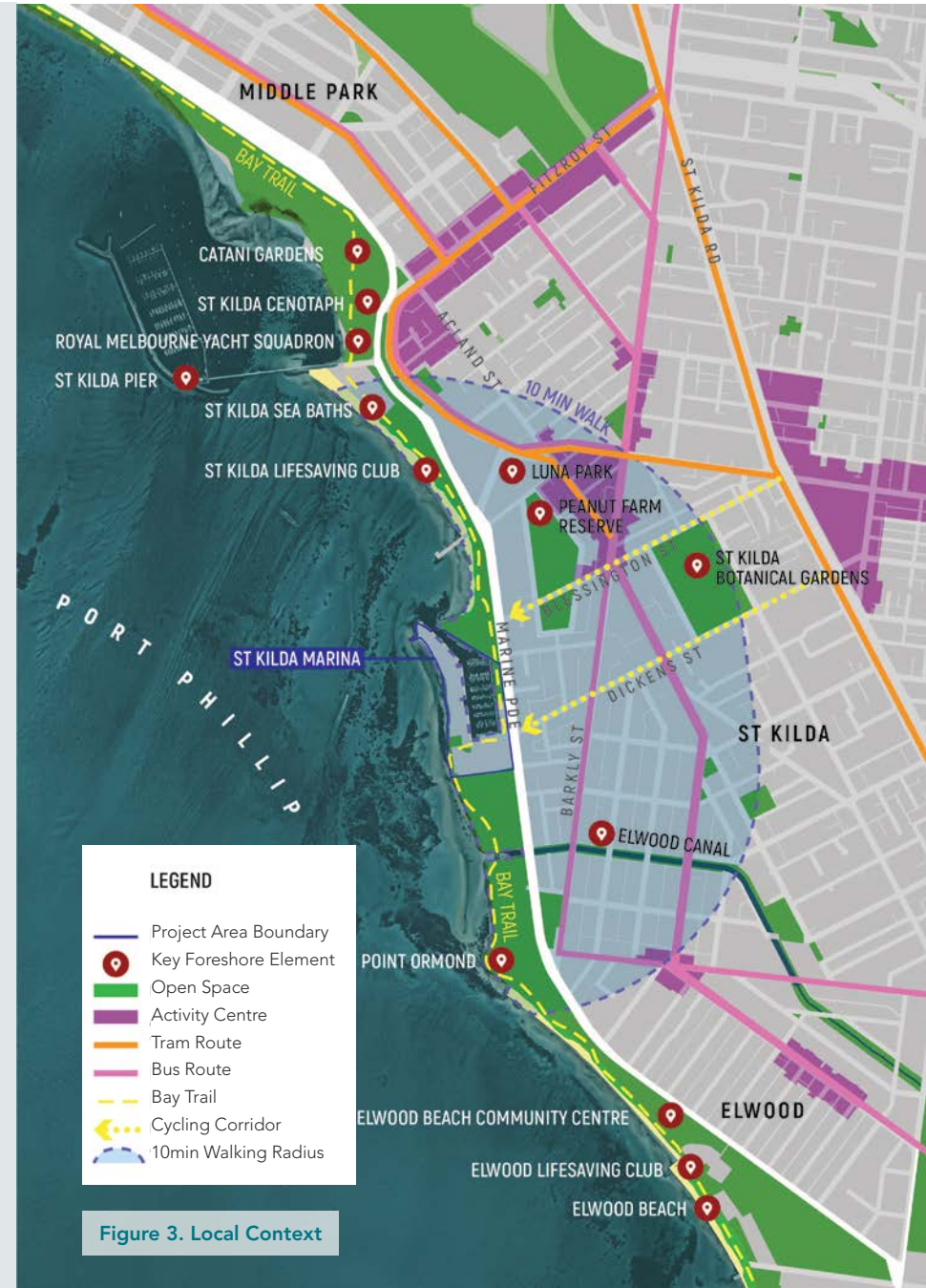


Figure 3. Local Context



Figure 4. Foreshore Setting

5.3 FORESHORE SETTING

The St Kilda foreshore is a significant destination and home to a number of Victoria's tourist attractions. Within the City of Port Phillip municipality, the foreshore stretches approximately 11.5 km from Elwood to Port Melbourne. Port Melbourne is a gateway for national and international cruise ships.

The St Kilda to Elwood foreshore presents as a coastal parkland environment interspersed with public activity precincts. The location of the Marina is significantly positioned at the gateway between the two precincts. The Marina is a barrier to the contiguous foreshore experience due to expansive carparking, private uses and fencing. While the Elwood foreshore is an altered environment, it has an important ecological significance as habitat for migratory birds and marine species. Nearby Point Ormond is identified as a former indigenous site for food collection.

The Marina has an extensive 350 m frontage to Marine Parade, a high-volume coastal drive and one of the grand streets of the City of Port Phillip providing access to the regional foreshore for a metropolitan population. Various food and beverage businesses and community buildings are positioned along the Bay foreshore length within the municipality. Marine Parade is popular for road cycling and supported by marked cycle lanes. Recent state policy initiatives (Victorian Freight Plan 2025 - 2030) seek to restrict freight vehicles using this road.

Policy direction for foreshore management of public realm, social infrastructure and environmental sustainability is guided by the approved Foreshore Management Plan 2012 (City of Port Phillip) and the draft Our Coastal Future Foreshore Management Plan 2026. Several initiatives from this plan have been completed or are underway, enhancing the amenity of the foreshore for local and regional visitors.

The following foreshore sites are relevant to the Marina:

Marina Reserve

Completed in 2013, this reserve includes a skate park, picnic facilities, toilets and beach showers, dog off leash area, separated Bay Trail and public carpark. Consultation with the community highlighted the high visitation of the reserve by visitors and local residents.

Moran Reserve

A flexible active and passive coastal park and shoreline. The reserve is popular with fitness groups, kite carting and kite flying. The quality and management of vegetation is identified for upgrading in the Foreshore Management Plan.

St Kilda Pier

Managed by Parks Victoria, this is an important tourist destination. The upgraded pier and breakwater was opened in late 2024, with a communal seating terrace, a lower boat landing, expended walking paths, and improved conservation protections for the local Little Penguin colony. The pier currently provides the bay ferry service to Williamstown and Port Melbourne (over Summer).

Brookes Jetty

The rebuild and upgrade of the Brookes Jetty was completed in early 2022 and now benefits from a 20m viewing platform and seating. The Shakespeare Grove Main Drain outlet repairs and upgrades have also been fully completed by Melbourne Water.

St Kilda triangle

A masterplan for redevelopment was adopted in 2016 by Council following a community engagement process. Council's main focus is to achieve support and funding from the State Government for the approved business case, while pausing other project work on the site.

Elwood Canal (Elster Creek)

Revegetation works along the length of the canal have created a green link to the foreshore for wildlife. As the area is subject to both stormwater flooding and seawater intrusion, Council is working with Melbourne Water and the community to identify and implement flood reduction options. Water quality in the canal is compromised due to sediment and nutrients entering via the stormwater system. Water quality is monitored by Melbourne Water.



The Marina site, including the dry storage roof profile and Beacon marker, is visible from vantage locations on the St Kilda and Elwood foreshore. These include views from St Kilda Pier, St Kilda Beach (near Donovans) and Point Ormond lookout. The Marina site has an influence on the legibility of the foreshore, shoreline and bay when approaching from neighbouring streets. Cavell, Blessington and Dickens Streets are important mobility links to the site. Longview sightlines from the foreshore paths, in particular the Bay Trail, identify the opportunity for the Marina to improve a coastal sense of place.



5.4 MARINA AND BOATING CONTEXT

Recreational boating is a growth industry, underpinned by strong future demand. Boat registrations are growing, there is high occupancy across all marinas in Australia and the population in Melbourne is increasing, particularly in a demographic that is attracted to boating as recreation (males aged 40 to 60 who are a key market for the marine industry).

St Kilda Marina plays an important strategic role in the Victorian Government's network of boating facilities. The Central Coastal Board Coast Action Plan 2015/2016 (CCBCAP) sets out a vision and guiding principles for boating facilities for Port Phillip Bay, extending from Breamlea in the west to Inverloch in the east.

The CCBCAP recognises St Kilda Marina as a regional boating facility that provides services for a large catchment and is a significant boating destination. The marina and its boat ramp facilities are an important community asset which facilitate access to the bay for recreational fishing, particularly during snapper season (September to December) and holiday periods.

It provides a safe haven, quick and efficient access to and from open water, public access to a boat ramp, boat and trailer parking, and petrol to fuel boats. There are various services catering for a wide range of boating activity and skill levels in a location that is well connected by various modes of transport.

St Kilda Marina is well utilised with low existing berth vacancy rates, indicating a high level of demand for the facility. St Kilda Marina compares favourably with other major marinas in terms of the range of facilities and services provided, indicating the Marina is in a solid competitive position in the regional market. Notably St Kilda Marina is the only commercial marina at the top end of the bay with direct access to Port Philip Bay.

Boating continues to be a popular recreational activity for Victorians. Boating registrations typically grow in line with population growth. Analysis of boat registration data from the Annual Maritime Safety Report – Actual data from June 2012-2017 reflects continued growth in boat registrations with a strong bias towards open vessel motor boats.

The 2012-2017 information in this table is derived from the latest Annual Report prepared by Maritime Safety Victoria (2016-17), noting that as of April 2019, the 2017-18 Annual Report had not yet been issued. Note: Future demand has been estimated based on forecast population projections prepared by Plan Melbourne and by applying a consistent rate of boat ownership on a per capita basis.

	JUNE 2012	JUNE 2017	ESTIMATED DEMAND JUNE 2025
VIC Population as at June (ABS)	5,651,091	6,321,648	7,389,262
Maritime Safety Victoria Registrations			
Total Boats	171,527	193,346	228,319
Open Vessels	118,195	130,776	147,318
Yacht (Keel Boats)	2,567	2,782	3,134
Registrations Per Population			
Total Boats	32.9	32.7	
Open Vessels	47.8	48.3	
Yacht (Keel Boats)	2,201.4	2,272.3	

6.0 The Site Today



6.1 SITE USES AND ACTIVITY

The current St Kilda Marina precinct comprises, for the most part, a mix of boating and marina-related uses. Other uses or activities on the site either reflect the public recreation opportunities of the foreshore, including walking, running, bike riding, fishing and skydiving, or provide complementary services that make use of the opportune foreshore setting and the attraction of the Marina (predominantly food and beverage offerings). A service station provides utility and convenience predominantly for Marine Parade drivers, or neighbours.



Figure 5. Site Uses and Activity

6.1.1 Boating and Marina Services

Essentially operating as a self-contained “one-stop shop”, St Kilda Marina currently offers the following boating and marine services.

<p>1 public boat ramp accommodating launching of 4 vessels</p>	<p>2 private boat ramps</p>	<p>125 wet berths</p>
<p>135 dry dock boat and jet ski storage spaces</p>	<p>168 boat and trailer storage spaces (can vary depending on operational needs)</p>	<p>79 public car and trailer parking spaces next to the public boat ramp (with parking fees covered by the boat launch fees)</p>
<p>Public boat refuelling facility with direct access from the harbour</p>	<p>Australian Volunteer Coast Guard</p>	<p>Boat sales</p>
<p>Boat washing, maintenance, repairs, trimming and detailing</p>		

The following details summarise the boat storage and launch provisions:

Wet berth

The average water depth in the harbour ranges from 2 m to 2.5 m. Floating pontoons are constructed from timber deck, fibreglass and concrete posts. At present there are 125 berths accommodating vessels ranging in size from 6.7 m to 22.8 m.

Dry storage

The storage is a partially enclosed structure exposed to the east, incorporating a number of infill structures and the Riva function centre expansion. The internal covered dimension is 5.8 m in depth, with columns at 8.3 m centres and a clear height of approximately 7.7 m. There are currently 14 bays used for vessel storage. Currently vessel sizes range from 5.2 m to 8.2 m in length. Vessels are loaded with a manually operated forklift over a concrete apron on the western edge of the marina water.

Hardstand for permanent trailer boats

There are 168 spaces adjacent to the peninsula on an open area with bitumen base.

