

St Kilda Marina LLA Extract

19th July 2022



**Australian
Marina
Development
Corporation**



3.0 St Kilda Marina Master Plan

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3.1.1

Master Plan

Project Vision

AMDC believes a considered and dynamic placemaking program has the power to transform the St Kilda Marina precinct, revealing its true potential and creating a renewed dialogue with the vibrant community of St Kilda. We also believe that a diverse offering of sustainable uses can only be brought to life through a framework of exemplar built form and public realm design that demonstrates design leadership and innovation. Combining these key attributes will enrich the local community and capture the attention of both interstate and international visitors to Melbourne's premier marina.

A summary of our vision is provided below:

- Upgrade of all in-water and dry stack facilities to meet current Global best practice standards.
- A complete urban design intervention flipping the wet berths to the west side of the Marina to allow for increased public realm and green open spaces.
- A state of the art centre for boating with premium members facilities and secure car parking
- Activated Marine Pde frontage with hospitality and retail.

Place identity

Develop the identity of StKilda Marina through:

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

Social & Cultural

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

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

AMDC



ST KILDA MARINA

3.1.2

Master Plan

Project Vision

Economic

Derive improved economic benefit from the site through:

- Drawing people from within and outside Port Phillip with a unique offer on the foreshore for work and play.
- Creating a dynamic precinct with an effective mix of businesses and experiences activating the site throughout the day and year
- 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.
- Viable businesses that provide ongoing employment opportunities on the site.

Environment

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

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

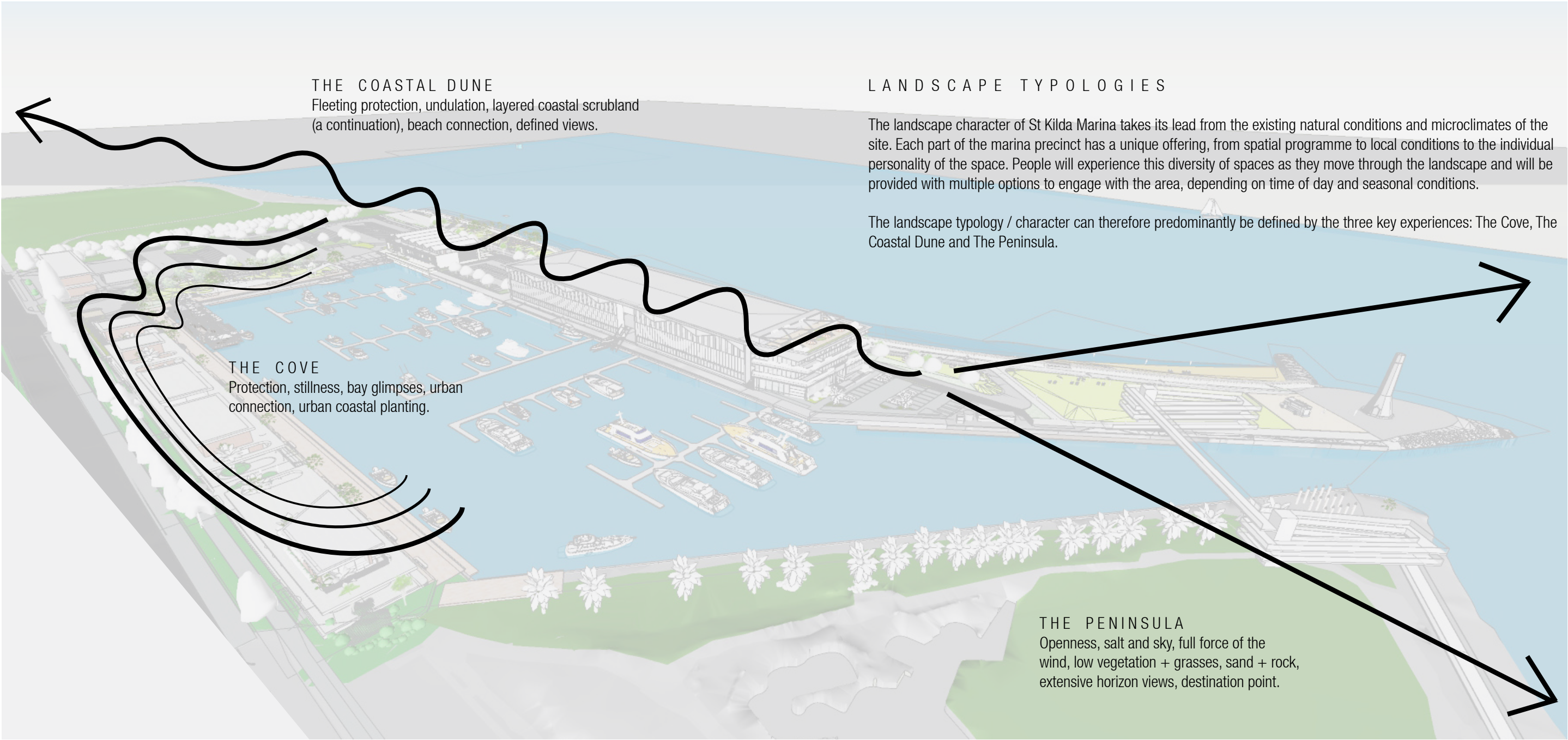
Financial

Achieve financial sustainability for the site by:

- 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.
- Flexibility in contractual arrangements that are responsive to future changes, challenges and opportunities.



3.2.1
Master Plan
Landscape Typologies



THE COASTAL DUNE
Fleeting protection, undulation, layered coastal scrubland
(a continuation), beach connection, defined views.

LANDSCAPE TYPOLOGIES

The landscape character of St Kilda Marina takes its lead from the existing natural conditions and microclimates of the site. Each part of the marina precinct has a unique offering, from spatial programme to local conditions to the individual personality of the space. People will experience this diversity of spaces as they move through the landscape and will be provided with multiple options to engage with the area, depending on time of day and seasonal conditions.

The landscape typology / character can therefore predominantly be defined by the three key experiences: The Cove, The Coastal Dune and The Peninsula.

THE COVE
Protection, stillness, bay glimpses, urban
connection, urban coastal planting.

THE PENINSULA
Openness, salt and sky, full force of the
wind, low vegetation + grasses, sand + rock,
extensive horizon views, destination point.

3.2.2

Master Plan

Landscape Typologies

THE COVE

CIVIC HEART + MARINA PROMENADE

The cove is generally well protected from prevailing winds to the west and the Marine Parade traffic to the east through built form and spatial separation. This area lends itself to gathering, socialising and resting. Ample space has been set aside for seasonal events and activation, whilst still providing pleasant and user friendly spaces outside of event times.

THE COASTAL DUNE

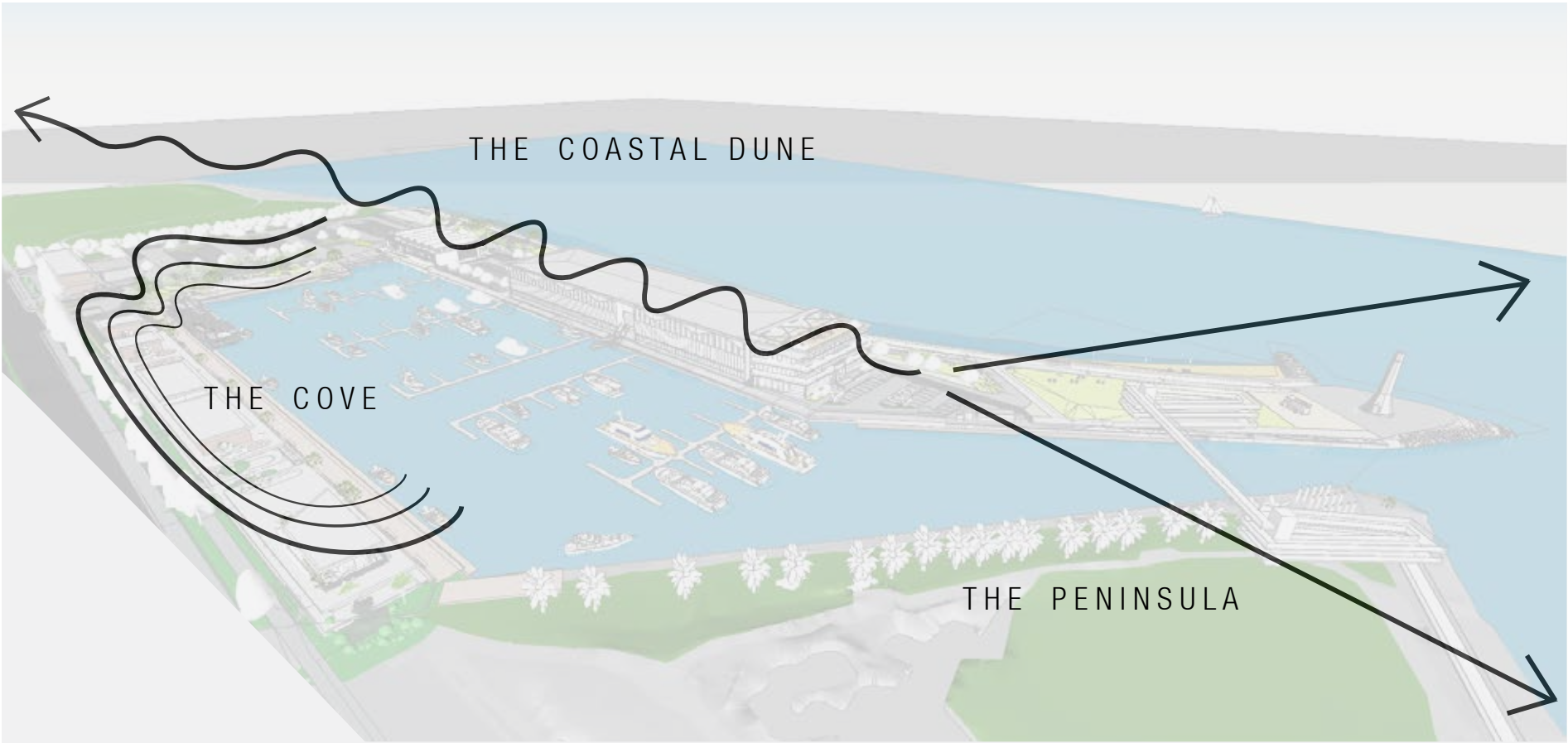
MORAN RESERVE CONNECTION + RIVA + SEA INTERFACE

The native coastal vegetation which flanks much of the Elwood shoreline and Moran Reserve will be consolidated upon and continued into the marina site and along the breakwater. Striking, layered planted mounds will literally recreate coastal dune formations along this interface, carefully defining these public spaces and also performing a key function of sea defense and wind mitigation. Mounding also assists with treatment of any contaminated fill, reducing the environmental burden of this material being transported to landfill. Views towards the city skyline will be flanked by layered planting which will also serve to lessen the visual height and prominence of the dry stack building.

THE PENINSULA

PENINSULA + EVENTS SPACE, BEACON

From much of the surrounding shorelines of Elwood and St Kilda, the Beacon and headland is a striking landmark and destination that has been closed to the public for much of its life. Much like a natural spit, headland or peninsula there is a natural tendency for people to want to traverse to its end point. A generous circuit path will be provided and large sculpted mounds will allow for casual people watching on the promenade. Striking and uninhibited views to the city skyline will be retained and the deliberate 'openness' of the peninsula will allow for seasonal events to take place. Careful placement of amenity provides a reason for people to make the trip to the beacon and a reason to stay in this unique landscape.



3.2.3

Master Plan

Landscape Typologies

VEGETATION TYPOLOGIES

Planting will generally be composed of Australian native species which are indigenous to the area and adapted to the coastal environment. The planting will be layered with varying textures and interest. A continuous habitat corridor of generous planted areas will be provided from Moran Reserve to the peninsula. Specific attention will be focused on ensuring the planting is appropriate for where it is placed within the site so as not to limit key view lines, respond to CPTED principles and provide microclimate protection from the elements. Generous planting areas along Marine Parade will differ slightly and will typically be of a finer grain and more urban in its nature to respond to the marina and cafe setting. Tree planting within the car-park will be provided for urban cooling and also to visually green this space.

The existing grid layout of the palm and fig trees within the civic heart space is not conducive to retention of all trees whilst still providing a high-quality and useful public space (for event activation etc). Existing palm and fig trees will therefore be retained where possible with palm trees to be relocated where feasible to within the revised design.

SUSTAINABILITY

Sustainable design underpins all of the decision making and design process for St Kilda Marina and can be best summarised as follows:

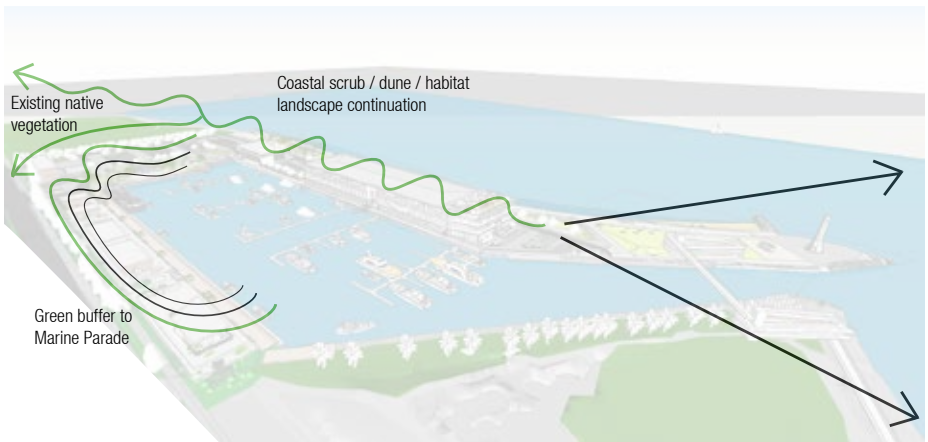
Tread Lightly

Due to the potential contamination of the soil on site, extensive design work and multi-disciplinary collaboration has been undertaken to minimise the amount of cut and ground disturbance required to achieve the ultimate design. Wherever possible, the landscape is being raised and mounded (elevated decking, raised pavements, grass and planted mounds) to reduce cut and in turn minimise the amount of material which needs to be trucked off site to land-fill / processing areas. This has a nice symbiosis with the flood mitigation measures where a landscape bund / mound is typically required behind the seawall as a secondary sea defense element.

The design response also aims to use materials that would naturally be found in the area, are sustainability sourced and will be suitably robust for this harsh coastal environment. Materials such as sandstone (found naturally just to the south of the Marina at Point Ormond), recycled timber, local gravels etc. will be implemented to ensure a site appropriate materials palette is formed. Parts of the existing seawall will also be reused to create the new seawall, again to minimise the material being removed from site.

WSUD

Wherever possible hard paved surfaces will be graded towards flat kerbs and planted areas to allow for storm-water treatment, reduced stormwater flows + sub-grade infiltration and also passive irrigation of planted areas. Swales and soakage pits will also be implemented within landscape zones to passively irrigate green space and minimise the need for pits + pipes and reduce surface runoff entering the bay untreated.



CAFE COASTAL: MARINE PARADE AND MARINA INTERFACE



COASTAL DUNE AND DRY STACK



FLEXIBLE, OPEN GRASS SPACES

3.3.1

Master Plan

Heritage Context

At the end of the peninsula of land enclosing the St Kilda Marina is the ‘Beacon’ a land mark with which many people identify, a value for which it has been recognized with Heritage Overlay, HO187. Although there has been recent suggestion that the whole of the St Kilda Marina precinct should be considered to have heritage significance the assertion of significance remains unsubstantiated with comparison across the City of Port Phillip with development from the end of the 1960s.

It is the utility of the Marina that has importance to the people of Port Phillip and beyond, and to continue to provide innovative facilities in fulfillment of the vision that is now half a century old upgrade and replacement of facilities is needed.

Innovation was the hallmark of the time in which the St Kilda Marina was instigated, constructed first by the City of St Kilda with construction of the peninsula followed by the private construction of the built infrastructure. In recognition of the forward vision of the original design, and the distinctive form of the dry boat storage as one of only several buildings along the length of the Port Phillip foreshore, it is most appropriate that any replacement infrastructure convey reference and resonance of this high interest area of the City.

The interest in the dry boat storage building which is a prominent large open sided shed of an evidently considered design expressive of its time is to be respected but is not of a level of importance to a wider population to accrue attribution of heritage significance. The particular detail of neither the dry boat storage nor marina infrastructure such as walkways, pens or storage boxes, are of sufficient importance, or interest, to require the freezing of time and the conservation of the existing facilities beyond their normal serviceable life.

The proposed design for the new dry boat storage building evidently responds to the feature and characteristics of the late 1960s design. The proposed new wet berths also reflect the original ‘canted’ shape of the original pens. The original vision for a place of high amenity that transcends the immediate utility of boat storage will be furthered by the proposed renewal without loss of heritage value. The proposal includes a vastly improved setting for the functional Marina and takes up opportunity to enhance peoples engagement with place including the sculptural use of recycled piers from the Brookes Jetty.