Public boat ramp

This ramp provides a basic level of amenity for smaller trailer boats, with a capacity of up to four vessels at one time. There are 79 public parking spaces, with parking fees covered by the boat launch fees. Adjacent to the ramp the Marina provides waterside queuing for four vessels on floating pontoons to assist loading and unloading.

6.1.2 Australian Volunteer Coast Guard

The Australian Volunteer Coast Guard (AVCG) is a marine search and rescue organisation comprised entirely of volunteers and recognisable for its distinct yellow vessels. Operating under State and Territory Emergency Management frameworks, the volunteers respond to a variety of marine incidents, rescuing thousands of people each year. They also work in support of other agencies in response to events such as marine fire and medical evacuation from vessels.

In addition to marine search and rescue responsibilities, the AVCG is a Registered Training Organisation with the capacity to deliver accredited training to volunteers and the public.

Services offered by the AVCG include:

- marine search and rescue
- offshore vessel tracking
- recreational vessel monitoring
- marine assist membership
- marine radio monitoring
- public education, including marine licence, marine radio licence and coast navigation
- community events
- memorial services.

The AVGC will continue to have a base at the St Kilda Marina. It will need to be accommodated as part of the development. It currently occupies a single wet berth for its rescue vessel (8.5 m length) adjacent to a portable building on the peninsula. The facility comprises a multi-purpose space, offices, kitchen storage and toilet within 135 sqm of floorspace, in addition to a deck of 40 sqm on the eastern side. The AVGC does not pay fees to occupy the site.

6.1.3 Other Services and Facilities


A range of retail and recreation services are currently provided at St Kilda Marina.

Retail services include restaurant, bar, nightclub and function space (Riviera Beach Club), cafe and event space and a kiosk. Riviera Beach Club includes an expansive outdoor area used predominantly for events and functions organised by Riviera Beach Club. Current non-marina commercial uses occupy approximately 3,600 sqm of floor space, which varies depending on the use of portable and non-permanent structures.

Recreation activities often include sky diving and boat charters, as well as those inherently provided by the Bay Trail (walking, running, cycling etc).

On grade public carparking offers a further 166 spaces to patrons (in addition to the 79 spaces next to the boat ramp). Some of these are ticketed parking bays.

In addition, a petrol station (OTR) located at the entry to the Marina provides fuel and convenience store services to passing traffic and pedestrians, as well as visitors to the St Kilda Marina.



The sand displaced from dredging is then utilised to renourish the adjacent St Kilda Beach.

6.1.4 Dredging

The tenant is responsible for dredging within the Marina lease area to provide appropriate navigable depths. The sand displaced from dredging is then utilised to renourish the adjacent St Kilda Beach North. The approaches to St Kilda Marina, outside the lease area, are not covered by the local port 'Bays Maintenance Dredging Program - Long Term Management Program'.

A **Marine and Coastal Management Act 2018** (MACA) consent and a works authority under the Port Management (Local Ports) Regulations 2025 are both required for dredging of the entrance, the approaches to, and within, the St Kilda Marina. MACA consent is typically issued for five years. Works authorities can be issued to 'run with' the term of the MACA consent. Both are supported by an Environmental Improvement Plan which details how and when dredging is to be undertaken.

Key activities and milestones to note associated with dredging include:

- In June or July each year a bathometric survey is undertaken to determine the existing depth of St Kilda Marina and whether dredging will be required prior to the peak boating season (summer). Generally dredging has been required every second year for the last few years although this can change due to weather conditions.
- The decision on whether to dredge must be made by about July each year and cannot be revisited again until after Easter of the following year.
- When dredging does occur, it needs to be undertaken in the period after Easter and before 30 September each year. Recent dredge events have taken place in August and early September.
- The dredge material is tested for contamination and then spread on St Kilda Beach north of Shakespeare Grove.
- Dredging is a costly exercise that needs to be planned a few months in advance. The operation of the dredge once it is on site is weather dependent which can be problematic.

As part of the new lease arrangement, a dredging assessment will need to be completed and assessed in terms of any limitations it may place on the development of marine infrastructure.



6.2 AREA ASSESSMENT

The following approximate areas are illustrated in figure 6.

Marina land (Includes dry storage, office, private car parks, boat sales, servicing, controlled circulation.)	20,465 sqm
Marina water (Includes floating pontoons.)	31,345 sqm
Leasehold buildings, and licence area extents (Indicative only; includes Riviera Beach Club with outdoor area, petrol site, AVCG with berth.)	6,835 sqm
Commercial space footprint area	3,600 sqm
Public boat ramp and trailer parking	8,165 sqm
Publicly accessible area (Some parts have restricted hours.)	4,570 sqm
Verge, landscape and public circulation, seawall and services (Includes promenade and Bay Trail.)	7,055 sqm
Open Space (Refers to island separating road.)	1,175 sqm
Public vehicle circulation and carparking	8,115 sqm

LEGEND

- Project Area Boundary
- Marina Land
- Marina Water
- Sub-Lease Site
- Marina - Public Accessible Area
- Public Boat Ramp & Trailer Parking
- Verge/Landscape/Public Circulation/Seawall & Services
- Open Space
- Public Vehicle Circulation & Carparking

Figure 6. Site Use Area Assessment



The beach foreshore is a distinctive and popular City of Port Phillip recreational facility.

6.3 MOBILITY

6.3.1 Walking

Large numbers of pedestrians pass through the site, especially over the weekend. The Bay Trail is an important route for walkers and joggers, including locals and visitors to the area. The route currently bisects the site at the south in a shared path arrangement (with bike users) then continues as a separated footpath within a widened road reserve along Marine Parade.

The high volume of Bay Trail users is reflected in the survey results with an increase in weekend use (2500+ pedestrians on Saturday compared to 1500+ on a weekday). The active travel users describe the diverse use of the 'pedestrian pathways' on the site. Walkers, joggers, inline skaters and bicycle commuters all share use of pathways.

The beach foreshore is a distinctive and popular City of Port Phillip recreational facility. The recently completed promenades at St Kilda and Elwood beaches encourage foreshore activity in the area supporting a range of recreational users. From the Marina, key destinations are easily reached by foot. For example, The Palais is a 10-minute journey and Elwood Beach is a 25-minute journey. High quality and connected streets provide local residents with good walking access to the Marina.

Council has endorsed the Move, Connect, Live Integrated Transport Strategy (2018 - 2028) identifying a number of place initiatives for improved walking networks.

Site surveys and observations have concluded the current perimeter fencing and uninviting street interfaces makes the Marina feel private. The publicly accessible promenade (secured after hours) at the Marina water edge is not readily used due to poor legibility and vehicle obstructions.

The following issues relate to walking access and amenity:

1. Dickens Street site entry

There is conflict between pedestrian cross movement and quicker Bay Trail bike riders. In addition, the intersection footprint for vehicle access results in a hostile walking environment. The blind corner due to the electrical substation is a site access constraint for walkers.

2. Northern site entry (near Rollos)

There is conflict between pedestrian cross movement, Bay Trail biker riders and vehicles accessing the Marina and Marina Reserve carpark.

3. Boat Ramp

There is conflict between the shared Bay Trail and loading operation of the boat ramp.

4. Riviera Beach Club path

There is conflict between walkers and bike users sharing the Bay Trail. The 'S' alignment reduces safety.

5. Peninsula access

The current dedicated 'hardstand boat trailer' restricts public access to the seawall and the Beacon destination.

6. Reserve and street connections

There is opportunity for improved connections to the Marina water from Marina Reserve, Moran Reserve, Blessington Street and Dickens Street.

7. Bay Trail safety

Managing access, including separating the bike and walking lanes, to allow for speed variances in bike riders and walkers.

6.3.2 Bike Riding

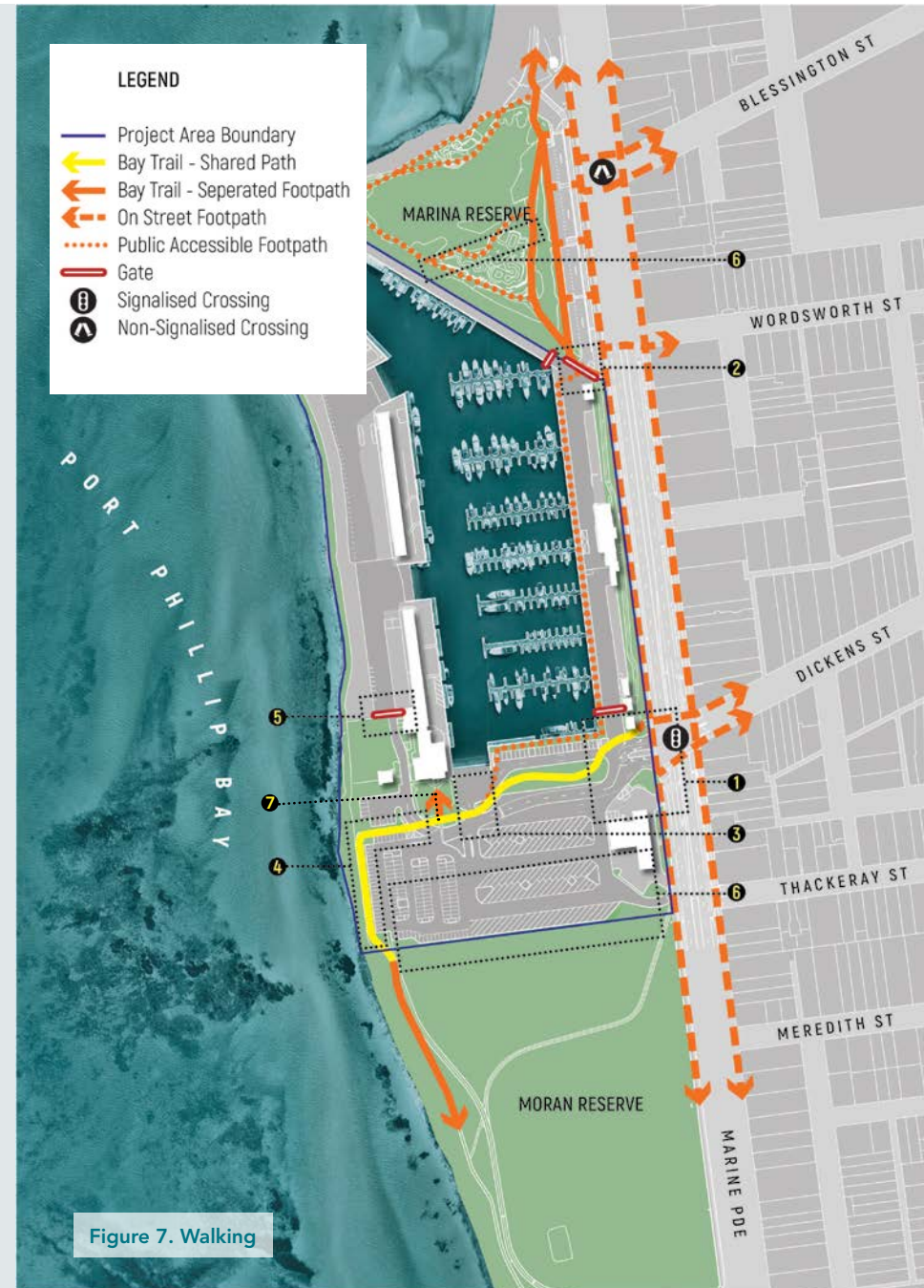




Figure 8. Bike Riding

There are three bike user groups passing through the site: recreational, fitness and commuters. The Bay Trail supports the cycle link through the site with perimeter north-south access for on-road bike riding on Marine Parade. Survey results confirm 2500+ riders use the Bay Trail through the site on a Saturday compared to 1500+ on a weekday, highlighting the popularity of the route for recreational and fitness users.

Council has endorsed the Move, Connect, Live Integrated Transport Strategy (2018-2028) identifying a number of initiatives for improved bike riding networks.

There are conflict locations with walkers at the Marina, as identified in 6.3.1.

The following issues also relate to bike riding access and amenity:

1. Boat ramp

There is conflict between the shared Bay Trail and loading operations of the boat ramp.

2. Bay Trail

Safe use for commuter cyclists (the fastest bike user group) is impeded by right angle corners, windblown sand on the path and lateral pedestrian movement across the Trail.