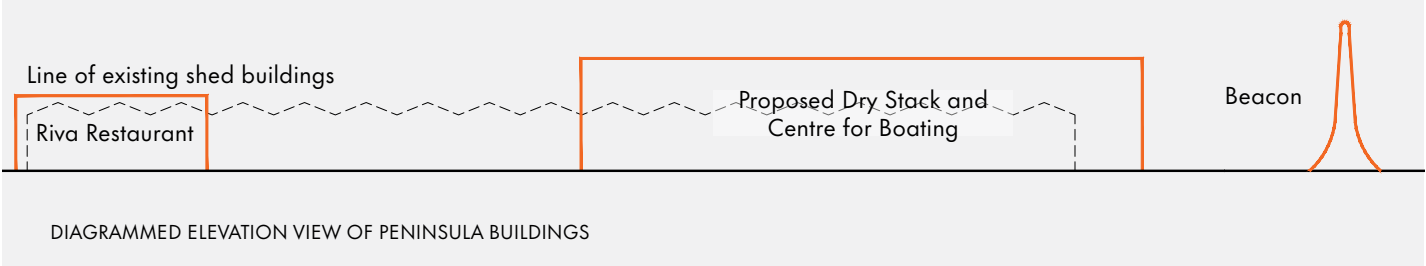
Most important is that with the renewal of the Marina there is proposal to provide access to the peninsula out to the ‘Beacon’ which will substantially enhance the appreciation of this heritage element of the Marina in the context of a new beach and landscaping of contemporary modern quality.

Heritage Summary by John Briggs Architects, author of HIA



3.3.2
Master Plan
Heritage Response

Footprint of existing Riva Restaurant retained.
Proposed dry stack profile halved and doubled
in height against existing shed buildings.



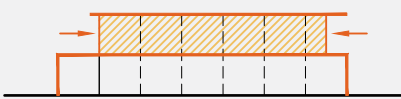
RESPONSE — RIVA RESTAURANT

DIAGRAM

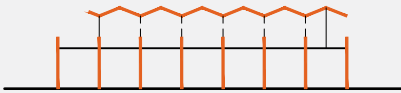
Structural framing determines regular divisions
in overall building mass.



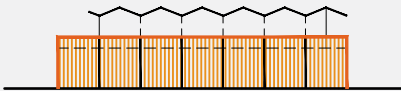
Building height bisected — upper floor set back
on all sides to reduce visual bulk of overall building.
Overhanging roof introduced to reference ground
floor footprint.



Repeating pitched roof aligned to structural grid
references the existing shed roof pattern. Structure
expressed on ground floor to emphasise pattern.



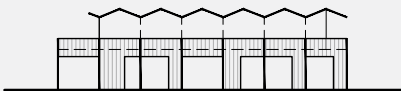
Steel batten screen wraps the building ground floor
and forms a balustrade for the first floor.



Irregular openings introduced in the screen layers
a second pattern which interweaves against the
rhythm of the structural grid.

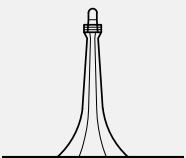


The proposed elevation of the redeveloped Riva
Restaurant facing the Marina Parade.



RESPONSE — BEACON

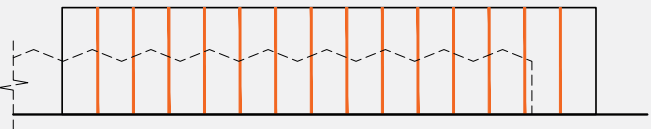
Beacon to be restored as a key signifier of existing
Marina. Refurbishing the external surfaces, any
repairs to be carried out using traditional methods
and paint to match existing. Light fittings to be
replaced with energy efficient LED.



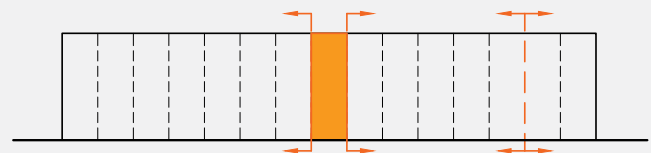
RESPONSE — DRY STACK

DIAGRAM

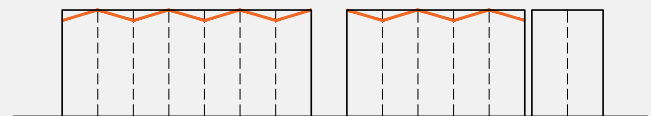
Structural framing determines regular bay divisions
in overall building mass.



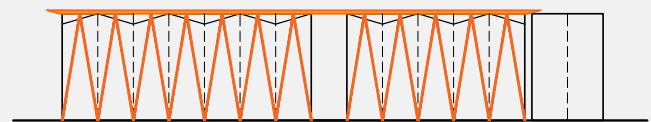
Full height openings and building separations
(i.e. for the Centre for Boating) relieves the larger
building form into smaller separate forms.



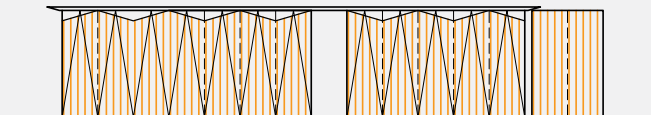
Repeating triangular metal panels along the top of
the building facade are aligned to the bay divisions
and are a subtle reference to the original dry
storage pitched roofs. The panels sit proud of the
facade below to emphasise the pattern.



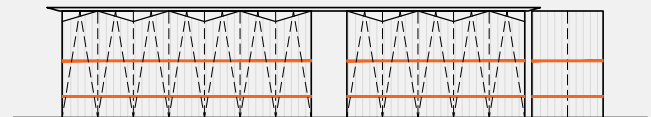
Steel cross-bracing silhouette behind the facade
subtly reinforces both the heritage roofs and the
previously approved concept design. Flat roof
form with eaves reinforces the building's civic
stature distances itself from its industrial origins.



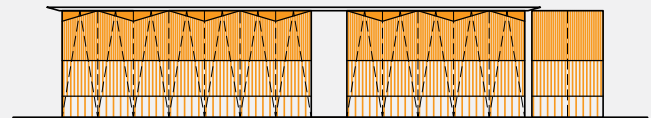
Regular facade panels create smaller vertical
divisions along the building perimeter and adds
sophistication to motifs at a finer scale.



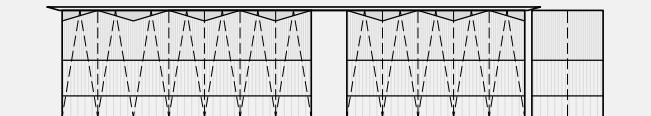
Horizontal divisions demarcate the height of
different types of facade panels. The irregular
divisions also create visual relief in the overall
height of the building.



Corrugated panels are applied along the facade.
The panels of different sizes increase
in transparency along the height of the building
and is completely transparent to pedestrians
and visitors at ground level.



The proposed elevation of the Dry Stack building
facing the Marina Parade.



3.4

Master Plan

Mandatory Requirements

	RESPONSE
MARINE PARADE	
Max height (11m required)	5-9m
Min setback bay trail (4m)	4m
Max frontage (50%)	50%
Site max leasable area (5,000m2)	5000 m2 total NLA
BP SERVICE STATION	
Max height (12m)	6m
Min setback bay trail (4m)	NA detoured behind
DRY STACK + CFB	
Max height (15m)	15m
Max building width (40m)	36m
Min setback crest of seawall (15m)	16m
Max area (6,500m2)	5,154m2
Max volume (97,500m3)	65,000m3
Max capacity (300/400)	S1 300 boats / S2 400 boats
RIVA	COMPLIANT
Max height (15m)	Y
Min setback crest of seawall (15m)	Y
BRIDGE STUDY	
Assess provision for bridge on peninsula	Considered
Assess visual impact on Beacon	Considered
WIND STUDY	
Assess impact of prevailing winds	Considered
ARBORIST REPORT	
Retention of existing treess according to retention value	Considered

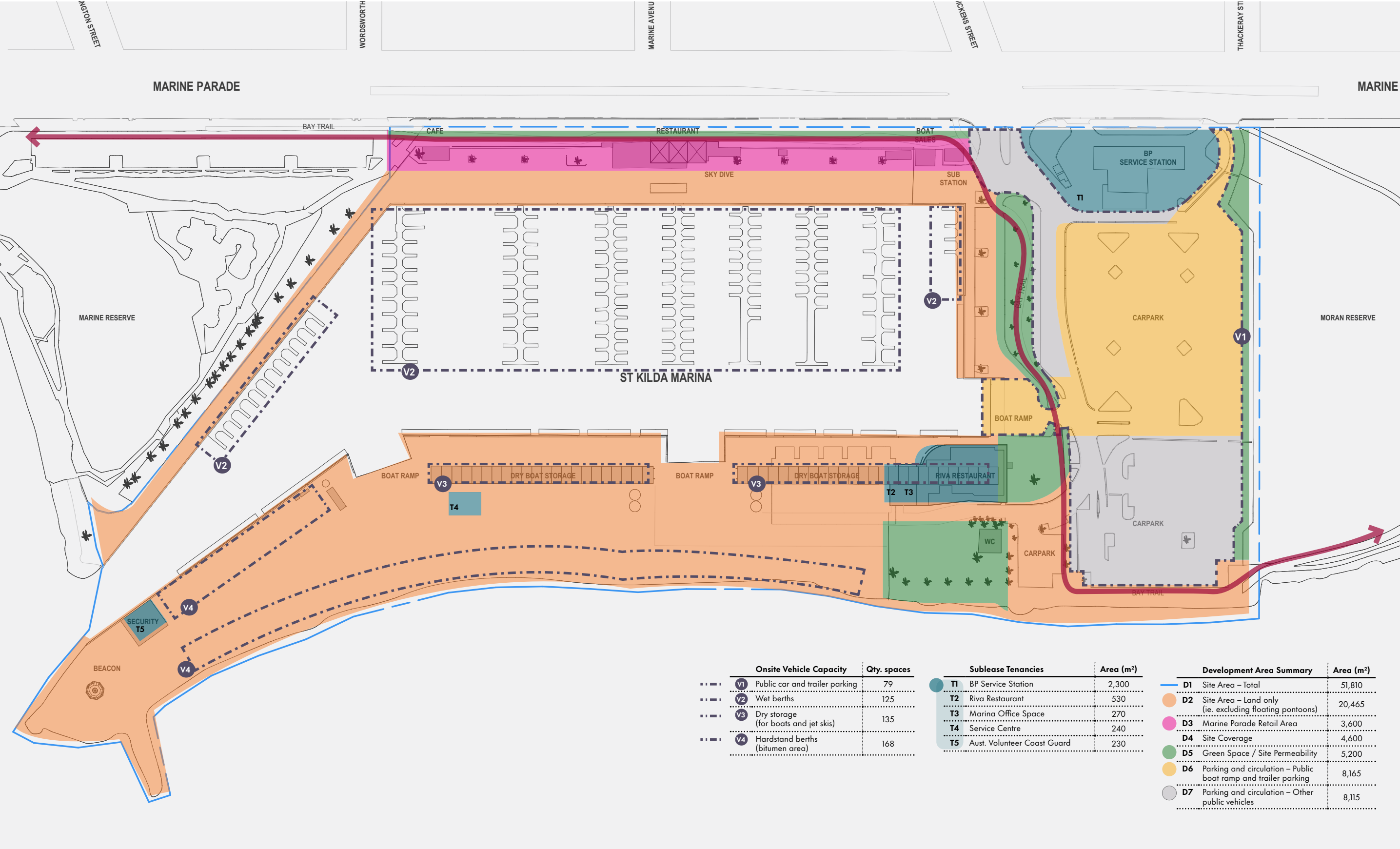
	CONSIDERED
OPEN / GREEN SPACE	
Min 20% public open space	Y
Increased accessible green space	Y
Increased accessible active space	Y
Increased seasonal active space	Y
Integrate landscape + built form	Y
Min 700m2 Civic Heart public space	Y
Min 50% Civic Heart solar access	Y
Significant vegetation retained	Y
Integrated interface with Moran Reserve	Y
Integrated interface with Marine Reserve	Y
Public facilities (drink fountains, furniture etc)	Y
ACCESS / TRAFFIC	
Bay Trail relocated	Y
Peninsula promenade pedestrian path	Y
Enhanced pedestrian access	Y
Promotion of slower walking environment	Y
Enhanced cyclist access	Y
Bike parking provided	Y
Bike repair facilities provided	Y
EOT facilities provided	Y
Min 80 public boat trailer spaces	Y
4 vessel capacity boat ramp	Y
Future conversion possible	Y
Signage + Wayfinding strategy	Y
TARGET	
SUSTAINABILITY	
Min 5 Star Green Star rating	Y
WSUD principles applied to landscape	Y
Provision for solar panels on Dry Stack	Y
Low carbon, energy + water efficient design	Y

	NOMINATED LEVEL	COMPLIANT
FLOOD MANAGEMENT		
Retail Tenancies	min 2.4m to AHD	Y
DryStack / Workshop / Stores	min 2.2m to AHD	Y
Car Park	min 1.9m to AHD	Y
Lobby / Plant	min 3.0m to AHD	Y
Electrical Services	min 3.0m to AHD	Y
Other Services unless sealed from other internal spaces	min 3.0m to AHD	Y
WASTE		
Reduced visibility of bins		Y
Reduced visibility of waste storage		Y
Waste management systems		Y
CONSIDERED		
KEY VIEWS		
Point Ormond Lookout		Y
Station Pier		Y
City		Y
Palais Theatre		Y
Bay + Marina Activity		Y
Marina Approach		Y
SIGHTLINES		
Marine Parade		Y
Public Spaces		Y
Landmarks		Y
Marina Activity Area		Y
CONSIDERED		
HERITAGE		
Responds to heritage significance		Y
Enhances identity as working marina		Y
Prominence of Beacon retained		Y