3. Carpark circulation

There is conflict between vehicles entering the site and bike riders, particularly due to the poor visibility of the Bay Trail route.

4. Marina destination

Bike riders are less inclined to stop at the Marina due to a lack of bike storage facilities, rest areas, public access to the foreshore, and complementary uses.

6.3.3 Vehicles

The current extent and layout of roads and carparks on site has resulted in an unattractive built environment and does not contribute to the public enjoyment of the foreshore. Private vehicles have good access to the site through the signalised intersection on Marine Parade.

Access to the site for regional visitors, using arterial roads, is available directly from both Marine Parade and Barkly Street via Dickens Street 300m from the site.

There is both public and private carparking on site, in addition to the boat and trailer parking (discussed in 5.4). The small public carpark by the Marina waterfront has 27 parking spaces (currently not metered) and has a high occupancy rate. However, the metered public carpark near the foreshore and Riva has 139 parking spaces and has a low occupancy rate (the survey in November 2017 on a Saturday recorded an average occupancy rate of 14 per cent between 8 am and 5 pm). Private marina carparking, within fenced areas, has provision for approximately 73 cars.

Council policy supports the supply of carparking infrastructure to promote multiple uses. A site such as the Marina which has different peaks and troughs of use supports shared use carpark infrastructure. The utilisation of public

carparking available on the Marina site indicates additional uses can be accommodated with this carpark provision.

Discussions with VicRoads to review opportunities for improvements to the Marina vehicle access location and design from Marine Parade have identified additional traffic and pedestrian volume split data required to progress the assessment.

The following issues relate to managing the impact of vehicles:

Dickens Street signalised intersection

There are conflicts and restrictions with multi-direction active travel users.

Vehicle driveways

The vehicle route on site restricts site planning opportunities and walking/cycling access to the foreshore.

Marina promenade (parallel to Marine Parade)

Vehicle access and private parking discourages public use of the pathway.



Figure 9. Vehicular Movement

6.4 ASSETS, OWNERSHIP AND ASSET CONDITIONS

The current lease and subleases for the site require that at the end of the lease period (September 2028) the tenant returns to Council the land and all tenants' improvements (other than the wet pens, and relocatable structures, which the tenants are entitled to remove). These assets must be repaired and maintained in a safe, undefaced and fit-for-use condition.

However, the majority of the tenants' improvements are in fair to poor condition and significant change may be required to meet the design criteria and achieve the site vision and objectives. Refer to the Asset Condition Report in the Technical Specifications.

The following assets must be returned to Council under the conditions of the current lease:

- two dry boat storage buildings
- the beacon which has a local heritage citation
- the two-storey Riviera Beach Club building
- the single-storey cafe adapted in the 1990s from an amenities block
- the current petrol station
- the public toilet block next to Riviera Beach Club.

The wet pens, associated security fencing and dry storage building boat mounts will be returned to Council at a cost. Consequently, under the new long-term lease arrangement, these critical items of marina infrastructure can be utilised.

An asset condition assessment of all infrastructure on the site has been undertaken and is provided in the Technical Specifications document. This assessment includes ratings and expenditure projections for renewals and maintenance for the next 10 years for permanent buildings, marine infrastructure, and services both inground and as part of the buildings.

The current lessee is responsible for managing and/or insuring the operations and maintenance of all facilities within the lease boundary including but not limited to:

- all buildings whether permanent or portable, and all support infrastructure including lighting, sewer, water supply, electrical and mechanical reticulation and equipment
- all marine infrastructure
- all carpark areas, including enforcement of parking restrictions (note: the paid parking is accessible via a boom gate)
- waste management and removal
- Bay Trail and street reserves
- site security. Note: In addition to the physical security barriers (two layers of fencing to the wet berth precinct, and fencing to the peninsula which accommodates the dry boat storage and hard stand boat storage), a security guard is employed for increased security overnight.

6.4.1 Issues for Marina Operations

Current issues with existing marina operations are summarised as follows:

Public access at Marina entrance

Conflict exists between swimmers and shoreline anglers obstructing the passage of vessels in and out of the Marina. Fenced and signposted 'no access areas' have been used to reduce this occurrence.

Seawall shelter

There is impact to vessels stored on the hardstand from extreme weather, associated salt spray and water overtopping the seawall.

Boat ramp

There is congestion in the marina basin fairway between queuing boats accessing the public ramp, dry storage loading and wet berth manoeuvrability. In peak summer season there is traffic congestion for boat and trailer vehicles accessing the site from Marine Parade. Where the Bay Trail path crosses the access point to the public boat ramp, there are safety issues and delays for boat users and cyclists.



Figure 10. Marina Operations

6.5 HERITAGE

A Heritage Assessment was completed in January 2018 by Built Heritage. The report is included in the Technical Specifications document.

The summary of findings from the statement of significance concluded:

- The Marina is significant at the local level for associations with the post-war boom of recreational boating, a sub-set of the broader recurring theme of maritime activity in the municipality.
- The Marina is significant as a unique example of a purpose-built marina that was developed from scratch as a cohesive and self-contained facility. It follows the latest American examples at the time.
- The significant fabric is defined as the extent of the original development, comprising the harbour and its infrastructure, two dry boat storage buildings, pilot beacon, former amenities block, substation and toilet block, plus a curtilage extending to the boundaries of the 20-acre site.
- The Marina is significant for the distinctive expression of some of its components, notably the two dry boat storage buildings, with iconic zigzag roofs (symbolic of ocean waves) and the pilot beacon.

- The Marina is significant as a major project by prominent and award-winning Melbourne architect Don Fulton.
- A Heritage Overlay applies to the beacon only (HO187) as a significant heritage structure that contributes to the maritime character of the foreshore area.

A subsequent Heritage Impact Assessment was prepared in April 2019. Refer to the Technical Specifications document.

Recommendations include:

- The site's history and existing conditions can be recorded in a range of ways to preserve architectural and historical information, including photos and drawings (and insights gained through the demolition process).
- The new dry boat storage building has the potential to be designed with clear reference to the functional, compositional and architectural principles underlying the 1968 Don Fulton-designed building.
- Interpretation of the site, both on and off site, can be deployed to document and inform the public and others about the site's history, early form and use.

6.6 CULTURAL HERITAGE ASSESSMENT

A Cultural Heritage Assessment was completed in January 2018 by Biosis. Refer to the Technical Specifications document.

A due diligence assessment found that it is unlikely that Aboriginal cultural heritage material exists on the site, as the Marina was constructed on reclaimed land. The assessment found that there is no requirement for a mandatory Cultural Heritage Management Plan (CHMP), unless future activities impact beyond the reclaimed land and into the seabed.

However, there are opportunities to work with Traditional Owners in any future development and employ interpretive strategies to reference the wider significance of Port Phillip Bay and Point Ormond (located just south of Elwood Canal toward Elwood Beach).

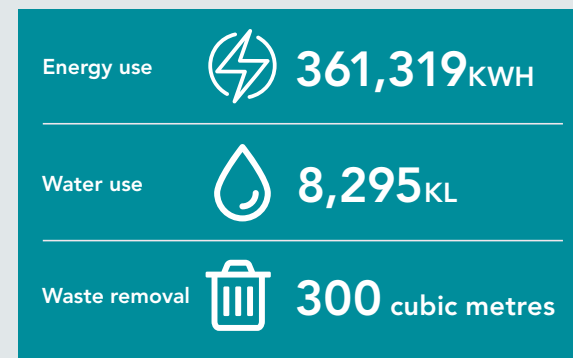
6.7 LANDSCAPE AND ENVIRONMENT

The current site has a range of vegetation types that hold different ecological value and support a range of animals, including native and migratory birds and insects. There is an area of high value native vegetation to the south of the carpark bordering Moran Reserve. This area has a high diversity of trees, shrubs and ground species.

There are a number of **Ficus macrophylla** in the carpark area which are all in good health and provide canopy but are likely to cause issues and damage to the surrounding footpaths and carparking area in the long term. The trees that create the boulevard along Marine Parade are in good condition and add to Port Phillip’s distinct urban character.

Coastal saltbush has colonised in and around the seawalls. This hardy shrub is suited to this area tolerating salt, wind, waterlogging and dryness. Apart from this coastal saltbush, most other vegetation in the immediate vicinity of the water will not tolerate the saltwater intrusion. The impact of sea-level rise on existing vegetation depends upon the level of inundation and potential elevation of saline groundwater¹.

The following are approximate annual rates of waste removal, energy and water use for the site (as measured from 1 August 2017 to 31 July 2018):



1. St Kilda Marina Environmental and Coastal Hazard Assessment, Water Technology, April 2018



LEGEND

-  Project Area Boundary
-  Contour
-  Level Height
-  Natural Drainage
-  High Value Native
-  Moderate Value Native
-  Low Value Native
-  Ornamental Value
- High Value**
 -  Cook Pine
 -  Norfolk Pine
 -  Sheoak
 -  Moreton Bay Fig
 -  California Fan Palm
 -  Canary Palm

Figure 11. Landscape and Environment

6.8 WATER AND COASTAL ENVIRONMENT

Water quality within the Marina and surrounding area is impacted by two stormwater outlets that drain two small catchments at the north and south of the Marina, as well as stormwater runoff from the roads and carparks. All of this stormwater is currently untreated and drains directly into the bay. Although the hardstand area on the peninsula that currently stores boats is not sealed, heavy compaction of this area results in limited ability to retain water.

Water within the Marina has very low clarity. This is due to stormwater discharge and lack of flushing of the marina area. The species found within the Marina are typical of artificial environments in northern Port Phillip Bay. The most common species are introduced.

Adjacent to the Marina, the in-water habitat is in good condition and is predominately unvegetated sandy seabed with small areas of patchy sea grass and hard seabed. The fauna species present in the area outside the Marina are typical of such habitats in northern Port Phillip Bay, comprising mostly of native and endemic species with a portion of introduced species widely distributed in the Bay.

The seawall that protects the site on the northern side has a varying crest level of approximately 2.5 m AHD. While the crest of the seawall on the south of the marina is approximately 1.5 to 2.0 m AHD.

The northern seawall appears to be in relatively good condition with no evidence of significant scour or overtopping. The vegetation behind the seawall is in good health. The western seawall and groyne is in poor condition, and rehabilitation of parts of it is currently underway. It is of varying structural standard comprising of a range of rock sizes that seem to have been tipped onto the foreshore with no apparent care taken with placement. The rocks are not well interlocked and appear unstable with erosion of the armour layer evident. There is also evidence of erosion scarp at the rear of the wall indicating overtopping during storm events. The southern seawall in front of Moran Reserve leading to Elwood Canal is in a similar condition to the western seawall.

The predicted sea level rise for the lease area is 0.8 m above AHD at 2100. This is using the most recent modelling projections for Australia. At present the site is not significantly inundated by Mean High High Water (MHHW). Even at 2100 the MHHW does not cause inundation. At 1% AEP, storm tide levels at the site would cause inundation of hardstand areas and marina access roads. At a 2100 1% AEP storm tide levels show major inundation of the boat sheds, car park and hardstand area. At this level the floating pontoons would be reaching their level limit.



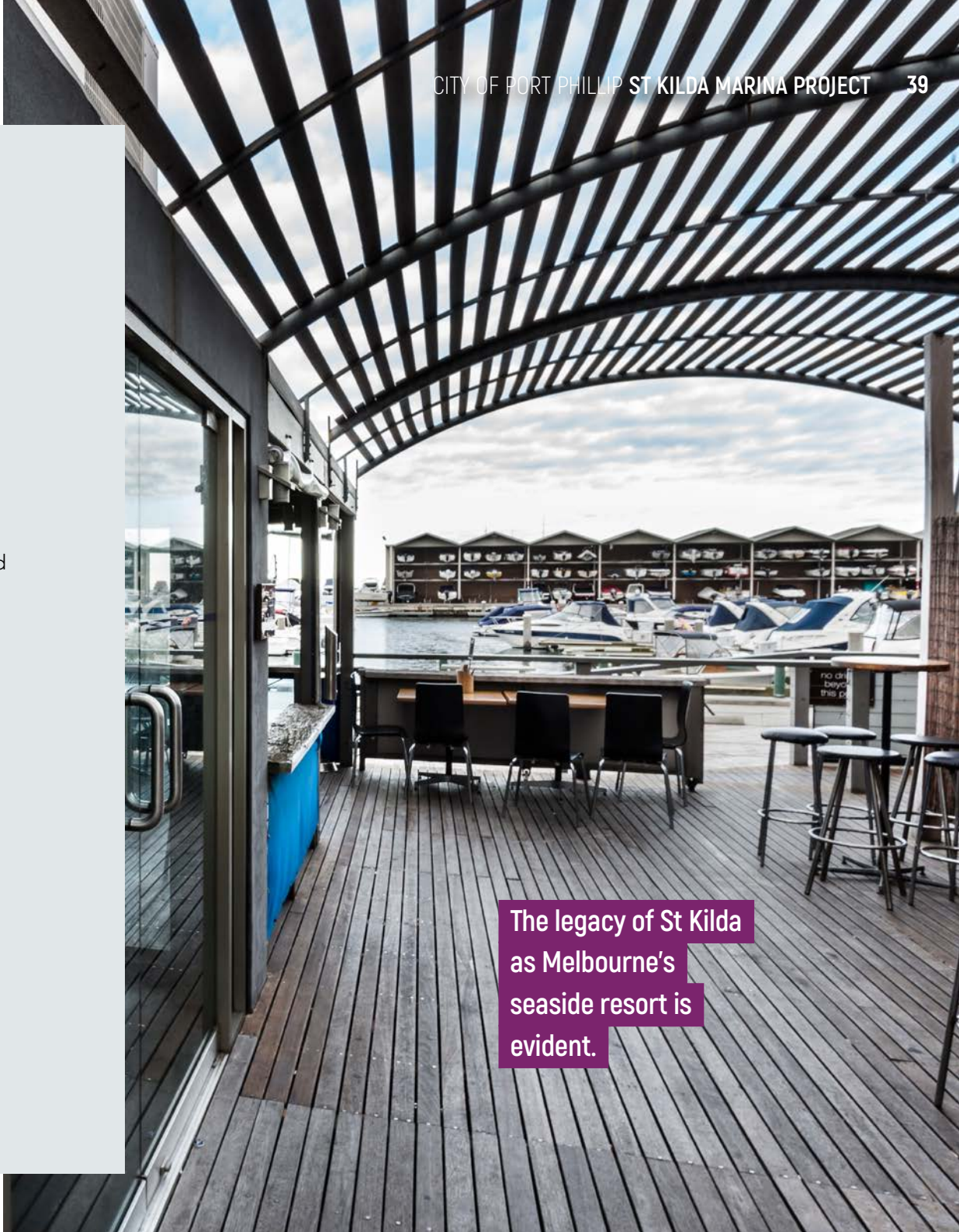
6.9 BUILT FORM

The esplanade foreshore setting includes a variety of built form types between St Kilda and Elwood. The legacy of St Kilda as Melbourne's seaside resort is evident in a precinct comprising the St Kilda Pier and pavilion (single level, on the pier), St Kilda Sea Baths (mixed use assembly), Melbourne Yacht Squadron (multi level) and Palais Theatre (iconic frontage, skyline roofscape). Elwood Beach forms a coastal precinct of sporting grounds, single and double level sporting clubs, community facilities and cafes.

The esplanade buildings respond to a varied landscape setting, including parkland, formal gardens, urban beach and native vegetation groupings, all of which contribute to a rich coastal character. Marine Parade and Elwood residential buildings support an urban 'edge' to the linear, reclaimed esplanade near the Marina.

Views from the Marina towards landmark buildings and markers affirm its unique sense of place within the foreshore setting. Equally, foreshore views towards the site, identified through the Pilot Beacon and dry storage skyline reinforce a place identity.

The Marina design was by Don Fulton, a well-known Melbourne architect, who described the approach "to create a series of buildings, each of which, while having an architectural identity expressing its particular function, relates to the other in character, giving a unity to the whole development". Fulton also noted that the buildings would "convey a sense of shelter". The distinctive zigzag rooflines of the dry boat storage buildings and petrol station were intended to symbolise ocean waves. All buildings and structures were designed "to embrace adequate means to modify the impact of climactic extremes and for protection against the added effects liable from a seaside site".



The legacy of St Kilda as Melbourne's seaside resort is evident.

6.10 GEOTECHNICAL AND SOIL ASSESSMENTS

6.10.1 Geotechnical Assessment

A geotechnical assessment is provided in the Technical Specifications document.

6.10.2 Soil Contamination Assessment

A soil contamination assessment has been undertaken. Refer to the Technical Specifications document.



7.0

Legislative and Governance Framework



7.1 KEY POINTS

A more comprehensive summary of the legislative and governance framework is provided in the Technical Specifications document. In brief, the key points to note are:

Committee of Management

1. The City of Port Phillip is the Committee of Management for this significant piece of foreshore Crown Land.

St Kilda Land Act 1965 and Crown Land Reserves Act 1978

2. The lease for the St Kilda Marina was granted by Council as the Committee of Management under section 4 of the **St Kilda Land Act 1965**. The Act stipulates that the area is reserved for a marina and provides facilities for the recreational convenience of boat users and the public. Specifically, it defines activities on the site as an area where:
 - Facilities are provided for boating and associated activities.
 - Facilities are provided for the parking of motor vehicles and trailers.
 - Facilities are provided for the recreation, comfort and convenience of boat users, motor vehicle users and members of the public.

3. The **St Kilda Land Act 1965** pre-dates the **Crown Land Reserves Act 1978** (CLRA) and relates specifically to the site and adjoining parcels. Despite this, it is generally consistent with the CLRA in terms of ongoing leasing requirements.
4. Council can grant leases for up to 50 years for the purpose of a marina subject to approval by Governor in Council (a legislative governance instrument to ensure appropriate use of land).
5. Because the **St Kilda Land Act 1965** has special leasing powers applicable to the St Kilda Marina land, the generic leasing powers contained in the **Crown Land Reserves Act 1978** are not applicable.
6. However, other than the leasing power, the provisions of the **Crown Land Reserves Act 1978** do apply to the St Kilda Marina land. For example, the role which council undertakes in managing the land is as a committee of management under the **Crown Land Reserves Act 1978**.

Planning and Strategic Context

7. A planning scheme amendment is required to ensure the scheme can best address the design criteria and deliver the site vision and objectives.
8. The Planning Report in the Technical Specifications sets out the pathway and tools by which the amendment can be achieved to support the design solution for the site.

9. State and local planning policies do not explicitly state what can be built on the St Kilda Marina site. However, they set parameters for its future use and development.
10. A summary of various policies and controls is provided in the Technical Specifications document.

Other Relevant Legislation

Other relevant legislation is detailed in the Technical Specifications. This includes but is not limited to:

- **Marine and Coastal Act 2018**
- **Retail Leases Act 2003**
- **Port Management Act 1995 (Vic)**
- **Marine Safety Act 2010**
- **Fisheries Act 1995**
- **The Heritage Act 2017**
- **Environment Effects Act 1978**
- **Climate Change Act 2017**
- **Environment Protection and Biodiversity Act 1999**
- **Flora and Fauna Guarantee Act 1988**
- **Aboriginal Heritage Act 2006**

8.0

Community and Stakeholder Engagement

The City of Port Phillip is committed to engaging the community and stakeholders throughout the St Kilda Marina project. We aim to understand and explore community and stakeholder ideas, feedback and opinions to shape future outcomes for the St Kilda Marina site.

The St Kilda Marina project community and stakeholder engagement plan aligns with the project objectives and approach.

8.1 ENGAGEMENT OBJECTIVES

Throughout all stages of the St Kilda Marina project, we aim to deliver a process that has a high level of public and stakeholder understanding and confidence by:

- Designing an engagement program that offers genuine opportunities for community feedback to shape the outcome for the site.
- Developing a tailored approach to project governance and probity that supports Council's need to communicate while maintaining ethical practice and values of fairness and transparency.
- Involving Victorian Government agencies throughout the process, recognising the State will approve the lease arrangement.

We will deliver these objectives through engagement by:

- Ensuring that stakeholders and the community are well informed about the project and the opportunities to seek information and engage.
- Building community and stakeholder understanding of the opportunities and reasons for change at the St Kilda Marina site and facilitate meaningful engagement to shape future change.
- Building community and stakeholder understanding of and support for the preferred outcomes for the St Kilda Marina site.
- Understanding the views and values of stakeholders and community to inform future choices and options for the site.
- Building Victorian Government understanding of and support for the preferred outcomes for the St Kilda Marina site.

8.2 COMPLETED ENGAGEMENT ACTIVITIES AND OUTCOMES

PROJECT STAGE	ENGAGEMENT PURPOSE	COMMUNITY AND STAKEHOLDER ENGAGEMENT	GOVERNMENT ENGAGEMENT	ENGAGEMENT OUTPUTS
STAGE 1 Planning for the project	Project introduction <ul style="list-style-type: none"> Introduced stakeholders and community members to the project. Built community and stakeholder interest in participating in future engagement. 	<ul style="list-style-type: none"> Introduced the project through Council website and Divercity magazine. Established an email database of interested community members and stakeholders. Conducted intercept surveys at the Marina to inform the opportunities and constraints paper. 	<ul style="list-style-type: none"> Initial meetings with Victorian Government agencies to introduce the project and agree on a working relationship. Engaged with City of Port Phillip internal stakeholders including Councillors in planning the approach to the project. 	<ul style="list-style-type: none"> Community and key stakeholders informed of the Project Approach. Feedback about community members' experience of the marina site from intercept surveys recorded and reviewed.
March 2018				
STAGE 2 Identifying the site vision and objectives	Consultation on opportunities and constraints for the site to inform site vision and objectives <ul style="list-style-type: none"> Built stakeholder and community understanding of the opportunities and constraints. Sought feedback on the draft site vision and objectives. Set the scene for Stage 3 engagement. 	<ul style="list-style-type: none"> Sought feedback from community and stakeholders on the draft vision and objectives and ideas for how to make St Kilda Marina a great place through a four-week consultation period, using an Opportunities and Constraints Paper to inform the community and stakeholders about the site, case studies and Marina viability. The following community engagement activities were completed: <ul style="list-style-type: none"> Two community pop-up sessions in St Kilda and Elwood St Kilda Marina Project Community Open Day Community drop-in session Survey tool on Council's Have Your Say 425 community members actively participated via either face-to-face events or via the online survey tool. Advertised the expression of interest process for community members and stakeholders to participate in the Community Panel for Stage 3. 	<ul style="list-style-type: none"> Established a working group of Council and Victorian Government officers to be consulted through each stage of the project. Continued to work with officers from DELWP to undertake a review of government and legislative requirements for the project. Meetings with Victorian Government ministers as planning progressed. 	<ul style="list-style-type: none"> Engagement report summarising key feedback themes. Feedback used to refine and finalise the site vision and objectives.
June 2018				
STAGE 3 Setting the parameters	Iterative engagement to test options for the site <ul style="list-style-type: none"> Iteratively tested ideas and solutions for the site for suitability against the site vision and objectives. Worked with a community representative panel to explore and test options. Broader community engagement provided input into the decisions being explored by the community representative panel. See item 8.4 for more information about the Community Panel. 	<ul style="list-style-type: none"> Recruited a representative sample of community members and key stakeholders through an expressions of interest process to participate in a community representative panel. Twenty-four community members were recruited with one person deciding not to continue at the beginning of the first session. Panel members met on six separate occasions. Panel members worked with urban design, property, commercial and sustainability advisors to explore potential options for the site and test them against the site vision and objectives. The wider community were invited to share their feedback on the ideas being explored in the Community Panel workshops. In total, 368 people completed the survey. A community drop-in session will be conducted following the endorsement of the Site Brief at an Ordinary Meeting of Council. 	<ul style="list-style-type: none"> Continued working group meetings with officers from Victorian Government agencies on the options being explored through the panel process. Continued to work with officers from DELWP to undertake a review of government and legislative requirements for the project. Meetings with Victorian Government ministers as planning progressed. 	<ul style="list-style-type: none"> Engagement report summarising key feedback themes and describing options supported and not supported by community, stakeholders and government. Updated design criteria forming the basis of the Site Brief to guide the future site development based on working sessions with community and stakeholders.