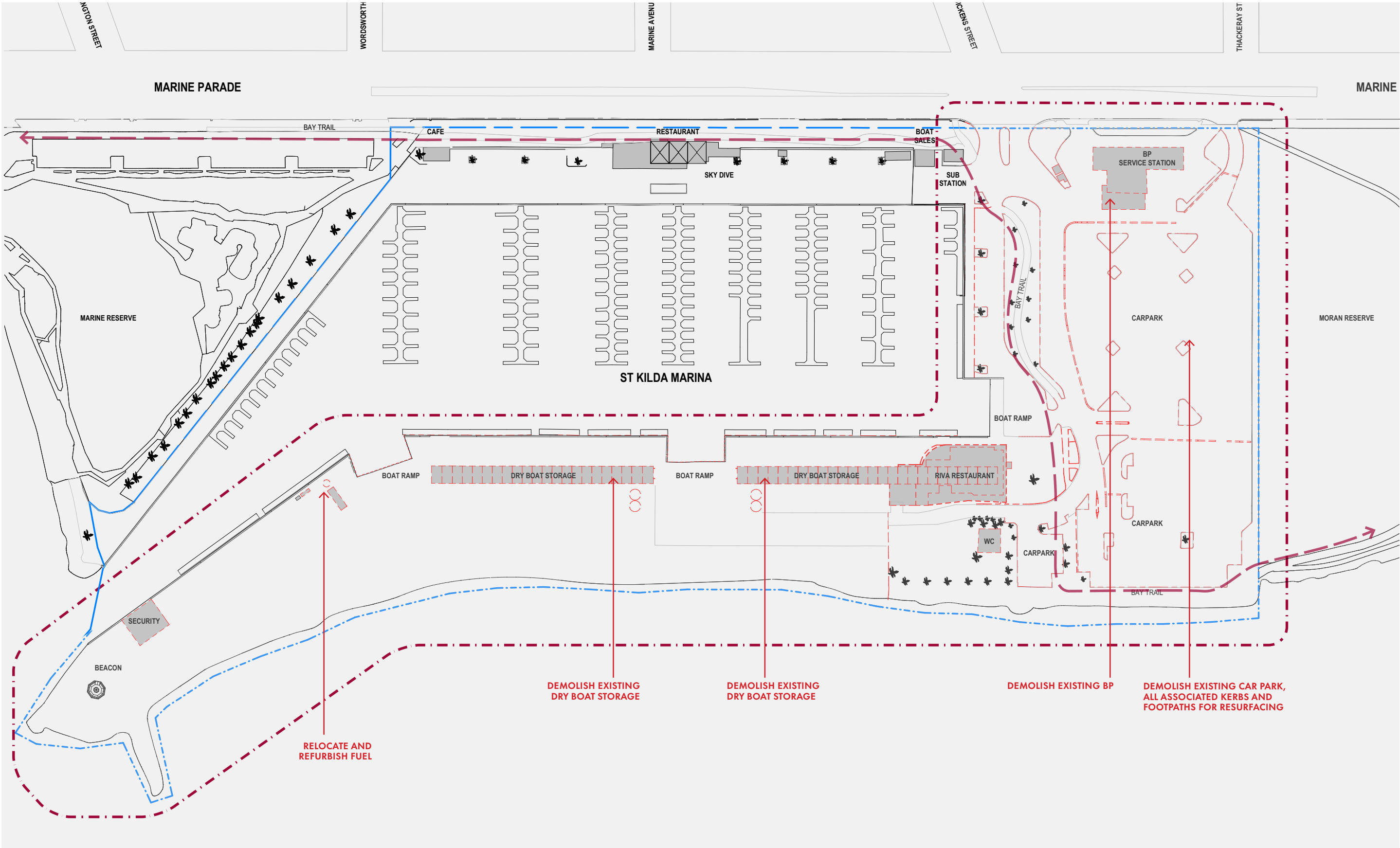
3.6

Master Plan

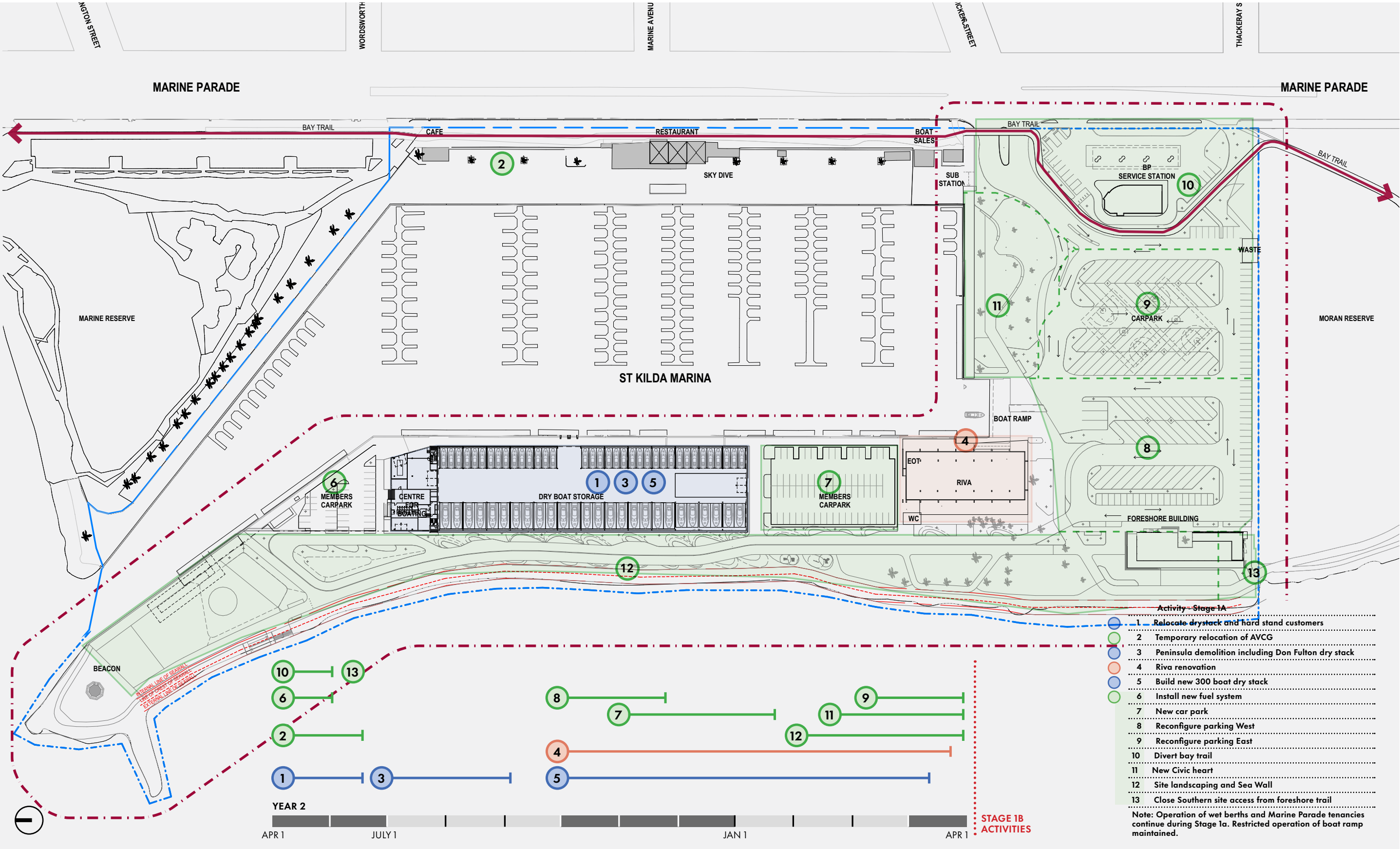
Existing Site Conditions



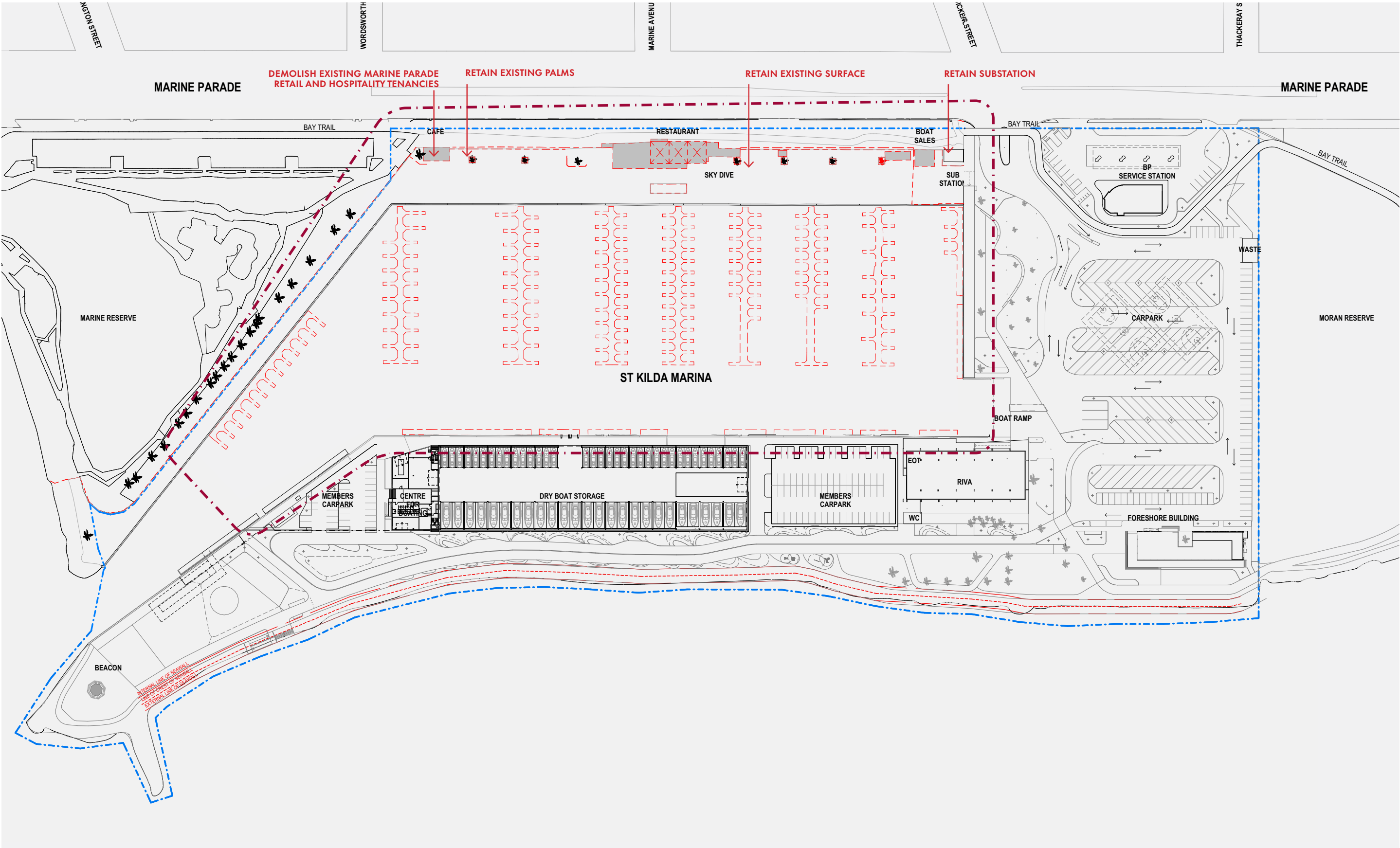
3.7.1
Master Plan
Stage 1A Works – Demolition Plan



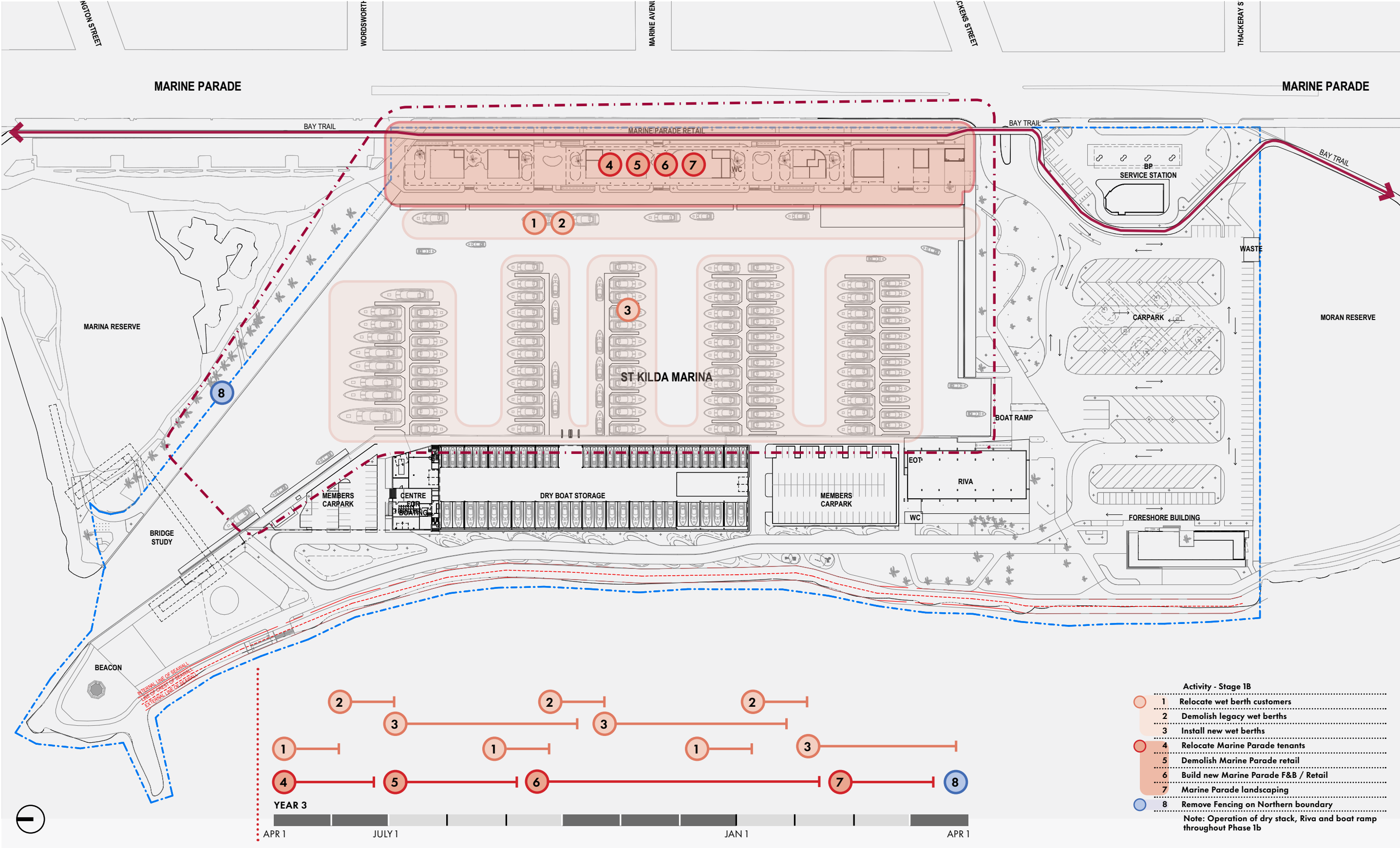
3.7.2
Master Plan
Stage 1A Works – Proposed Plan



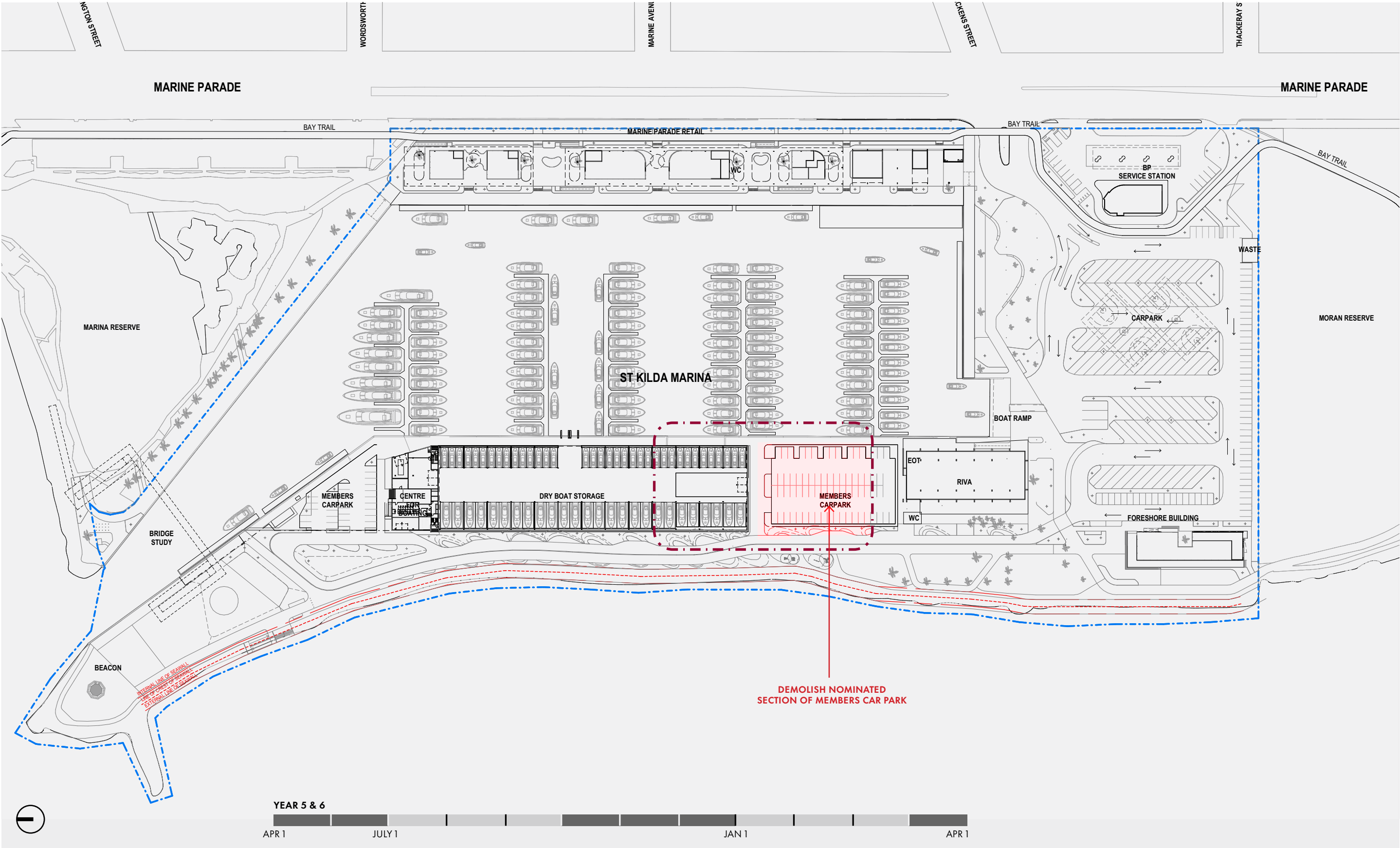
3.7.3
Master Plan
Stage 1B Works – Demolition Plan



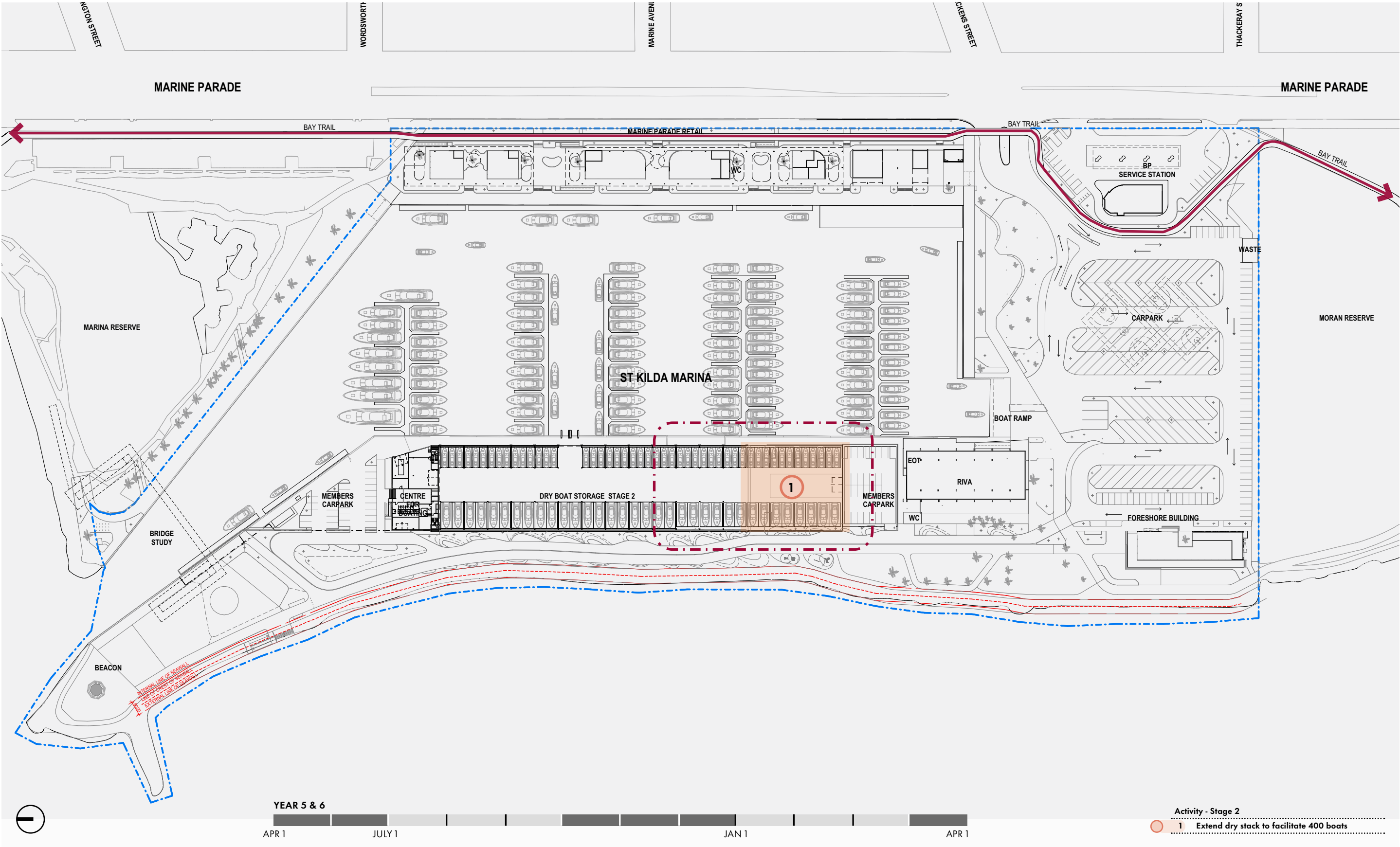
3.7.4
Master Plan
Stage 1B Works – Proposed Plan



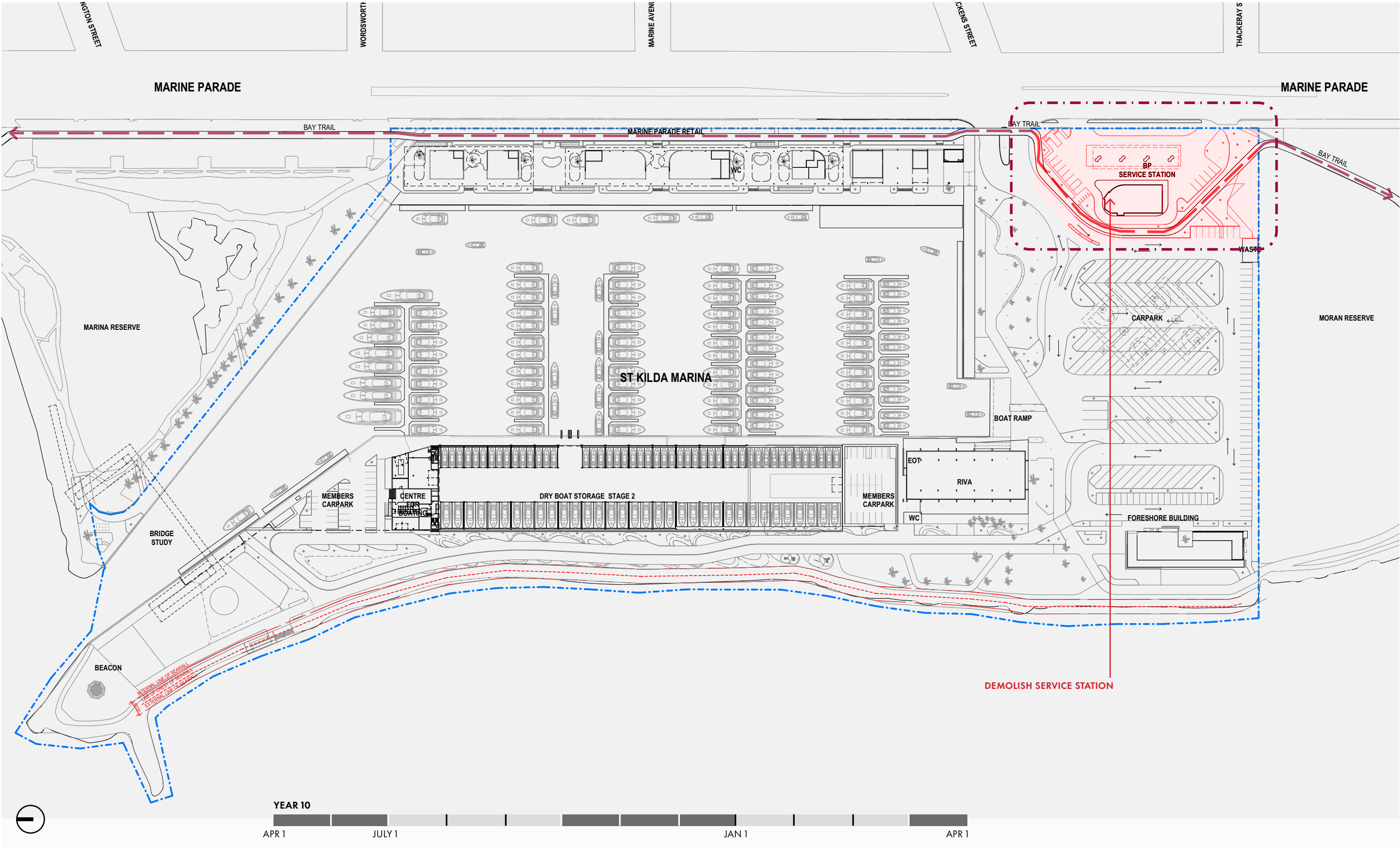
3.7.5
Master Plan
Stage 2 Works – Demolition Plan



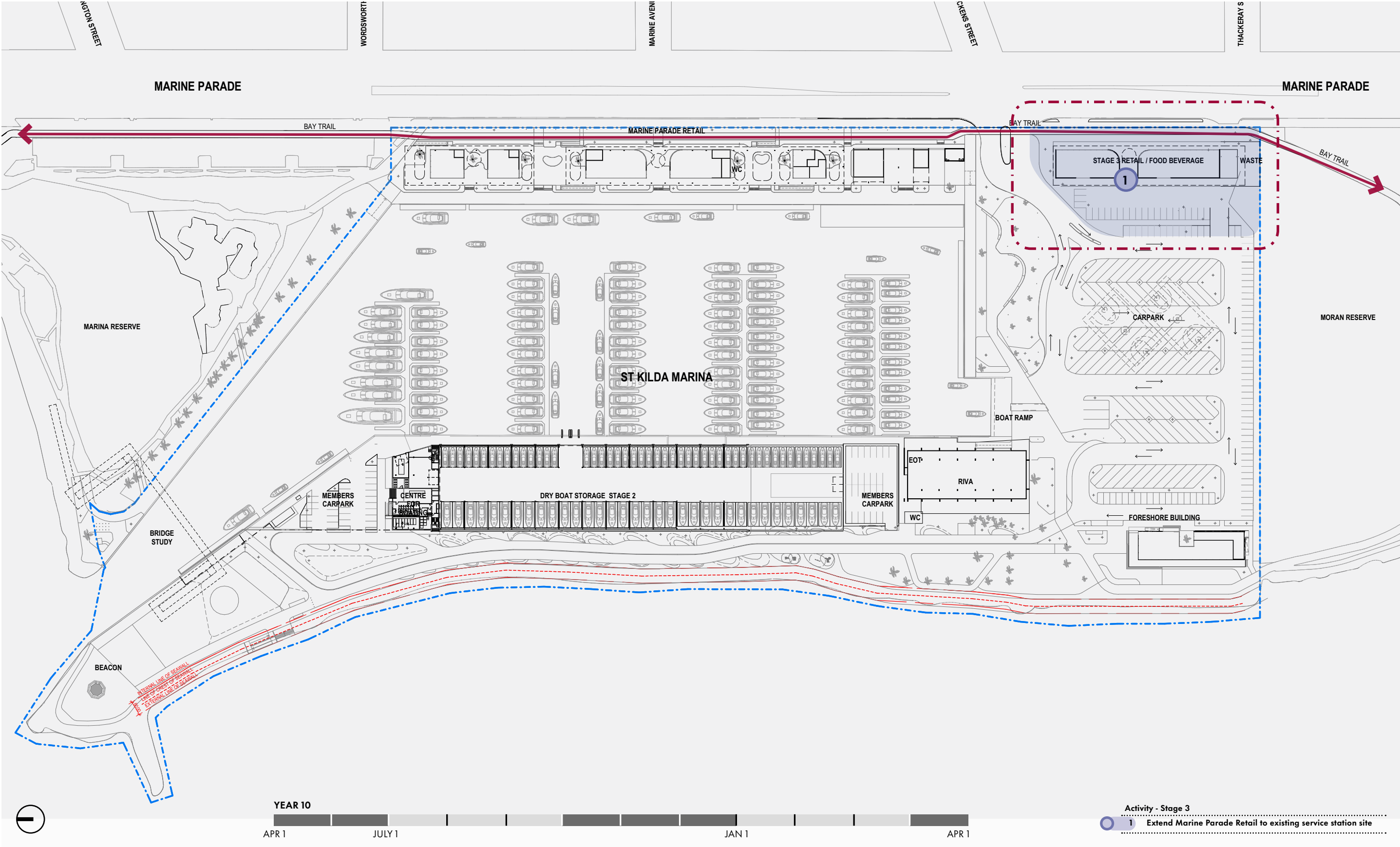
3.7.6
Master Plan
Stage 2 Works – Proposed Plan



3.7.7
Master Plan
Stage 3 Works – Demolition Plan



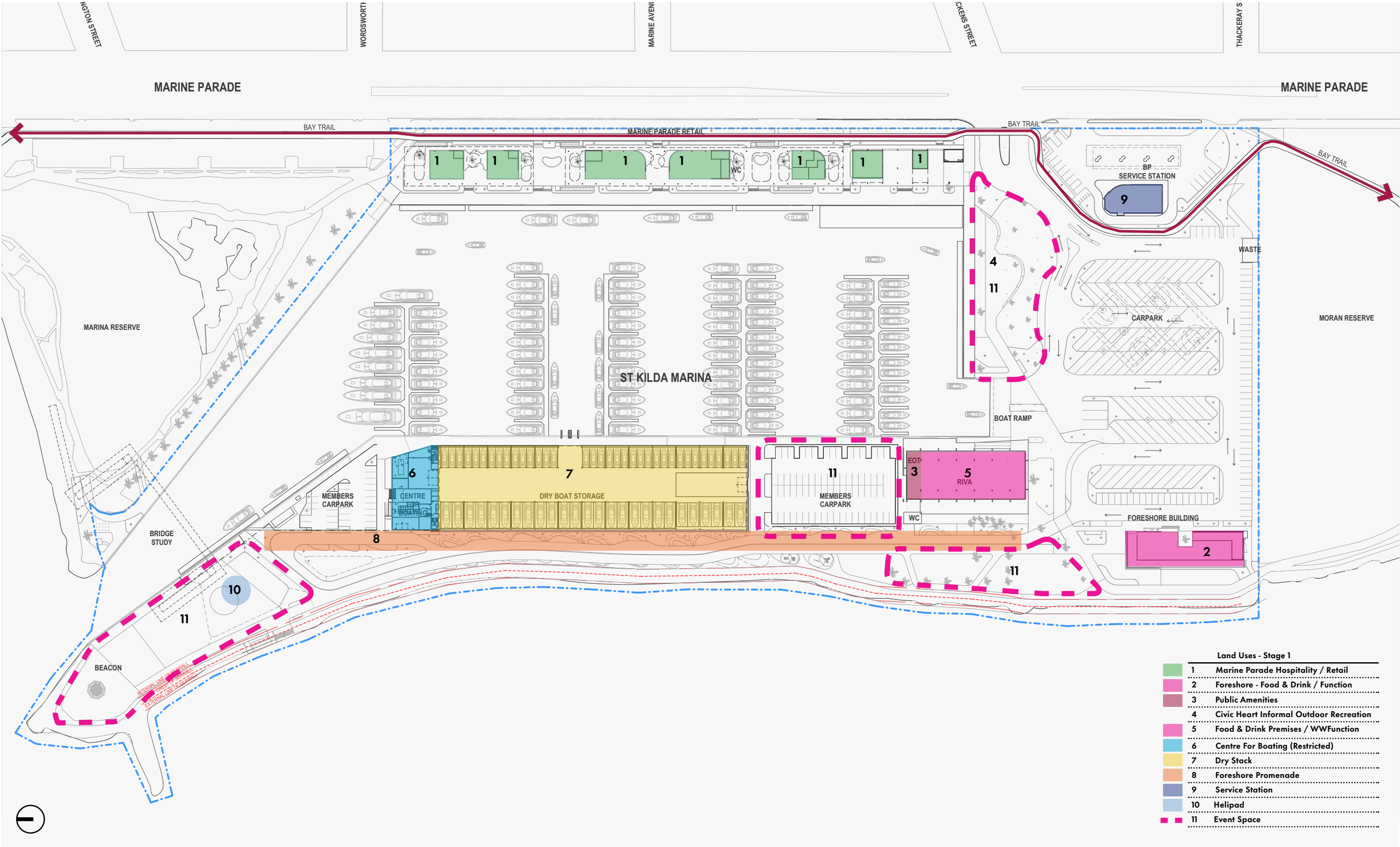
3.7.8
Master Plan
Stage 3 Works – Proposed Plan