8.3 ONGOING ENGAGEMENT ACTIVITIES

Council will inform the community and stakeholders of project progress. Communication methods will include regular project update emails to our interested parties database, and updates via the web page and other channels. Further community engagement will be determined as the project progresses.

Council officers will continue to work with Victorian Government agencies to inform key stakeholders and progress project planning.





8.4 COMMUNITY PANEL

The St Kilda Marina Project Community Panel (Community Panel) was formed in Stage Three of the project and was a key part of Council's commitment to engaging with the community.

A key outcome of the panel process was the determination of a set of design criteria, which form a key part of this Site Brief and will guide the long-term leasing strategy and any future development at the St Kilda Marina.

Pictured here are two members of the Community Panel.

8.4.1 Approach

Alongside Council and specialist consultants, the Community Panel members engaged in an iterative design process over six sessions. The sessions helped to build knowledge of the project, inspire creative thinking about the site's potential and, finally, to develop a set of design criteria.

The broader community had the opportunity to follow the Community Panel's journey through regular updates and were invited to provide input into preliminary options.

The Community Panel was made up of 24 community members that represented the diversity of relationships to the St Kilda Marina and the diversity of the City of Port Phillip community. The Community Panel was selected via a public expression of interest process. Panel members were made up of an even split of men and women across a range of ages, postcodes and socioeconomic indicators who represented as best as possible the Port Phillip community and the relationships people had with the Marina including:

- nearby residents
- visitors to the Marina
- private boat owners
- recreational users.

At the beginning of session one, one Panel member decided not to continue with the process, leaving 23 Panel members who continued until the end of the process.

Independent facilitators were used to lead the discussions and the Panel process. The process included whole group conversations, small group work and individual reflection. A private online portal was made available to facilitate Community Panel interaction between sessions.

8.4.2 Sessions

Each of the six sessions had a unique purpose, outlined as follows:

Introductory session

A meet and greet session to orientate panel members to the project, the team and each other. Panel members received an information kit to prepare them for Session One.

Session One

A full day dedicated to building understanding of the project constraints and opportunities through the presentation of high level scenarios and to generate dialogue about how the site's vision and objectives could be realised. Panel members' concerns and aspirations were explored.

Session Two

Another full day to expand learning, continue dialogue and commence critical thinking about the site's opportunities. Panel members deliberated on the 'big decisions' for the site. (After this session, these 'big decisions' were also tested with the broader community in a survey hosted on Council's Have Your Say webpage).

Session Three

This final full day session was dedicated to assessing how well the ideas being tested responded to the site's vision and objectives. The outcome was the identification of areas of agreements, concerns and opportunities/constraints to be addressed in the development of the design criteria.

Session Four

A shorter session to review and seek agreement on the design criteria. A survey was developed for Panel members to complete individually as a final contribution to the design criteria.

Wrap Up Session

Panel members presented their findings to Council, in particular the design criteria and their experience of the process. The presenters explained areas that received unanimous agreement and areas where the Panel was divided and therefore may require further investigation.

8.4.3 Building the Community Panel's Capacity

Building the Community Panel's capacity was an important part of the process. The following demonstrates ways in which the process sought to provide the Panel with relevant information and knowledge to build their capacity to input into decision making.

Information Kit

At the introductory session the Community Panel received an information kit outlining the process. The kit included the following background documents:

- St Kilda Marina Project Opportunities and Constraints Paper
- St Kilda Marina Site Vision and Objectives
- St Kilda Marina Project Stage Two Community Engagement Report.

The Panel members were expected to familiarise themselves with the documents prior to the first session. In addition, a series of supporting documents were uploaded to the private online portal throughout the process, some at the request of Panel members.

Presenters

External experts presented key information about the site and project context, and to generate dialogue about how the site's vision and objectives could be realised.

Session One presentations built the Community Panel's knowledge of the site and generated discussion through:

- the project site walk 'n' talk guided by Council's Strategic Planning Advisor and was supported by representatives from the Port Phillip EcoCentre
- a presentation about the changing nature of cities and the need to think differently about the spaces we have, delivered by a representative from Urban Apostles.

Session Two presentations built the Community Panel's knowledge of the project planning context and best practice marinas through:

- a presentation on the relevant Crown Land requirements for the site, delivered by a representative from the Department of Environment, Land, Water and Planning (DELWP)
- a presentation on the coastal planning requirements for the site, delivered by a representative from DELWP
- a presentation on best practice marinas, design elements and examples, delivered by a representative from International Marina Consultants.

Council and the technical consultants

Council's project team and the technical consultants worked closely with the Community Panel during the sessions. The project technical team consisted of:

- an urban design team, including Council officers and Tract consultants
- an environment and sustainability team, including Council officers and AECOM consultants
- a finance and economics team, including Council officers and Urbis consultants.

All contributors shared relevant information and answered questions to support the Community Panel in their understanding of, and deliberations on, the project.

8.4.4 Areas of agreement and contention

As identified in the Stage Three Community Engagement Report (available in the Technical Specifications document), it became evident during the Community Panel process that there were clear areas of both agreement and contention. Adhering to best practice environmental standards was considered a 'no brainer' by Panel members and obtained early consensus. Another area of agreement that was gradually articulated throughout the process was a sense that 'less is more'. A strong majority of Panel members held a preference for low impact, high quality development. Members voiced fear of larger commercial development and the belief that this would irrevocably change the look and feel of the area, and impact negatively on the overall quality of experience.

The contentious areas predominantly related to the detail within the design criteria. While the majority of Panel members supported an increase in dry boat storage, the footprint (height and width) was the subject of much debate and Panel members maintained differing views throughout. Similarly, the extent of commercial footprint on site was contentious, as was the type of potential commercial mix. The size, location and design of a carparking facility to support commercial development was also contentious. Panel members were also divided on their level of comfort with the inclusion of a pedestrian bridge and agreed to let the market decide the viability of a bridge. Members indicated a trend towards a conservative and 'safer' approach to development on site, indicating that this was in response to managing the 'unknown'.

The Stage Three Community Engagement Report provides extensive detail on the outcomes from the Community Panel and the broader community engagement. It is in the Technical Specifications document.

9.0

Delivering the Vision



DESIGN CRITERIA

The St Kilda Marina design criteria (the design criteria) provide a framework for the future redevelopment of the St Kilda Marina site. They include guidance on the site’s future form and function, the height, scale, location and massing of new buildings and requirements for the location and quality of publicly accessible open space and connections.

The design criteria have been developed to deliver the site vision and objectives and have been informed by the community panel process, technical input and feasibility testing. In every category, each of the the criteria has a role in delivering the place identity, social and cultural, economic, environmental and financial objectives listed on page 15; therefore responses must be considered in terms of how they will best address these objectives.

They provide some flexibility to inspire a range of innovative development outcomes while facilitating certainty about key parameters as determined through the Community Panel process.

Proposals for redevelopment of the site will be assessed against the design criteria. The design criteria are described under the following categories:

9.1 VIEWS AND MOVEMENT

Identifies key views and connections at the site.

9.2 MARINA FUNCTION

Focusses on the features of the working Marina to support effective and progressive function and long-term viability, including boat storage and launching facilities.

9.3 COMPLEMENTARY USES

Outlines other uses that will complement the Marina and create a dynamic precinct with an effective mix of businesses and experiences, activating the site throughout the day and year.

9.4 OPEN SPACE, PUBLIC REALM AND CARPARKING

Guides solutions to maximise the site’s public and open space.

9.5 ENVIRONMENTAL DESIGN AND COASTAL RESILIENCE

Requirements for the environmental design of any new infrastructure, including the seawall and features for mitigating against coastal hazards.

9.1 VIEWS AND MOVEMENT

Key Considerations

The St Kilda Marina is part of the foreshore open space that extends along Port Phillip Bay, however, it currently feels disconnected from the adjoining public spaces. A new lease arrangement should address this and create an exciting new destination on the bay.

A potential point of difference for this site, compared to other parts of the foreshore, is the ability to see into the working Marina. Views into and across the Marina are critical. An activated promenade along the Marina edge will contribute to making the Marina an inviting destination.

Similarly, connections to Marina Reserve and Moran Reserve need to be more open and permeable. However, pedestrian and cycle conflicts with the Bay Trail also need to be managed.

A revitalised beacon could be a marker both for boat navigation and as a destination on the expanded esplanade open space network.

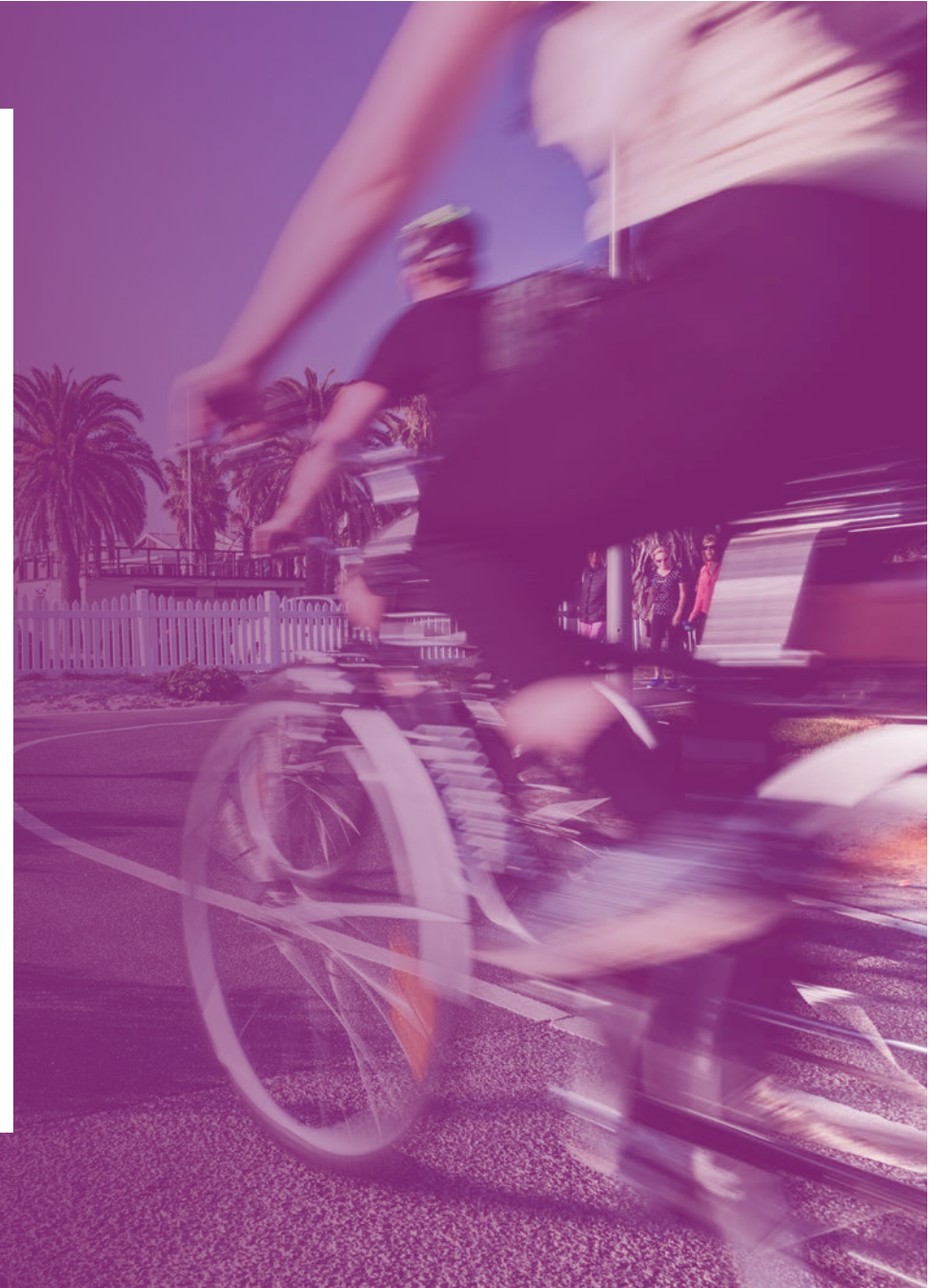




Figure 12. Views

Views criteria

Mandatory (Must Have)

- 9.1.1 Protect and enhance all views identified in figure 12.
- 9.1.2 Locate buildings to avoid obstructing sightlines as identified in figure 12.
- 9.1.3 Create views of the Marina activity from within public spaces on the site to reinforce its place identity as a working Marina.
- 9.1.4 Building design must respond with active frontages opening onto high quality public open spaces that contribute to the identified views in figure 12 (in particular Marina approach, Marina activity and outlook sightlines).