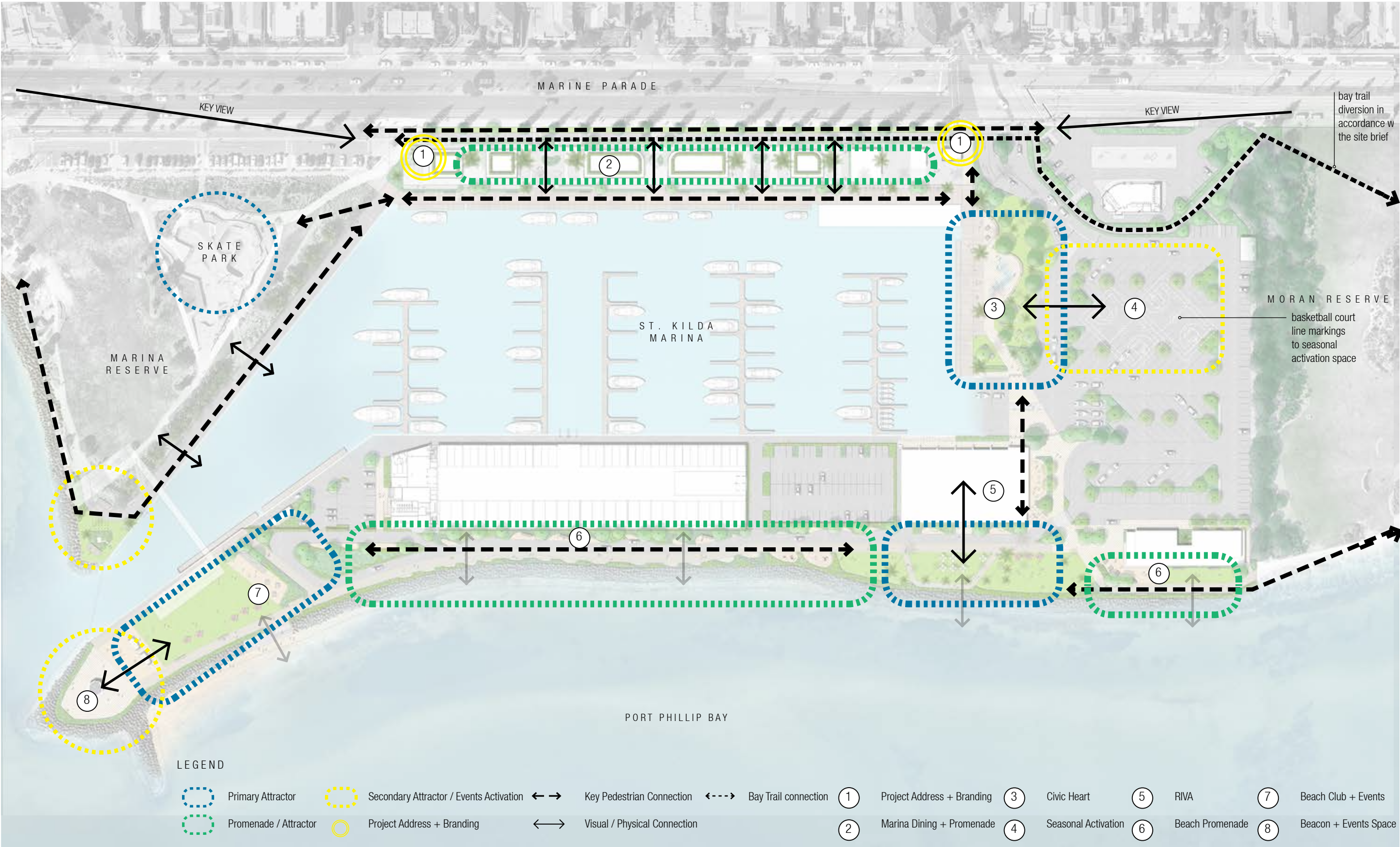
3.8.1
Master Plan
Land Use



3.8.2 Master Plan Land Use



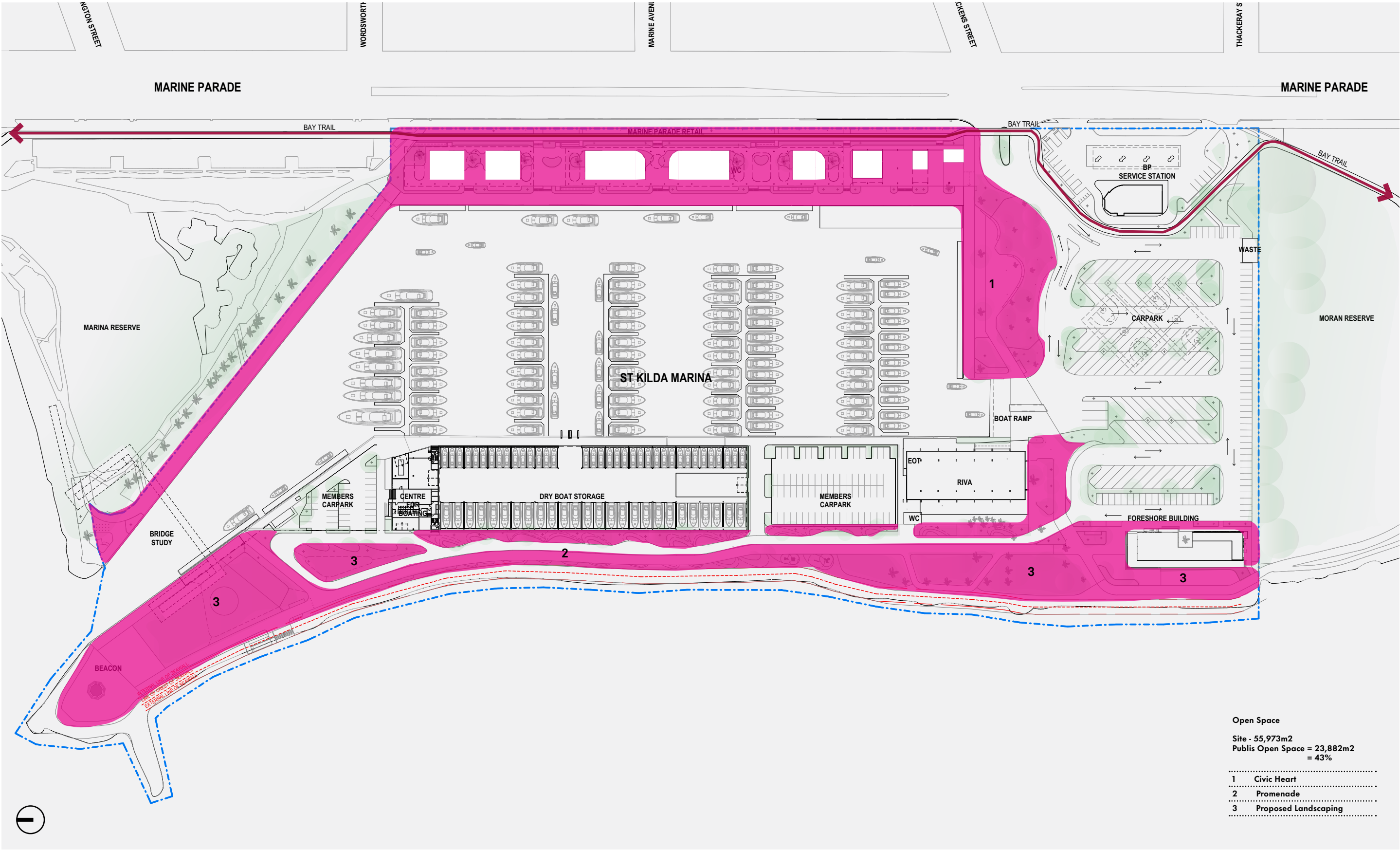
3.9
Master Plan
Opportunities & Activation Analysis



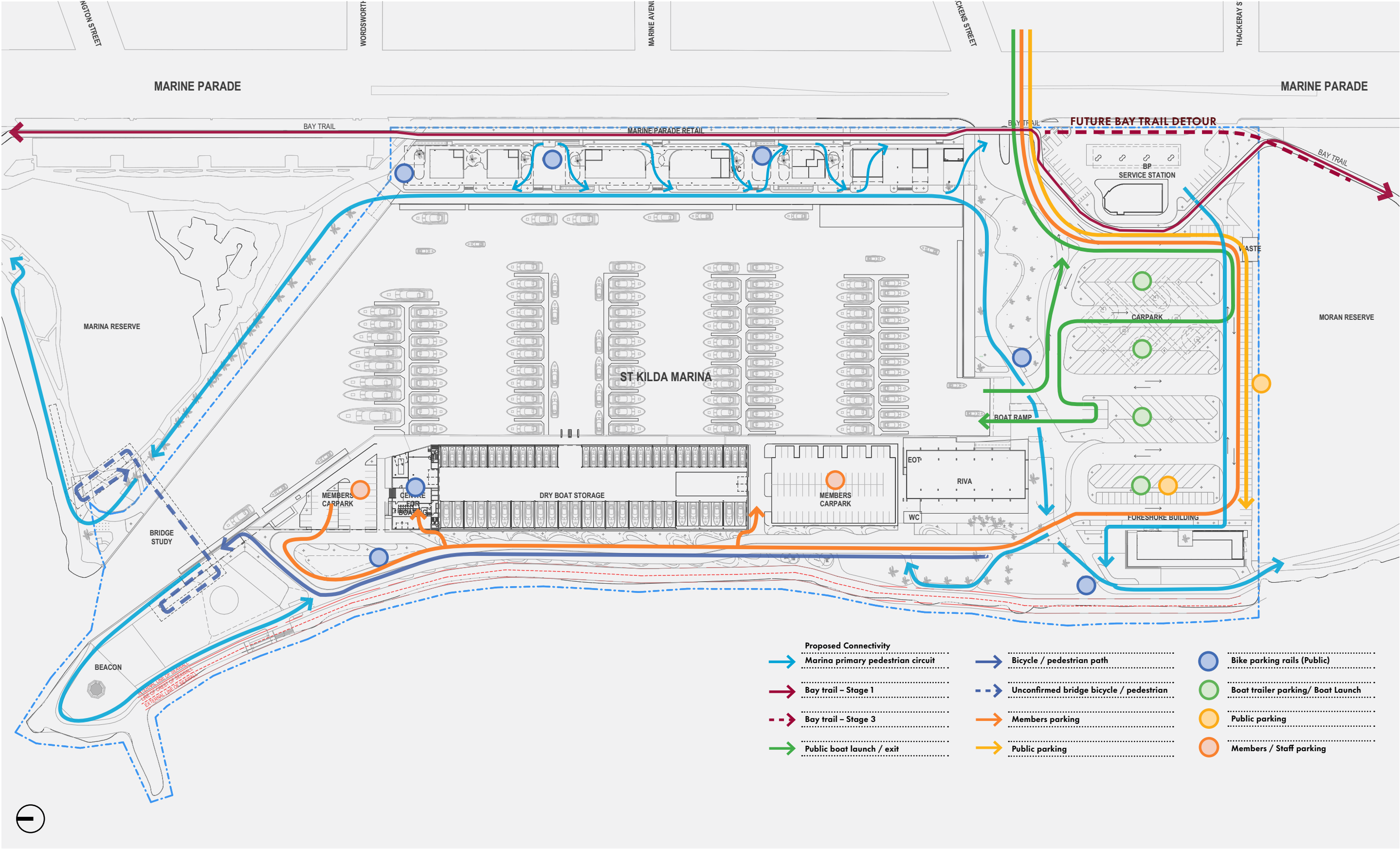
3.10
Master Plan
Green Space



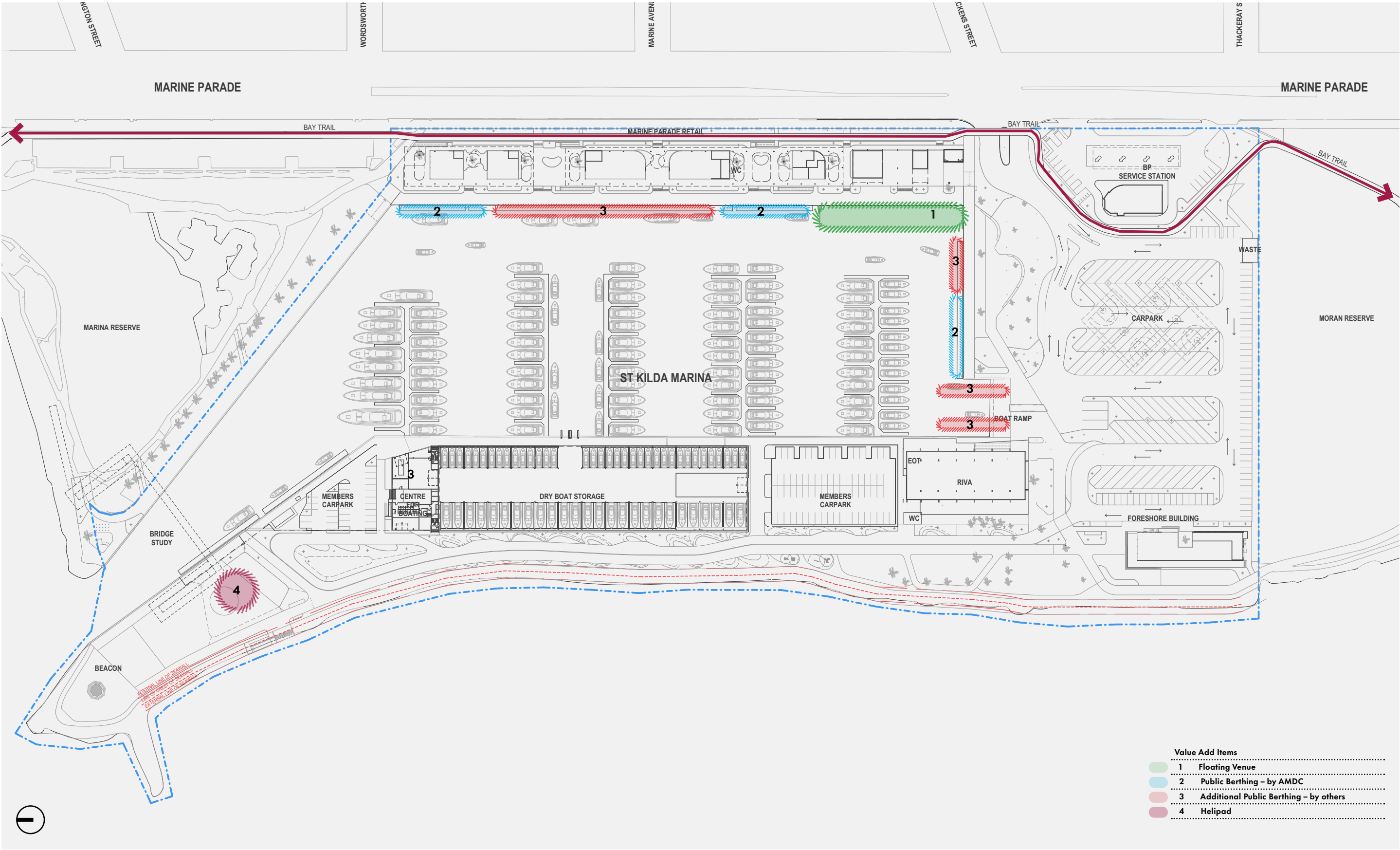
3.10
Master Plan
Open Space



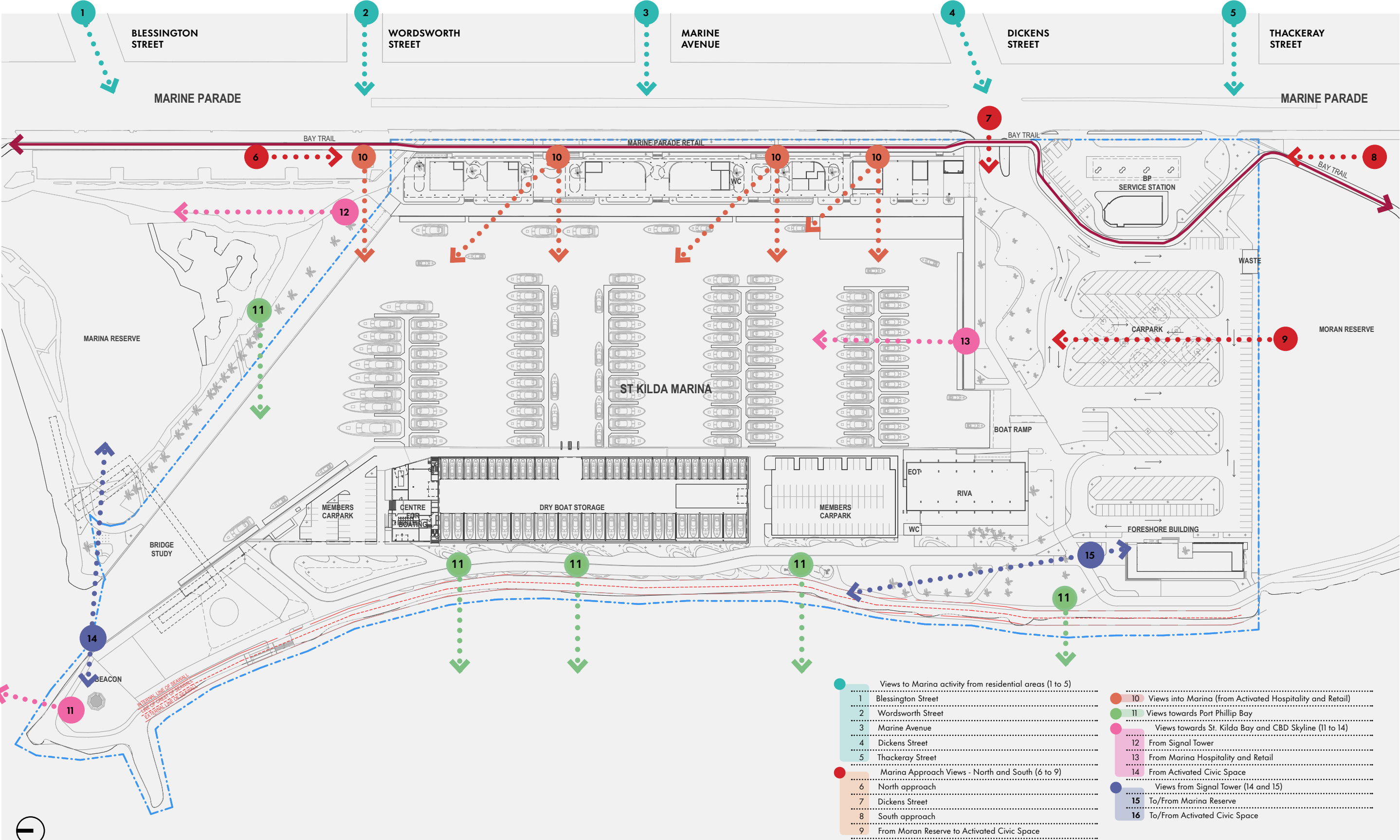
3.11
Master Plan
Access & Movement



3.12
Master Plan
Value Add



3.14
Master Plan
View Analysis



3.16
Master Plan
Land Uses Assessment

The redevelopment of the St Kilda Marina seeks to activate the precinct to provide a significantly upgraded recreational boating facility, supported by boating and boating related activities. In addition to the boating focus of the precinct, it is also proposed to provide for complementary commercial uses. These uses will contribute to the activity, functionality and amenity of the space. It is anticipated in combination, these uses will significantly upgrade the area and provide an exciting and high amenity location for both residents of Port Phillip and beyond. The following plan identifies the mix of uses which are proposed for the marina redevelopment. The plan identifies a combination of uses, the nature and operation of these facilities can be described in the table adjacent.

A number of the uses proposed will be subject to the need for a permit. This will be pursued through the planning permit process in the early new year. Notwithstanding the need for permission, the type and extent of uses proposed is consistent with the strategic policy aspirations for the site. It is important to note that Schedule 4 to the Special Use Zone specifically prohibits a number of uses including, but not limited to convenience restaurant, gambling premises, hotel, tavern and shop. None of the uses identified above fall within these planning scheme definitions.

There will not be any gambling facilities nor a dedicated bottle shop or drive in. No provision will be made for accommodation.



Use	
Marine Parade Hospitality and Retail (Retail premises)	<p>It is envisaged that the buildings sited along the Marine Parade frontage will primarily be café and restaurant uses with additional ancillary retail uses appropriate to the foreshore setting.</p> <p>Food and drink premises fall within the more general definition of 'retail premises' and allows food to be prepared and sold for immediate consumption on and off the premises.</p> <p>The tenancies with a food and drink character will include but not be limited to:</p> <ul style="list-style-type: none">• Café (restaurant and café license)• Restaurant (general license to allow providore offerings)• Burger Shop• Fish and Chip Shop• Gelateria <p>These tenancies will be provided with a direct outlook to the promenade and the water beyond. The activities have the potential to extend out towards the water with outdoor dining areas and activities. The nature of the uses also ensures that this activity occurs through the day and into the evening and contributing to the vitality of the area.</p> <p>Additionally, there is opportunity for other associated retail premises, with a connection to the recreational possibilities of location, including but not limited to:</p> <ul style="list-style-type: none">• Flight board showroom with opportunity for hire and purchase with ancillary office• Sky dive centre
Public Amenities / Members Amenities	<p>Public and members amenities have been provided adjacent to the Riva tenancy. These facilities are important for the functionality of the space. Their siting in this part of the site is appropriate, located centrally and alongside existing built form to reduce its prominence.</p>
Civic Heart (Informal Outdoor Recreation)	<p>The civic heart provides a flexible landscaped area, centrally within the site. It is envisaged that this space will be suitable for a range of functions including but not limited to street performance, informal gatherings and consumption of food.</p>

Use	
Riva Redevelopment	<p>The existing Riva tenancy is proposed to be redeveloped</p>
Foreshore Building (Food and Drink Premises / Function Centre)	<p>A new foreshore building is also proposed</p> <p>The tenancy will be operated to maximum flexibility and have regard to changing expectations for hospitality venues.</p> <p>In this regard, it is anticipated that the extent of uses could include elements of the following:</p> <ul style="list-style-type: none">• Functions• Food and drink premises• Restaurant• Providore and take-away• On and off premises license• Wine promotions <p>Given the proximity of the tenancy to the water, there is the opportunity to extend the service of food and drinks to the foreshore to further build and enhance the uniqueness of the offering.</p>
Centre for Boats (Restricted Recreational Facility)	<p>The centre for boats provides an ancillary space for the primary boating use and is directly related an necessary to the boating operations for the precinct, hence the co-location to the dry stack.</p> <p>This space will include:</p> <ul style="list-style-type: none">• An office component for the marina operations, volunteer lifeguards and boat brokers• Boat workshop• Marina member lounge
Dry Stack (Recreational Boat Facility)	<p>The recreational boat facility anchors the site and provides the overriding functionality of the precinct.</p> <p>The primary purpose of the dry stack is the storage of boats.</p>
Foreshore Promenade (Informal outdoor recreation)	<p>This part of the site includes a new pathway and beach foreshore.</p> <p>This space will significantly improve the amenity of the location, providing high amenity space for future users.</p> <p>There is an opportunity to further consider food and beverage service to these areas to further contribute to the amenity of the space.</p>



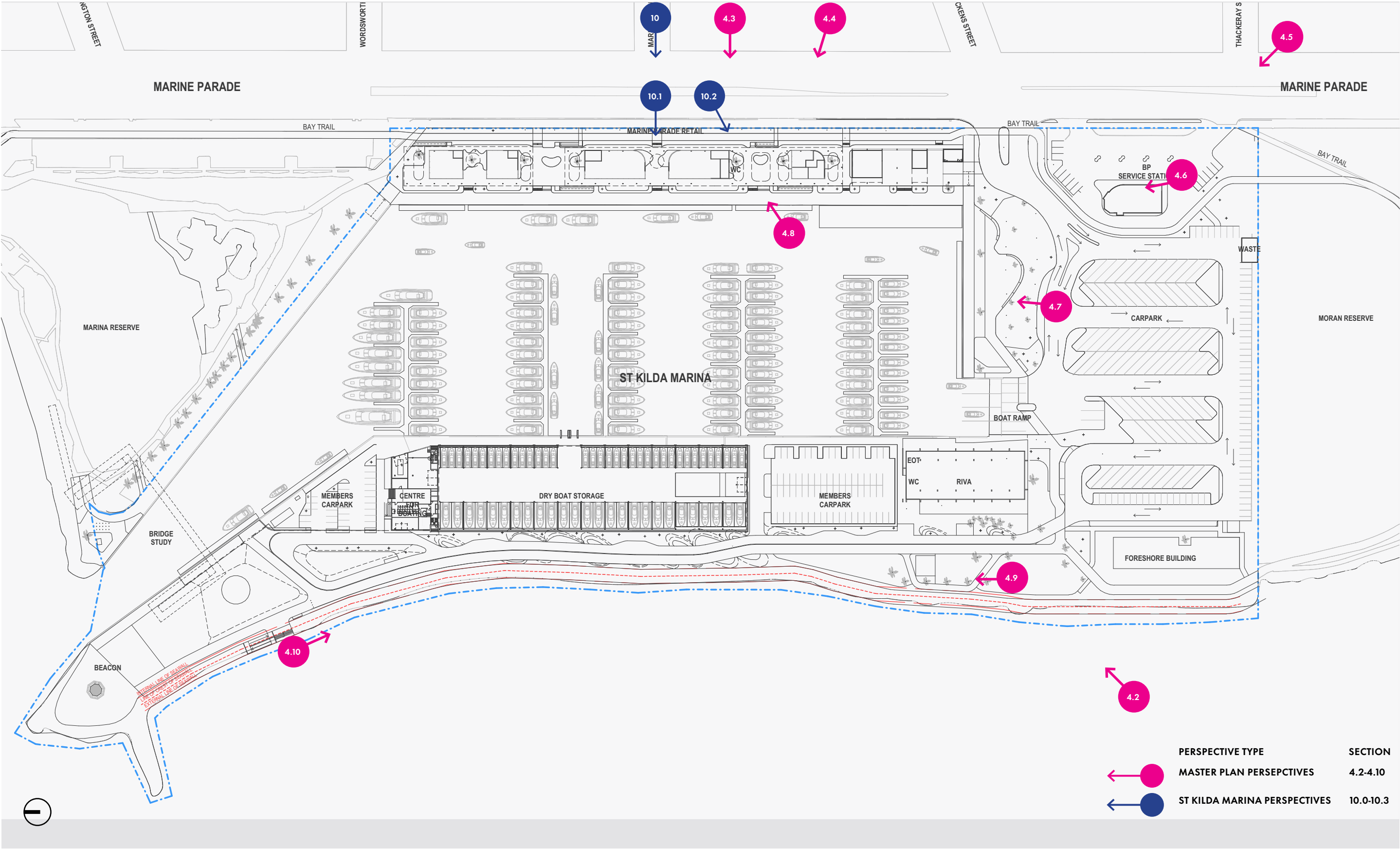
4.0 St Kilda Marina Masterplan Perspectives

4.1 Landscape Design Concept

4.2 Events Space Activation

4.3 Material Study

4.1
Masterplan Perspectives
Key Plan



4.2 Masterplan Perspectives Site Axonometric View



4.3
Masterplan Perspectives
Site Axonometric View



4.4

Masterplan Perspectives

Site Axonometric View



4.5
Masterplan Perspectives
Site Axonometric View



4.6 Masterplan Perspectives Site Axonometric View



4.7 Masterplan Perspectives Civic Heart View



4.8 Masterplan Perspectives Marine Parade View



4.9 Masterplan Perspectives Foreshore Activation View



4.10 Masterplan Perspectives Peninsula View





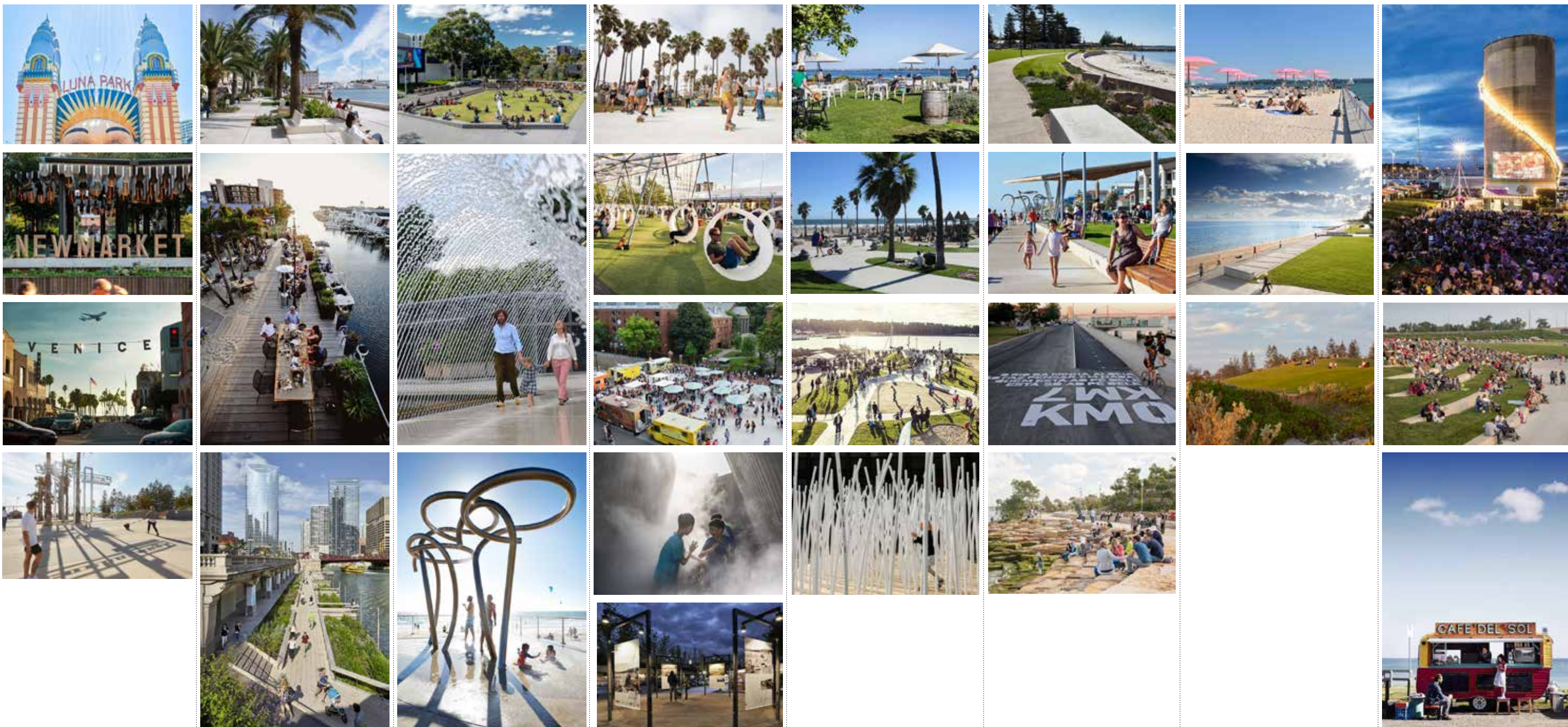
5.0 St Kilda Marina Landscape Design

- 5.1 Landscape Concept Images
- 5.2 Landscape Activation
- 5.3 Wayfinding + Materials
- 5.4 Landscape Plans
- 5.5 Landscape Perspectives
- 5.6 Material Study

5.1

Landscape Design

Concept Images



5.2.1
Landscape Design
Activation



5.2.2 Landscape Design Events Space Activation

St Kilda Marina will be an active and engaging new section of the St Kilda waterfront. The site will allow for flexible seasonal activation within a framework of high quality public spaces which are also comfortable and inviting outside of event times.

Civic Heart

The Civic Heart has been considerably enlarged to allow for additional community gathering space and also seasonal events. The Civic Heart is 2,900m²~ in area, including 1,500m²~ of deck and plaza area for events to take place (well in excess of 700m² allocation required by the brief). Potential events that could take place are as follows:

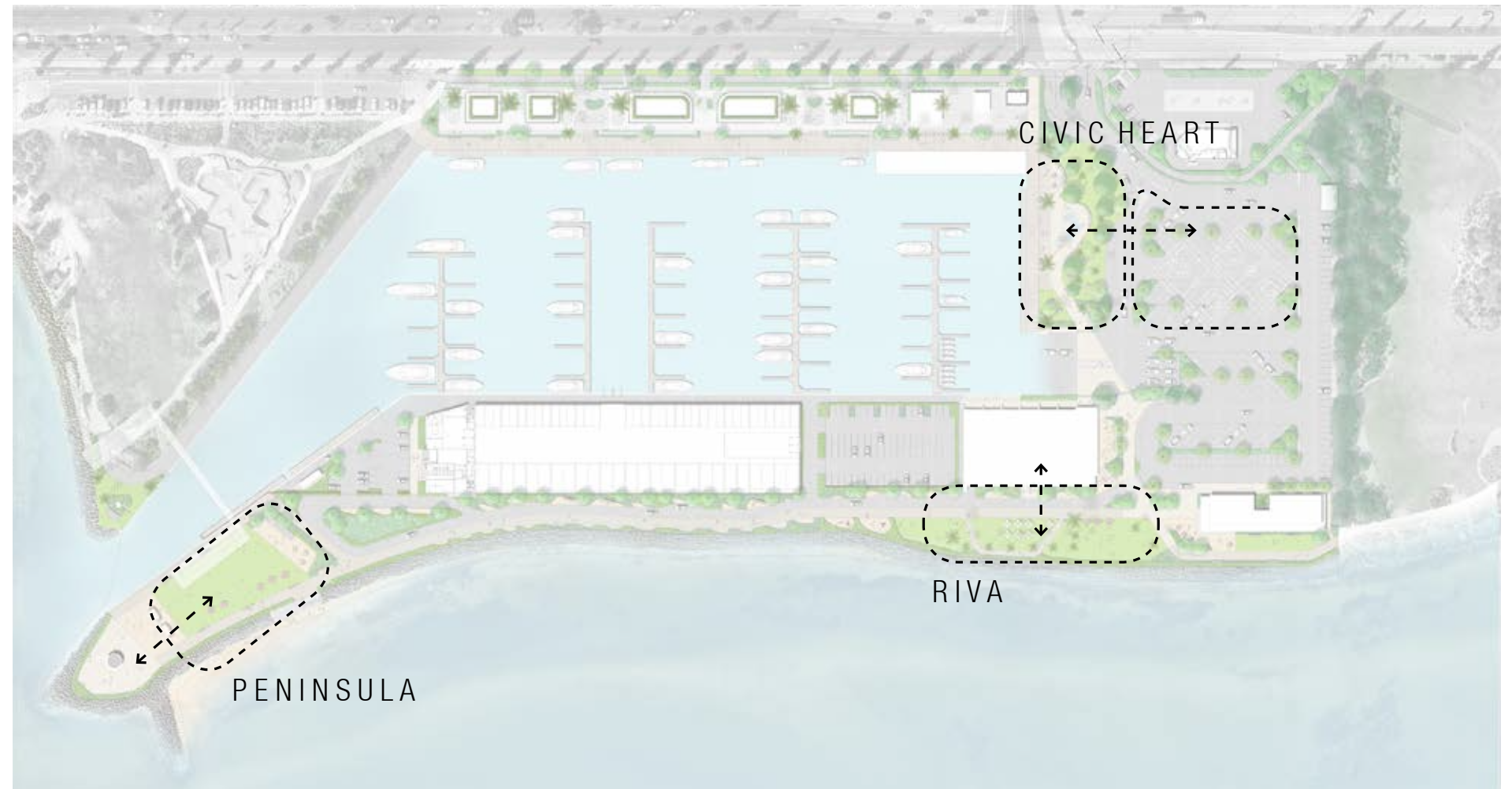
- Art exhibitions i.e. sculptures by the sea, photography exhibitions
- Small performances
- Pop up installations
- Moonlight cinema
- Floating Pool (in front of civic heart or Marina Promenade)
- The Civic Heart also has generous grass mounding and visual / physical connections with the car-park area to the south which is envisaged to have the potential for seasonal activation when boating is less popular such as:
- Farmers markets
- Drive in cinema
- Larger performances / events i.e. Extreme Games, Red Bull Air Show, St Kilda Festival

Peninsula + Riva

The Peninsula and RIVA areas have the potential for a different offering to the Civic Heart with extensive sea views and connection to the waterfront. The Peninsula has 1,600m²~ (RIVA 1,400m²~) in area for events to take place in front of the point / beacon, which is comparable to the Central lawn at Botanic Gardens used for Moonlight Cinema and also the Federation Square events space. Potential seasonal activation for these areas could include:

- Farmers market
- Moonlight cinema
- Stages and music events

The spaces are deliberately flexible and allow for evolution throughout their life based on the success of events and community aspirations. There is also provision for a movable kiosk / food trucks to be able to access all areas, again to be able to pivot and change based on community wants and needs.