- ① Blessington Street - On approach to the Marina from Blessington Street a view of the beacon and horizon should be created for a sense of connection to the Bay.
- ② Dickens Street - On approach to the Marina from Dickens Street a view corridor should be created through the primary pedestrian entry towards the shoreline and to allow views to the horizon. This is to signify the entrance, main pedestrian route and public space.
- ③ From entering the site from the north along the Bay Trail there is an opportunity to maintain a longview through the site for a seamless connection of the foreshore.
- ④ From the primary pedestrian entry, along the Bay Trail there is an opportunity to open up views of Marina and public space activity.
- ⑤ From southern approach along the foreshore (Moran Reserve) create continuity of path sightlines and views to public spaces and the beacon.
- ⑥ From southern approach through Moran Reserve create continuity of path sightlines and views to the Marina and public space activity from Point Ormond.

	Views towards the Bay		Marina activity view zone
	Views to Marina activity		Project area boundary
	Marina approach views		Beacon
	Views to markers and/or outlook to landmarks		

Bay Trail criteria

Mandatory (Must Have)

- 9.1.5 Relocate Bay Trail to remove conflict with the loading activity of the boat ramp. Locate so that walkers and cyclists can safely access key areas of the site.
- 9.1.6 Provide clearly legible, separated walking and cycle paths in high traffic areas.
- 9.1.7 The Bay Trail separated paths must achieve minimum path widths of 3 m for walkers, a 0.5 m separator, and a bidirectional cycle path of 3.5 m.
- 9.1.8 Where there is adjacent on-street vehicle parking an outer separator of 1 m is required.
- 9.1.9 Provide clear lines of sight for trail users and walkers at pedestrian crossings.
- 9.1.10 Demonstrate a wayfinding strategy that promotes legibility to and through the site for walkers, cyclists and drivers in the design response.
- 9.1.11 Design pathways and public realm to improve safety at conflict locations (Refer 6.3, Mobility) between different users (walkers, bike riders, vehicles and boat ramp users).

Discretionary (Desirable)

- 9.1.12 Upgraded Bay Trail to provide sightlines to Marina activity.



Figure 13. Movement

Other Walking and Cycling Connections criteria

Mandatory (Must Have)

- 9.1.13 Remove fencing and provide high quality links from Marine Parade and Marina Reserve to the Marina promenade, as described in the Movement diagram (figure 13, page 55).
- 9.1.14 Enhance pedestrian amenity and safety with a design that allows for a slower walking environment along the Marina promenade (figure 13). Incorporating passive design measures to restrict active travel users (i.e. bike riders, inline skating). Incorporate areas of shade along the Marina promenade.
- 9.1.15 Create a primary walking and cycling entry at the Dickens Street approach into the Marina site.
- 9.1.16 Investigate public realm enhancements resulting from the potential modification or relocation of traffic signals to St Kilda Marina.
- 9.1.17 At Marina approach and activity view locations (figure 12, page 54), accessing the site from all Bay Trail, primary and secondary connections (figure 13), provide sightlines to the Marina, activity and key public places.
- 9.1.18 Provision of bike parking must exceed the requirements set out under Planning Scheme Clause 52.34.

Discretionary (Desirable)

- 9.1.19 Improve access for walking and cycling connections from Blessington Street into the site.
- 9.1.20 Improve cycling amenity such as end of trip and cycle repair facilities.
- 9.1.21 Relocate electrical substation away from the primary entry at the Dickens Street approach.

9.2 MARINA FUNCTION

Key considerations

Enhancing the long-term viability and operational function of the Marina is a goal for Council. Furthermore, the Marina provides an important role for public trailer boat access to the bay. There are few locations along the foreshore which provide recreational boating facilities.

The St Kilda Marina is identified as an important regional asset, providing storage and launching facilities, primarily for motor boats. Market research has confirmed that modern dry storage requirements are not met by the existing structure in terms of safety, ability to house modern boats, and weather protection. The opportunity to improve dry storage can be staged to support expansion of the current facility capacity. The expanded dry storage building and its location will influence the land available for other purposes, such as recreation, habitat or other marina-related uses.



Dry Storage criteria

Mandatory (Must Have)

- 9.2.1 Dry storage facility to be a maximum of 15 m high above ground.
- 9.2.2 Dry storage to be a maximum of 6,500 sqm in footprint area, up to a maximum building width of 40 m, with a total maximum volume of 97,500 m³.
- 9.2.3 Dry storage facility does not obstruct defined view lines (figure 12, page 54).
- 9.2.4 Up to 300 boats (dry storage only) allowable in stage 1.
- 9.2.5 Must demonstrate design excellence responding to its visual prominence on the esplanade and visibility from key public places in the Marina. The dry storage must be constructed from durable, high-quality materials.
- 9.2.6 Must demonstrate building and landscape design in response to its location within a significant coastal landscape and the environmental requirements identified in this brief.
- 9.2.7 Elements of internal dry storage operations, to reinforce the Marina identity, are clearly visible from key sightline approaches including: Marine Parade, from the peninsula approaching the beacon and other key public areas.
- 9.2.8 Expand the range of storage facilities to support small craft (SUP/kayak), with the provision of a safe launching area.
- 9.2.9 Prepare a wind engineering report to confirm there is no loss of Marina functionality due to proposed changes. In addition, suitable wind effect studies are required to confirm the amenity of public spaces.

Discretionary (Desirable)

- 9.2.10 Highly desirable for the dry storage building footprint to be smaller than the described envelope.
- 9.2.11 Highly desirable for staged development approach, while maintaining design excellence.
- 9.2.12 An additional 100-boat dry storage capacity is permissible subject to Council approval, with evidence of sustainable market demand.
- 9.2.13 Footprint area of dry storage can be increased to a maximum of 7,000 sqm, if complementary uses are incorporated.
- 9.2.14 Architectural features such as domes, towers, masts and building services, including enclosed stairwells, can exceed the maximum height of the dry storage facility to a maximum of 3 m. The floor area of these features must not exceed 20 per cent of the gross floor area of the top building level.

Public Boat Ramp and Trailer Parking criteria

Mandatory (Must Have)

- 9.2.15 Provide safe public boat ramp(s), with minimum four-vessel capacity at the current location or alternative location(s) suitable to provide equivalent vessel loading amenity (on land and marina water).
- 9.2.16 Boat ramp functionality to meet best practice outcomes as identified in the AS 3962-2020 Guidelines for design of marinas for safe water, vessel and vehicle access.
- 9.2.17 Create a safe, high quality environment for walkers. Support primary and secondary connections for walkers (figure 13, page 55).
- 9.2.18 Provide a minimum of 80 public trailer parking spaces within proximity of the public boat ramp.
- 9.2.19 Trailer parking area to have safe walking connectivity and public access.
- 9.2.20 Investigate carparking systems to increase efficiency of land dedicated to parking. Demonstrate alternative uses (of trailer parking area) in the boating low-season.
- 9.2.21 Trailer parking area must incorporate landscaping and water sensitive urban design (WSUD) principles to increase surface permeability and improve place amenity when not in use.

Discretionary (Desirable)

- 9.2.22 Provide additional capacity for public boat launching in peak periods, ensuring this does not compromise safety, queuing or safe water practice and functionality.
- 9.2.23 Improve the efficiency of boat ramp operations for vessel launching and retrieval.
- 9.2.24 Reduce traffic congestion on Marine Parade caused by peak boat ramp use periods.
- 9.2.25 Trailer parking integrated to an improved interface with Moran Reserve can be investigated; see investigation zone (figures 14 and 15, page 60). However, existing high value vegetation to be retained.
- 9.2.26 Boat ramp design to optimise 'all weather' safe haven and reduce congestion of the marina water.

Public boat ramp and trailer parking



9.3 COMPLEMENTARY USES

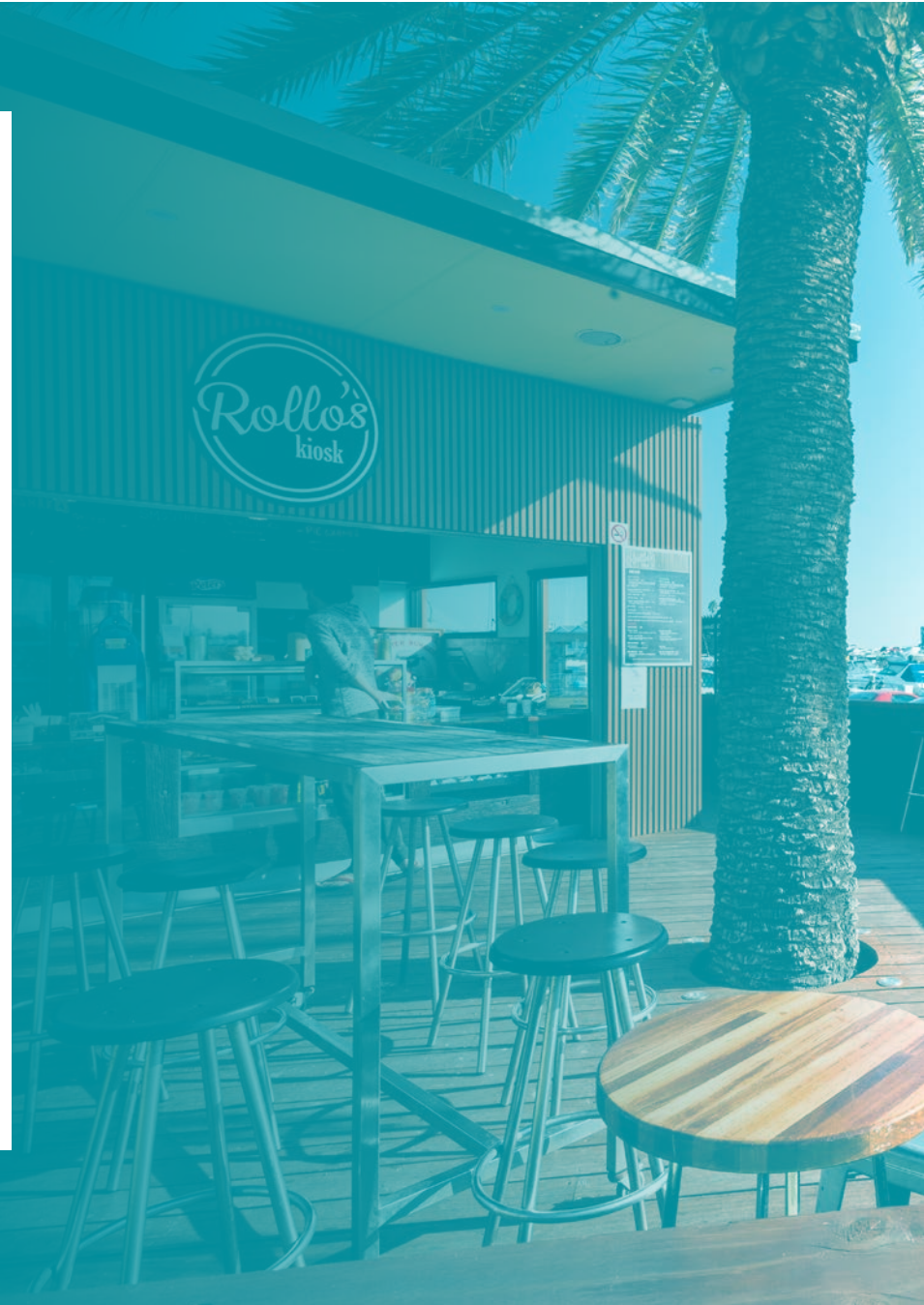
Key considerations

A new lease is an opportunity to consider what types of complementary uses might be co-located at St Kilda Marina. Year-round activation is highly desirable, improving public engagement with the Marina as an important tourism asset that appeals to local, national and international visitors. The diversity, character and quality of businesses is an important part of describing a unique marina character.