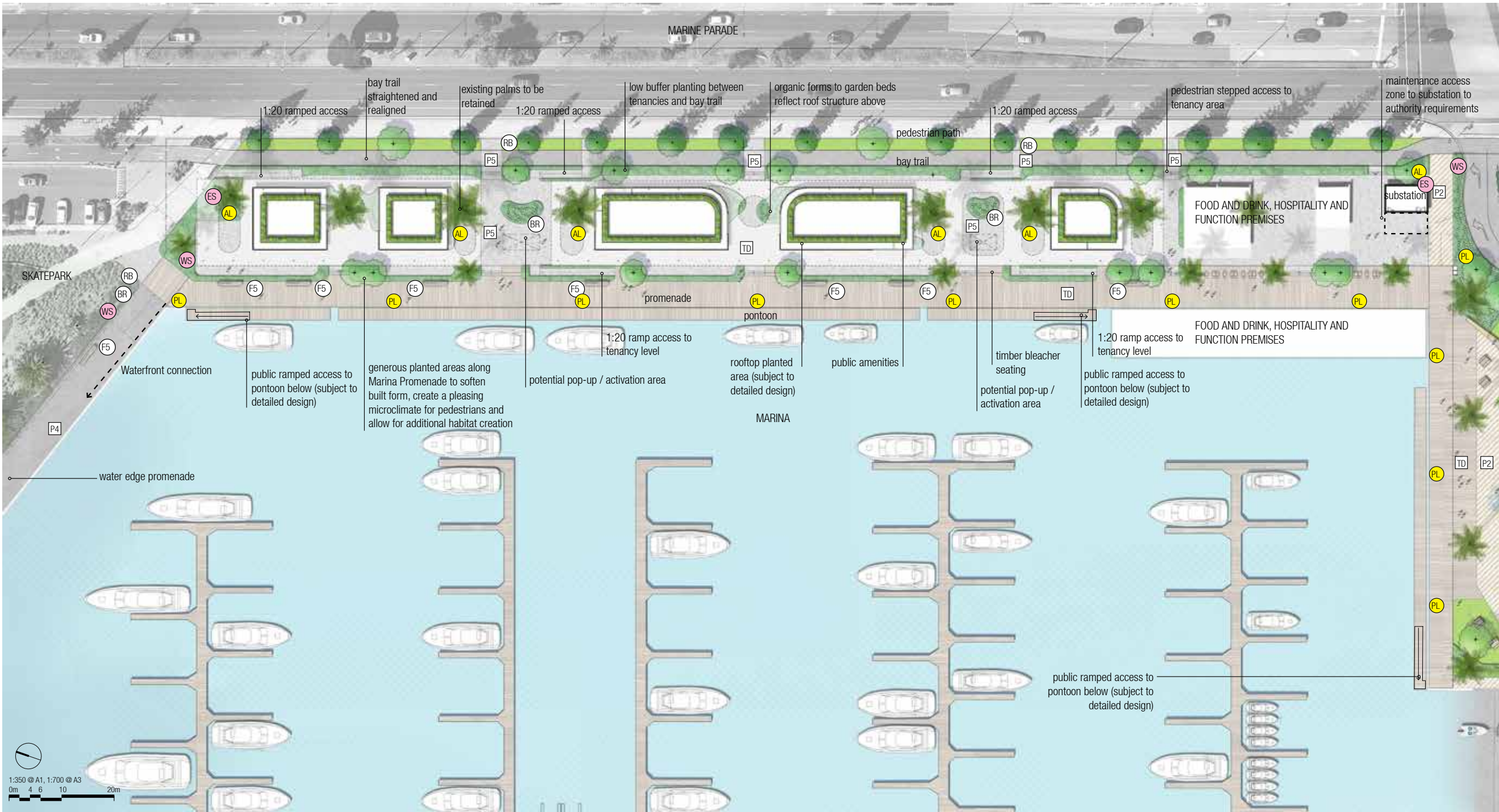
5.3 Landscape Design Wayfinding + Signage



LEGEND

- | | | | |
|---|---|---|--|
| <p>ES - ENTRY / PROJECT BRANDING SIGNAGE OR WAYFINDING ELEMENT</p> <p>Landscape / Architectural / Artistic / Signage element to clearly define entry to Marina for vehicles and pedestrians.</p> | <p>IS - INTERPRETIVE SIGNAGE (CULTURAL / HISTORICAL / EDUCATIONAL)</p> <p>Interpretive signage / artistic element describing the indigenous and european history of the area and of the Marina. Educational signage to also describe the Marina function / artistic interventions etc.</p> | <p>WS - WAYFINDING SIGNAGE</p> <p>Wayfinding pillars / signage to assist with wayfinding within the site and to broader circulation networks and features.</p> | <p>SS - SAFETY AND INFORMATIVE SIGNAGE</p> <p>Warning signage for the peninsula area describing when it is unsafe to be in this area (storm events / high tides etc.). Assumed that access to these areas will also be managed by the Marina.</p> |
|---|---|---|--|

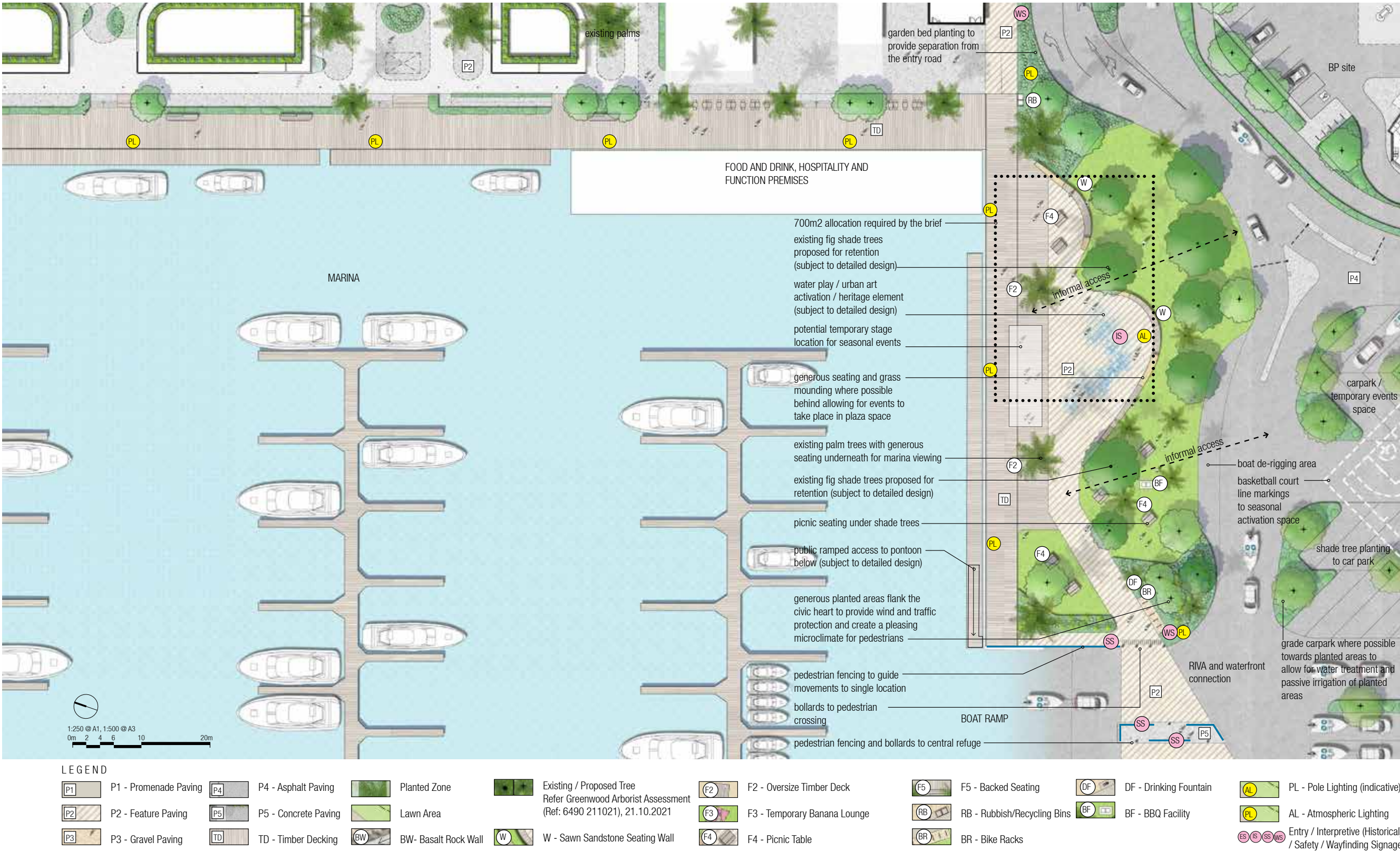
5.4.1 Landscape Plans Marine Parade



5.4.2

Landscape Plans

Civic Heart

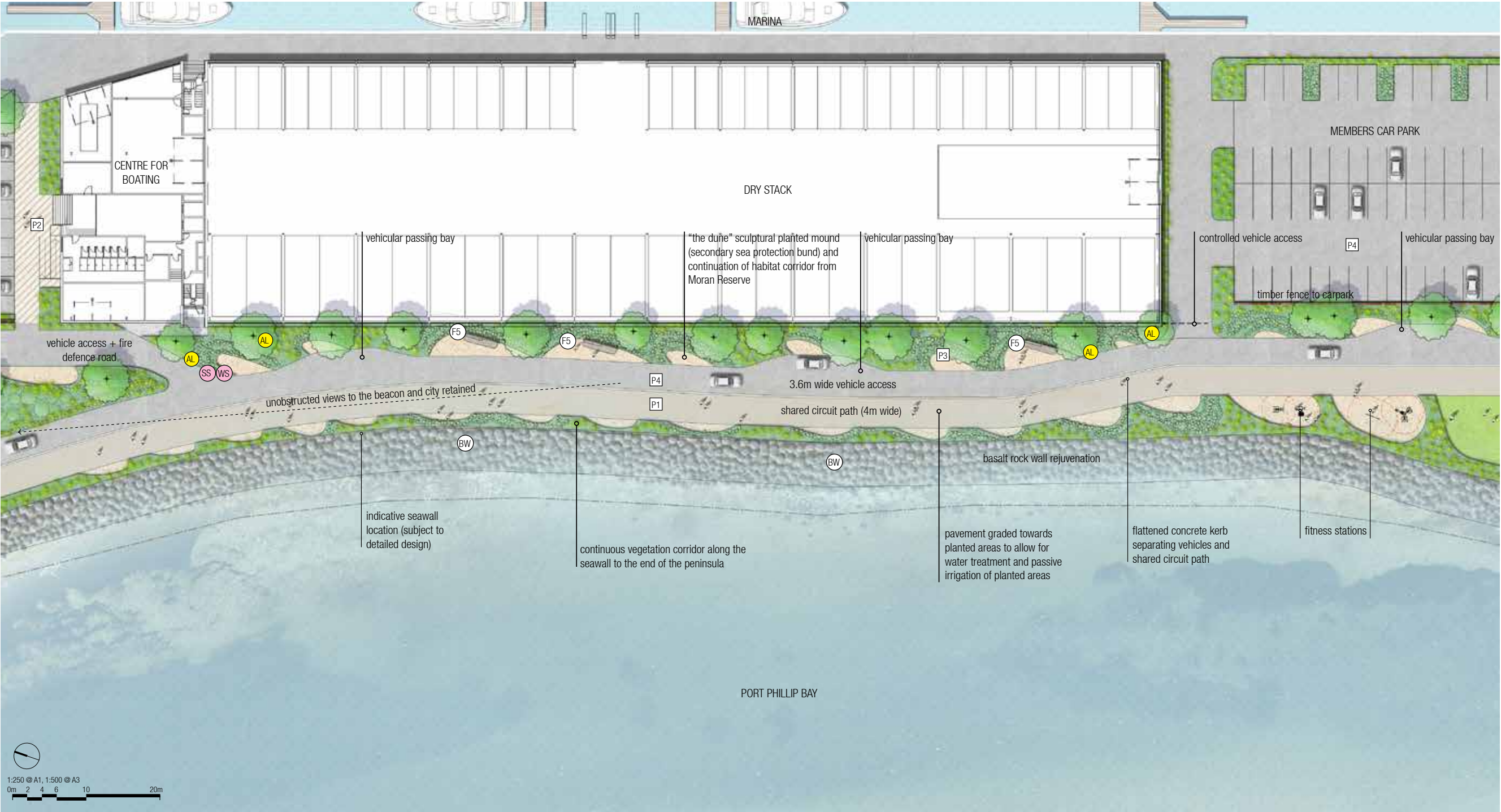


5.4.3
Landscape Plans
Riva + Foreshore



LEGEND									
P1 - Promenade Paving	P4 - Asphalt Paving	Planted Zone	Existing / Proposed Tree Refer Greenwood Arborist Assessment (Ref: 6490 211021), 21.10.2021	F2 - Oversize Timber Deck	F5 - Backed Seating	DF - Drinking Fountain	PL - Pole Lighting (indicative)		
P2 - Feature Paving	P5 - Concrete Paving	Lawn Area		F3 - Temporary Banana Lounge	RB - Rubbish/Recycling Bins	BF - BBQ Facility	AL - Atmospheric Lighting		
P3 - Gravel Paving	TD - Timber Decking	BW - Basalt Rock Wall	W - Sawn Sandstone Seating Wall	F4 - Picnic Table	BR - Bike Racks		ES - Entry / Interpretive (Historical) / Safety / Wayfinding Signage		

5.4.4
Landscape Plans
Dry Stack + Foreshore



LEGEND									
P1 - Promenade Paving	P4 - Asphalt Paving	Planted Zone	Existing / Proposed Tree Refer Greenwood Arborist Assessment (Ref: 6490 211021), 21.10.2021	F2 - Oversize Timber Deck	F5 - Backed Seating	DF - Drinking Fountain	PL - Pole Lighting (indicative)		
P2 - Feature Paving	P5 - Concrete Paving	Lawn Area		F3 - Temporary Banana Lounge	RB - Rubbish/Recycling Bins	BF - BBQ Facility	AL - Atmospheric Lighting		
P3 - Gravel Paving	TD - Timber Decking	BW - Basalt Rock Wall	W - Sawn Sandstone Seating Wall	F4 - Picnic Table	BR - Bike Racks		ES - Entry / Interpretive (Historical) / Safety / Wayfinding Signage		

5.4.5 Landscape Plans Peninsula



5.5.1 Landscape Perspectives Peninsula Axonometric View



5.5.2 Landscape Perspectives Peninsula View



5.5.3

Landscape Perspectives

Sea Wall View



5.5.4 Landscape Perspectives Foreshore View



5.5.5
Landscape Perspectives
Riva Foreshore View



5.5.6

Landscape Perspectives

Civic Heart View



5.5.7 Landscape Perspectives Civic Heart Activation View



5.5.8

Landscape Perspectives

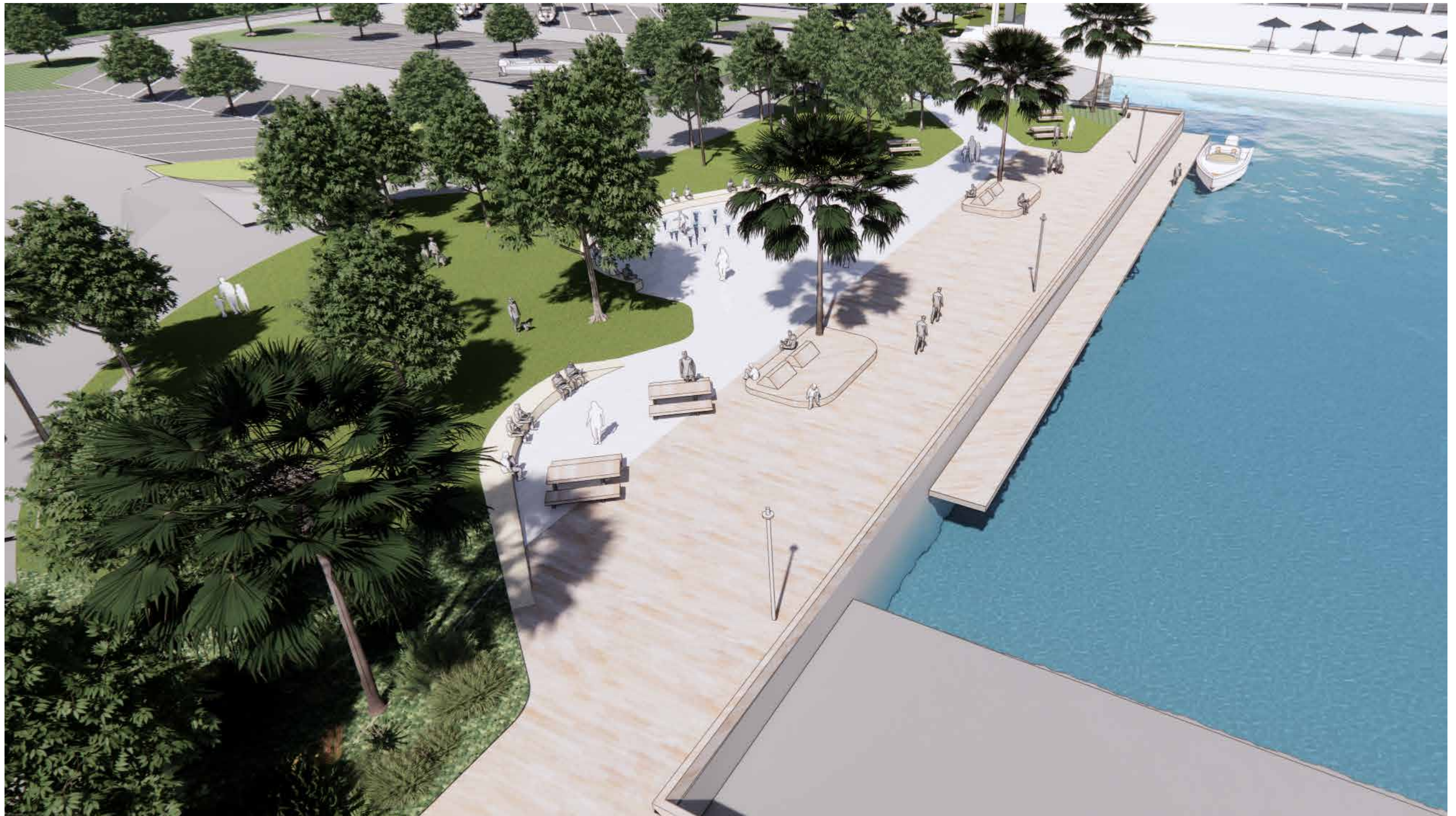
Marina View



5.5.9

Landscape Perspectives

Civic Heart Axonometric View



5.5.10
Landscape Perspectives
Marine Parade Retail View



5.5.11

Landscape Perspectives

Marine Promenade View



5.5.12
Landscape Perspectives
Foreshore Building View



5.5.13

Landscape Perspectives

Foreshore Building View



5.5.14
Landscape Perspectives
Foreshore Building View



5.6
Landscape Design
Material Study

FURNITURE + FIXTURE



Seating + furniture will be generous in size and allow for multiple groups to use the various spaces at once. Materials will typically be robust and include galvanised steel and KD Australian hardwood. Specific attention will be focused on creating comfortable and enticing places to sit, socialise and people watch. Bicycle racks, rubbish bins and drinking fountains will be provided throughout the public realm.