The Marina already supports approximately 3600 sqm of floor space serving complementary uses, such as a service station and venues like Riva. There is an opportunity to enhance the food and beverage offer, and other businesses that support the Marina and the foreshore, for example through the creation of an eat street/promenade. Whether these are consolidated or located across the site needs consideration.

The built form context is informed by the existing low-scale buildings on the esplanade. The siting of new buildings will be influenced by the opportunity to frame and respond to key views.

There is an opportunity to consolidate and reduce the impact of on-grade parking.



Complementary Uses criteria

Mandatory (Must Have)

- 9.3.1 Up to 3600 sqm of leasable commercial and retail floor area.
- 9.3.2 Commercial uses to demonstrate a coastal or tourism dependency, reflecting the site's coastal foreshore location or recreational marina function.
- 9.3.3 Mix of uses to activate the precinct, provide a unique experience different to nearby foreshore destinations, and provide a diversity of offers to support a wider demographic.
- 9.3.4 Uses to activate the site year-round, particularly for key public spaces.

Allowable uses include:

- Restaurant and function space
- Cafe and takeaway
- Boat sales
- Sport/recreation based tenancies
- Kiosk
- Tavern
- Boat chandlery
- Kayak, SUP, dive centre
- Marina service centre
- Office – Marina related
- Convenience store
- Marine related education / research

Uses not permitted include (but not limited to):

- Accommodation
- Gambling premises
- Adult sex product shop
- Brothel
- Beauty salon
- Bottle shop
- Dry cleaning agent
- Department store
- Hairdresser
- Laundromat
- Restricted retail premises
- Supermarket
- Cinema-based entertainment facility
- Corrective institution
- Display home
- Funeral parlour
- Industry
- Saleyard
- Transport terminal
- Veterinary centre
- Warehouse (other than store)

Discretionary (Desirable)

- 9.3.5 Additional 1400 sqm commercial and leasable area (in addition to 3600 sqm) subject to Council approval and demonstration of demand.
- 9.3.6 Preferred alternative site locations for improved public access identified in Australian Volunteer Coast Guard (AVCG) functional brief.
- 9.3.7 Creating a dynamic environment through a mix of uses and activities, influenced by the Marina or the coastal environment.
- 9.3.8 Increased employment compared to current condition.
- 9.3.9 Buildings are flexible to allow for adaptation to suit a diverse range of different uses over time.
- 9.3.10 Social enterprise businesses or community uses.

Built Form Envelopes – Built Form criteria*

Mandatory (Must Have)

- 9.3.11 Built form is within the extents described at figure 16, and demonstrates design excellence in response to its coastal location, visual prominence on the foreshore, sightlines and history.
- 9.3.12 Commercial and retail buildings (exclusive of dry storage) to be no more than 12 m in height (inclusive of all roof structures) above ground level.*
- 9.3.13 All built form to incorporate durable, high-quality materials and display design excellence appropriate to sensitive coastal location.
- 9.3.14 Buildings on Marine Parade respond to the scale and rhythm of adjacent built form.
- 9.3.15 Buildings on the peninsula set back a minimum 15 m from the crest of the seawall.
- 9.3.16 Commercial and retail buildings (excluding dry storage) fronting onto key public spaces and primary and secondary connections have active frontages; refer figure 16. All built form along Marine Parade must include active frontages addressing both Marine Parade and the marina water.

- 9.3.17 The dry storage buildings must showcase the working marina either through active frontages or visual connections between the interior of the buildings and key public spaces, and primary and secondary connections.
- 9.3.18 Built form between Marine Parade and the marina water to occupy a maximum of 50 per cent of the Marine Parade frontage to allow for sightlines and site permeability.
- 9.3.19 Minimum setback of 4 m from Bay Trail on Marine Parade to accommodate sufficient area for sightlines, entries, walking and landscaping.

Discretionary (Desirable)

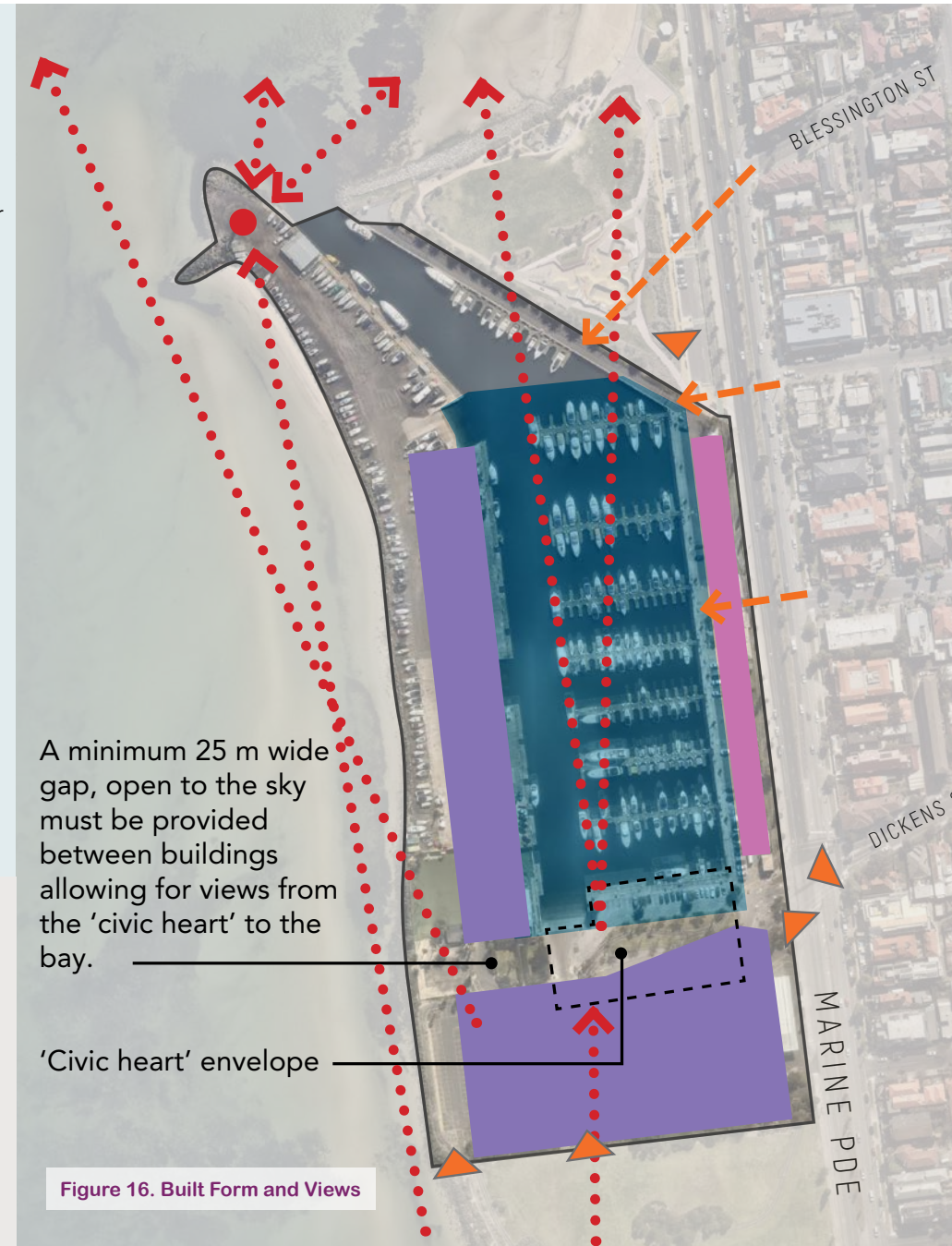
- 9.3.20 A collection of smaller interrelated buildings is preferred creating diversity of public spaces with extensive areas of publicly accessible ground floor interface.

5 TYPES OF VIEWS HAVE BEEN ESTABLISHED:

- ← Views to the Bay
- ← Views to Marina activity
- ▲ Marina approach views
- ◀ Views to markers and/or outlook to landmarks
- Marina activity view zone
- Project area boundary
- Beacon
- - - Envelope for 'civic heart'
- Built form envelopes
Sites suitable for future buildings.*
- Built form envelope (Marine Parade only)
Site suitable for buildings, with maximum 50% building frontage.*

* Refer to page 58 for criteria for dry storage built form.

*Refer to pages 58 and 62 for height and floor area criteria.



9.4 OPEN SPACE, PUBLIC REALM AND CARPARKING

Key considerations

The Marina's open spaces today are either secured or have unclear public access. The spaces, in particular the carparks, are not designed to support a variety of uses.

A strong connection to the Marina and the water should be facilitated through generous and publicly inviting promenades. **The path to the beacon will be welcoming and accessible leading to a green parkland space.** The Marine Parade edge will be more open, showcasing the Marina's use and identity and establishing it as a public destination drawing people into the site.

A free public gathering space or 'civic heart' should be created, catering for a diversity of uses which complement the waterfront setting and encourage social exchange.

The Marina should be promoted as a destination for active public use, including promenading, outdoor dining, passive recreation, play, events and participating in the spectacle of a marina. A density and diversity of year-round compatible activities should offer settings for true public engagement.

Consolidation of public and private (marina, tenant) carparking is required to improve the functional usability of shared infrastructure. This will further support an improved distribution and quality of public realm. A consolidated carpark layout will enable efficient vehicle circulation, reducing conflicts with walkers and cyclists.



Peninsula Open Space criteria

Mandatory (Must Have)

- 9.4.1 Integrate the design of the peninsula with restoration of the seawall, with high quality public access comprising the minimum of a peninsula promenade and open space incorporating the beacon.
- 9.4.2 Restore the beacon and maintain for the term of lease.
- 9.4.3 Maintain and enhance the landmark role, destination and setting of the beacon and marina water when viewed from coastal view lines (see figure 12, page 54).
- 9.4.4 Establish and improve habitat for native flora and fauna across the site through planting native vegetation and create a continuous vegetation corridor along the breakwater.
- 9.4.5 Incorporate marina heritage significance, local Aboriginal cultural heritage and biodiversity knowledge into design through wayfinding, activation, infrastructure, information or art.

Discretionary (Desirable)

- 9.4.6 Incorporate publicly accessible open space reflecting the distinctive foreshore of St Kilda 'resort beach' to Elwood 'coastal parkland'* as a network of active, passive, and viewing places.
- 9.4.7 Incorporate intuitive wayfinding design strategies to reinforce the legibility for public access along the peninsula.
- 9.4.8 Paths along the foreshore to the beacon are designed to reduce impact on flora and fauna.

* As identified in the City of Port Phillip Our Coastal Future Draft Foreshore Management Plan 2026.

Other Public Open Space criteria

Mandatory (Must Have)

- 9.4.9 Provide a diverse network of publicly accessible places to suit a variety of needs and user groups, including: activity-based (strolling), events (seasonal) and quiet public places throughout the Marina site. Publicly accessible open space equivalent to an area of 20 per cent of the total unencumbered land area within the Marina project area.
- 9.4.10 Provide a free, publicly accessible and active 'civic heart' of a minimum 700 sqm area, with shelter and a connection to the water and boating activities within the envelope shown on Figure 16, or an alternate location providing an equivalent level of amenity.
- 9.4.11 Provide activated frontages to buildings adjoining key public places, for example, for outdoor dining opportunities.
- 9.4.12 Provide a sense of connection to the waterside through public seating and active uses.
- 9.4.13 Incorporate wayfinding design strategies to reinforce the legibility for public access along the peninsula and between the seawall and Marine Parade.
- 9.4.14 Provide clear, legible connection to Marina Reserve and Moran Reserve through design.
- 9.4.15 Provide sightlines to the marina water, key public places, from identified approach view lines.
- 9.4.16 Establish and improve habitat for native flora and fauna across the site through planting native vegetation and create a continuous vegetation corridor along the breakwater.
- 9.4.17 Provide accessible toilets and associated amenities for use by the public, independent of those provided by the commercial operations.

Discretionary (Desirable)

- 9.4.18 Respond to micro-climate conditions of the coastal location, and the proposed function of each open space.
- 9.4.19 Marina operations are visible from key public spaces.
- 9.4.20 The marina water edge is designed to encourage a diversity of public uses and user groups, including places for young people and places of quiet contemplation.
- 9.4.21 Additional open space beyond 20 per cent of the total unencumbered land area, and a diversity of spaces.
- 9.4.22 Places which can be used for temporary events.

Carparking criteria

Mandatory (Must Have)

- 9.4.23 A shared-user carpark management system to reduce total quantity of public, business and marina carparking to achieve a minimum of 30 per cent reduction of car bays from the typical statutory provision (in the planning scheme).
- 9.4.24 Carpark structures and on grade parking to be designed for whole of life outcomes, including future conversion to alternative uses. For carparking structures, ground level heights minimum of 3.3 m and other levels 3.0 m.
- 9.4.25 Design on grade carpark infrastructure for temporary activation off-season and incorporate soft landscape elements.
- 9.4.26 Visible carparking structures must demonstrate design excellence and incorporate high quality screening.

Discretionary (Desirable)

- 9.4.27 Recognise in the provision of carpark infrastructure, the regional role of the Marina site, and its role for non-local visitors.
- 9.4.28 Central carpark infrastructure to be partially or fully below grade. Note that environmental constraints (including potentially contaminated land and flooding) will need to be mitigated.
- 9.4.29 Minimise the requirement for mechanical ventilation of carpark structures.
- 9.4.30 Minimise visibility of on grade carparking where visible from streets and pathways.
- 9.4.31 Structured carparking to be sleeved with active uses when addressing key public spaces.

9.5 ENVIRONMENTAL DESIGN AND COASTAL RESILIENCE

Key considerations

The environmental sustainability of the Marina and bay is as important as the sustainability of the business.

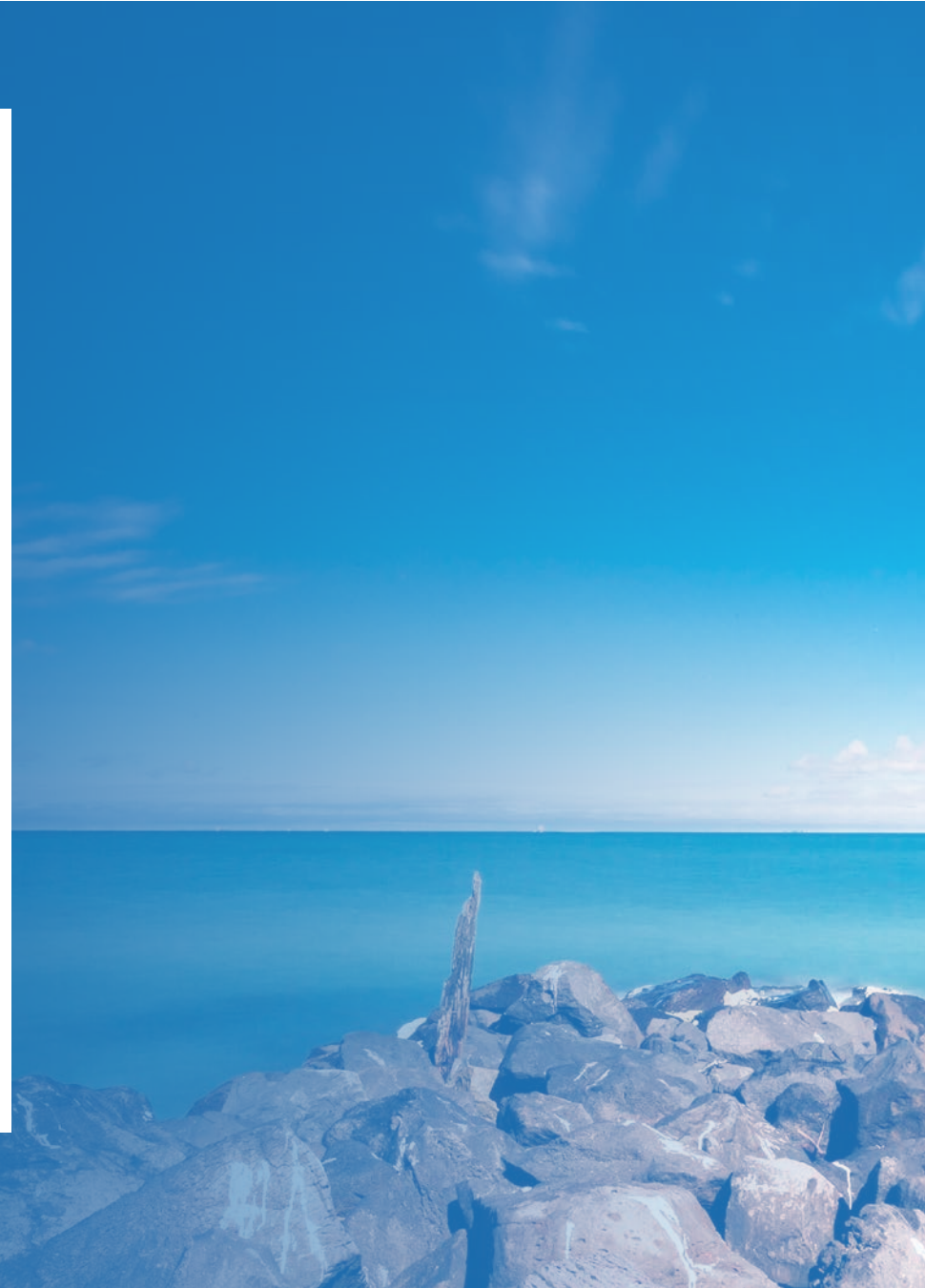
High energy efficiency and integrated water management is expected across the site, and improvements to the seawall are required to ensure the site remains safe and able to function as sea levels rise.

The Marina redevelopment represents an opportunity to reintroduce endemic coastal vegetation and enhance local biodiversity by protecting and creating marine, intertidal and on land habitats, particularly for bird species.

A sea level rise (SLR) of no less than 0.8 m by 2100 should be planned for. This target recognises that emissions are tracking above those used to identify current modelled SLR estimates, meaning SLR projections may be revised upwards during the Marina's design life.

Ecological engineering approaches, such as living breakwaters, can assist to protect and enhance habitat. The ecological impact of extending the breakwater may be reduced by building platforms on piles over the water.

The coastal location assists to moderate the Urban Heat Island effect.



Seawall and Coastal Resilience criteria

Mandatory (Must Have)

- 9.5.1 Protect and seek opportunities to enhance the natural environment, such as by planting saltbush along the seaward edge of breakwater and creating vegetation connections with Elwood Canal.
- 9.5.2 Repair or replace seawalls and internal marina walls for storm protection, and to accommodate projected sea level rise (0.8 m by 2100).
- 9.5.3 Repair or replace seawalls to ensure intertidal areas are not less than present day extent and are preserved for projected water levels in 2070 (anticipated seawall design life) to accommodate bird roosting.
- 9.5.4 Provide water quality systems (including WSUD) for stormwater outfalls within the Marina lease area to exceed current standards.
- 9.5.5 Protect land, water and air from pollutants associated with boat maintenance, repair and cleaning as well as from spills, leaks or breakdowns in accordance with State environmental protection policies.
- 9.5.6 Provide effective litter control through avoidance of wind-blown litter, regular litter sweeping of water, or sea bins.
- 9.5.7 Design, construction and use must minimise environmental impact on surrounding coastal environment.

Discretionary (Desirable)

- 9.5.8 Identify and protect sensitive marine habitats potentially impacted by modifications to the seawall.
- 9.5.9 Manage the control of marine pests within the marina water.
- 9.5.10 Repair internal marina walls using alternative treatment to increase habitat amenity.

Environmental Design criteria

Mandatory (Must Have)

- 9.5.11 Site powered by 100 per cent electricity. Provide on-site renewable energy supply sufficient to meet or exceed site requirements. Solar PV to be provided to a minimum 50 per cent of all roof area.
- 9.5.12 Provide waste management systems (separation, litter reduction, sewerage pump-out or interceptor pits).
- 9.5.13 Demonstrate low carbon, energy and water efficient building design and operations.
- 9.5.14 Sustainability plan demonstrating how Council's sustainability targets will be achieved or exceeded (refer to the Act and Adapt Sustainable Environment Strategy 2018-28).
- 9.5.15 Environmental Management Plan (as a lease condition).
- 9.5.16 Provide bicycle facilities to exceed 5 Star Green Star equivalent for staff, marina users and visitors.
- 9.5.17 Upward light output ratio must be less than five per cent for all external lighting.

Discretionary (Desirable)

- 9.5.18 Equivalent 5 Star Green Star Communities equivalence or higher.
- 9.5.19 Closed loop systems for integrated ESD for water, waste and energy.
- 9.5.20 Waste treatment and re-use on site.
- 9.5.21 Virtual power plant.

GLOSSARY

Active frontage

Building facade facing the public realm that allows for visual and/or social interaction between people outside buildings (on streets and in publicly accessible open spaces) and people inside buildings. This is achieved through clear glazed windows, doors and balconies within building facades; the arrangement of furniture; and activities inside buildings close to windows and/or activities which spill out onto the footpath (for example, outdoor dining). Active frontages help to create vibrant and interesting streets and public spaces and increase perceptions of safety through passive surveillance.

Design excellence

Criteria informed by: strength and clarity of design concept; raises the expectations of built form; degree of innovation and creativity; sensitive use of new technologies; functional and enduring design; displays qualities that contribute to sense of place and community; is forward thinking, inspires or educates; integral innovative environmental sustainability. Undertaken a design process led by appropriately qualified design professionals.

Key public place

Important meeting place or marina experience place including the 'civic heart', promenades on the peninsula, and the marina water.

Outlook

A place from which a view is possible; a vantage point.

Public open space

A place of public resort or recreation which is publicly owned. A public open space may be provided as a plaza, park and square. Public space, pathways and trails outside of larger open space areas are typically not considered public open space. A minimum dimension of 10 m in any direction is typically required to be considered open space.

Publicly accessible space

An area in the public realm, privately owned or managed that is open to public access and provides a public use or recreation function.

Public realm

Spaces and places that are privately or publicly owned, and which are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

Pathway

A pedestrian path, bicycle path or other area for use by people but not by motor vehicles.

Safer design

Specific public space design responses aimed at promoting personal safety and reducing people's fear of and vulnerability to crime. Design actions focus on improving safety in places by increasing informal surveillance and community usage of public spaces, reducing opportunities for crime and antisocial behaviour, and creating connected and integrated streets and public places.

Sightline

Lines of clear, uninterrupted sight from a viewer's location to other locations and distances.

Wayfinding

The act of finding one's way around an area, and the experience of orientation and choosing a path within the built environment. Wayfinding can be aided by logical space planning and a consistent use and organisation of definite sensory cues, such as visual, audible or tactile elements along paths and at destinations. Signs can aid wayfinding.

Micro-climate design

Refers to passive design principles to manage the effects of solar load and strong winds for user comfort.

Building footprint

The area of land taken up by leasable, back of house and structured carpark uses.

Building envelope

The allowable extents of buildings and structured carparks permissible within the lease land area.

Leasable area

Refers to the income-earning internal area of commercial or retail uses. It excludes back of house, loading, plant room and carpark areas.

Structured carpark

Refers to an above or below ground multi-level carpark building.

On grade/at grade carpark

Single-level carpark on natural ground.

Passive design

Experiential changes in materials, location of street furniture and the siting of buildings to assist public realm function and safety.

Water Sensitive Urban Design (WSUD)

WSUD embraces a range of measures that are designed to avoid, or at least minimise, the environmental impacts of urbanisation. WSUD recognises all water streams in the urban water cycle as a resource. Rainwater (collected from the roof), stormwater (collected from all impervious surfaces), potable mains water (drinking water), greywater (water from the bathroom taps, shower, and laundry) and blackwater (toilet and kitchen) possess an inherent value.

Permeability (water)

The ability of a surface to allow water to pass through it to enter the soil and reduce water runoff to the stormwater system.

Permeability (spaces)

The ability of a site to allow people to walk in and through with ease.