Sea interface will typically be composed of sections of basalt blocks as wave and flood protection and will incorporate landscape design elements such as seating and other landscape elements. Landscape mounding will also be utilised for flood protection and integrated as a useful element (wind protection, screening of buildings etc.) within the landscape.

PAVING + HARD SURFACES



Ground plane materials will be robust and well suited to the coastal environment both in their aesthetics and robustness. Materials will include large format recycled timbers (or sustainability sourced timbers) and sandstone blocks to high profile areas. Exposed aggregate coloured concrete / asphalt and locally sourced compacted gravel will also be implemented in connecting paths and informal spaces along the peninsula.

WAYFINDING + INTERPRETATION



Wayfinding + site history + interpretive information will potentially be integrated into paving treatments and other landscape elements to add another layer of interest to the public realm and further define the precinct as a destination point.



6.0 St Kilda Marina Built Form – Stage 1A

- 6.1 Marine Parade
- 6.2 Dry Stack & Centre For Boating
- 6.3 Riva

6.1.1
Built Form
Marine Parade

DESIGN CONCEPT

The Marina has an extensive 350m frontage to Marine Parade, one of the City of Port Phillip’s most grand esplanade’s.

Following on from the Lease approval, AMDC have engaged with Jones Lang LaSalle (JLL) to develop the leasing strategy for the precinct. The consultation process determined that the previously approved concept lacked variety and interest, and would appeal mainly to smaller scale and seasonal ‘kiosk’ style operators. To ensure that the precinct achieves a truly dynamic food and beverage offer the concept has been updated to create larger tenancies that achieve a more visually interesting built form. The architectural language also allows for the future ability of a second storey to be incorporated to ensure the commercial viability of the precinct is maintained over time.

The new built forms seeks to incorporate the following design principles:

Active frontages of world class hospitality and retail.

High level of site permeability with views in to and across the new Marina from multiple vantage points.

A dynamic architectural response

Blurred boundaries of built form and integrated landscape design.

An open horizon line interconnected spaces from inside to out.

SITE BRIEF ALIGNMENT

Durable & high quality materials

Visual transparency

Visual connections to working marina

Encourages pedestrian integration

Provides publicly accessible Spaces

Bleacher seating promoting pedestrian engagement

Integrated built form & landscape

Connection to Marine Reserve

AMDC



ST KILDA MARINA

6.1.2

Built Form

Marine Parade Exploded Axonometric

Flat roof elements unify separate building enclosures below and provide shaded throughlines at pedestrian level. Rooftop planters provide green screening devices to service areas.

Landscaping protruding through roof cutouts create generous interaction between the roof and pedestrian levels.

Regular columns surrounding the Parade foster a sense of rhythm and enclosure.

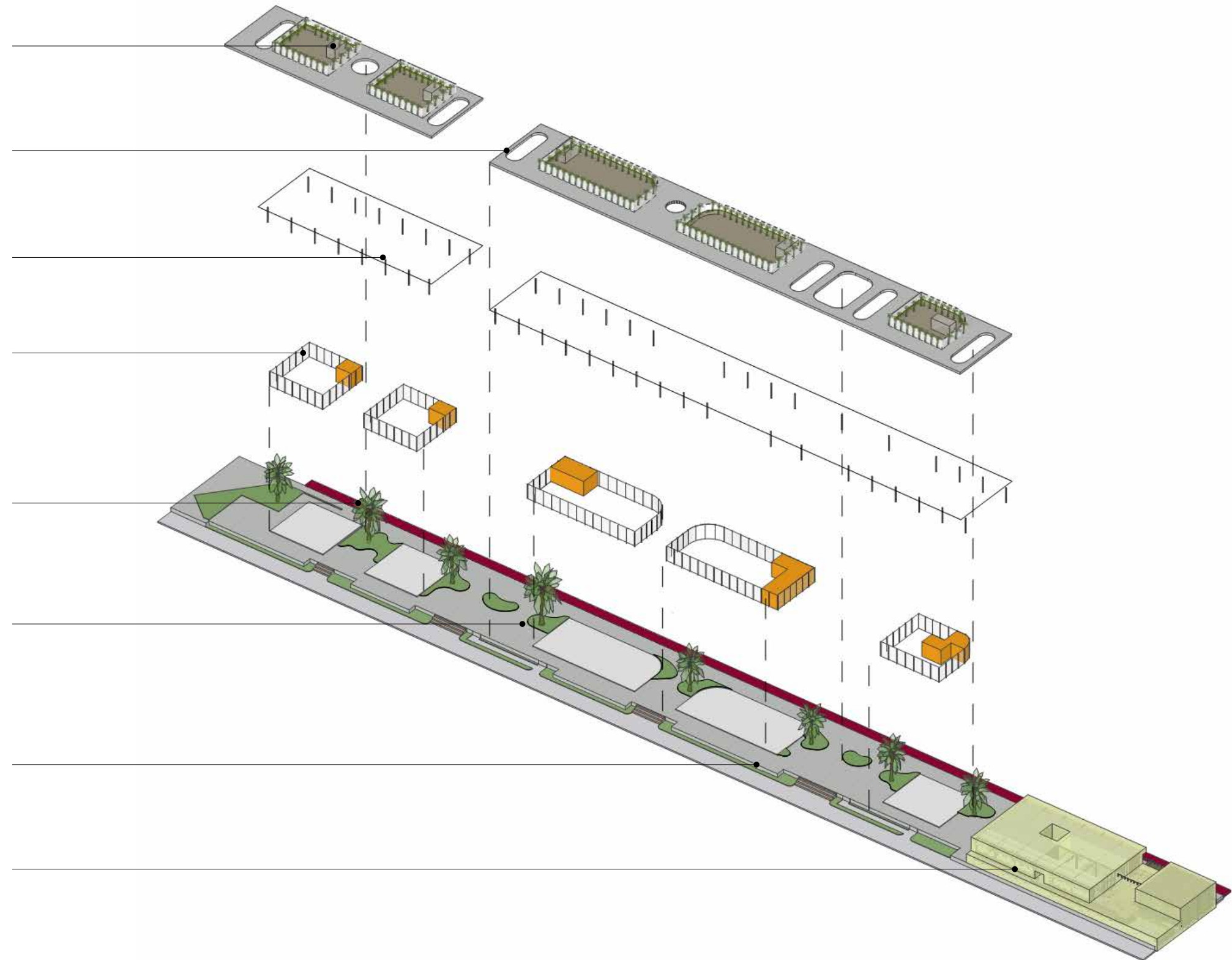
Built forms host retail and hospitality tenancies. Material combination of timber and glass lends solidity and lightness which creates plays between pedestrians and patrons.

Proximity to the Bay Trail integrates links the site with cycling traffic alongside a wide variety of transport modes.

Landscaped pockets interspersed with built forms provide visual relief and serendipitous encounters with the ocean and boating activities from the street side.

Marina Parade provides direct views and access to the waterfront and the greater Marina area.

Marina Parade integrated with surrounding context and other programs throughout the greater Marina area.



6.1.7
Built Form
Marine Parade South Perspective



6.1.8 Built Form Marine Parade Beacon View



6.1.9 Built Form Marine Parade North Building



6.1.10
Built Form
Marine Parade North Building



6.1.11
Built Form
Marine Promenade Activation



6.1.12
Built Form
Marine Parade Perspectives



Marine promenade: Pedestrian walkway



Marine promenade: North building

Marine promenade summer months: Sun Protection: Overhanging Eave / Umbrellas



Marine promenade winter months: Integrated weather protection (transparent blinds)

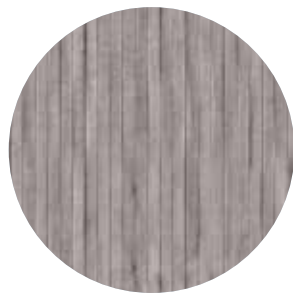


6.1.13
Built Form
Marine Parade Material Study

CN2 – Off-form
concrete



TB1 - Timber cladding



GL1 - Glazing



6.2.1
Built Form
Dry Stack & Centre For Boating

DESIGN CONCEPT

The Dry Stack & Centre for Boating will be a state of the art marine facility in line with global best practices. It will feature:

An electric powered gantry boat crane supported by an integrated Solar PV array. In comparison to a conventional fork lift system the building achieves a reduced building footprint.

Commercial facilities for Marina members including end of trip facilities, car parking and members lounge with rooftop.

Commercial boat sales and on site servicing and associated storage facilities.

Offices for Australian Volunteer Coast Guard and Marine operations including common area function facilities. (Through consultation AVCG have agreed on the relocation to the Centre for Boating)

The new built forms seeks to incorporate the following design principles:

Transparency in the facade to create a visual display of the marina operations by day and an attractive illuminated silhouette by night.

A defining architectural roofline to distinguish the building from a 'warehouse' typology.

The layering of materiality and expression of structure.

SITE BRIEF ALIGNMENT

Durable and high quality materials

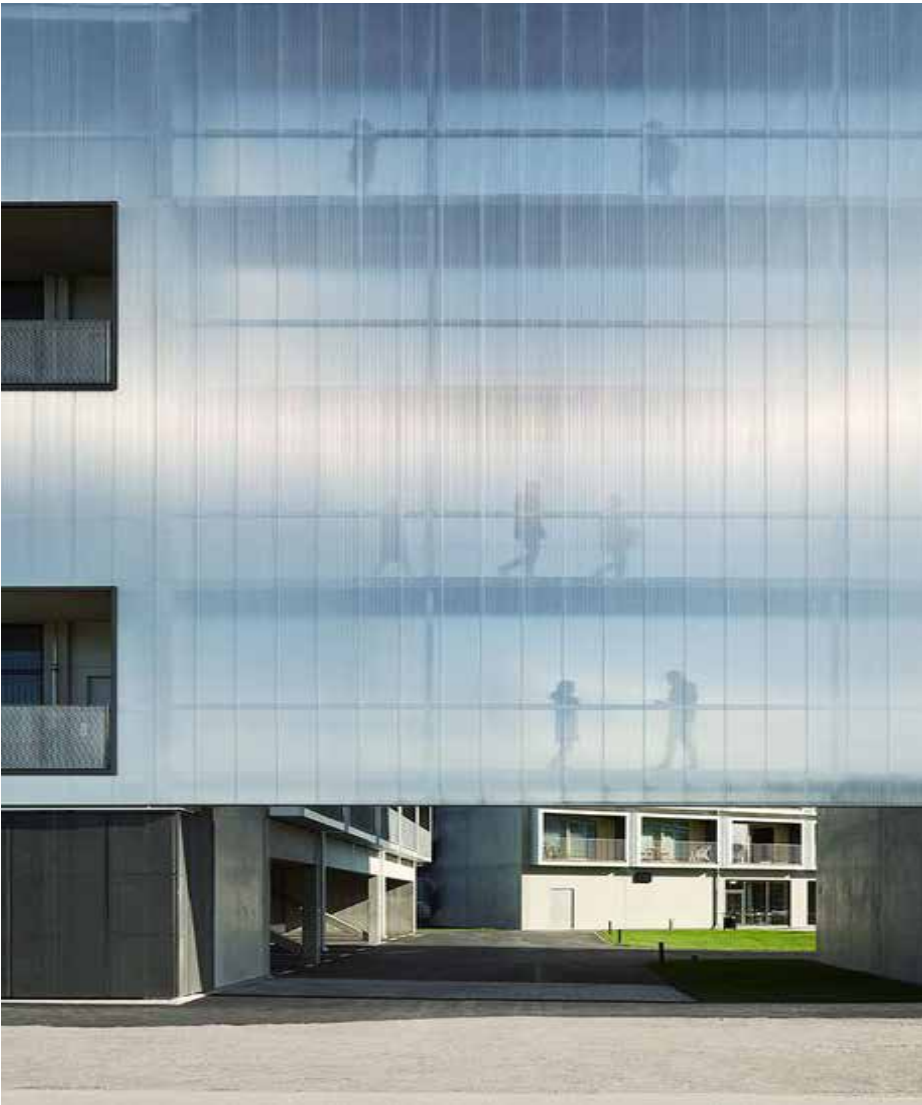
Visual transparency

Internal functions visible for activation of working marina

Ground plane interaction

Dry Stack accommodation of 300 boats

Storage for Kayaks



6.2.2

Built Form

Dry Stack & Centre For Boating Exploded Axonometric

Pitched roof element provides eaves and unifies the built form of dry stacks and the adjoining centre for boating.

Undulating pattern of solid metal panels set forward from facade sections below to emphasise the roof silhouette of the heritage dry stack buildings.

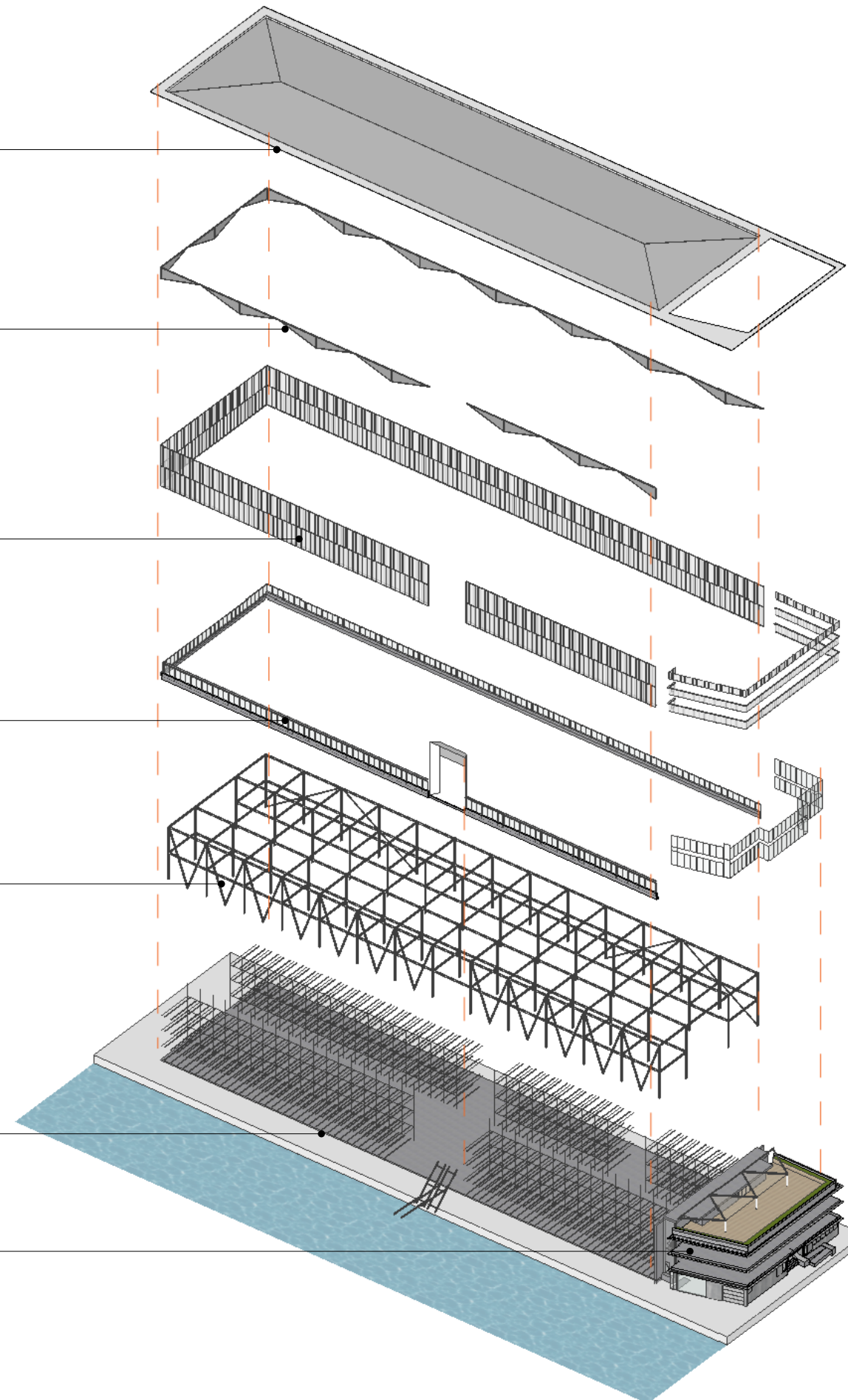
Polycarbonate sheet panels increase in transparency as the building approaches pedestrian level; corrugated panels provide elegant articulation of building envelope.

Glass along the perimeter of the dry stack alludes to views of Port Phillip Bay beyond.

Structural steel framing provides a sense of rhythm through use of regular bay divisions and echo the effect of the heritage dry stack sheds. Bracing elements conform to scale of bays divisions and further references heritage roof forms.

Dry Stack provides increased capacity for boat storage.

New Centre for Boating takes material cues from the Dry Stack whilst remaining visually distinct.



6.2.3

Built Form

Dry Stack Marine Parade View



6.2.4
Built Form
Dry Stack Night View



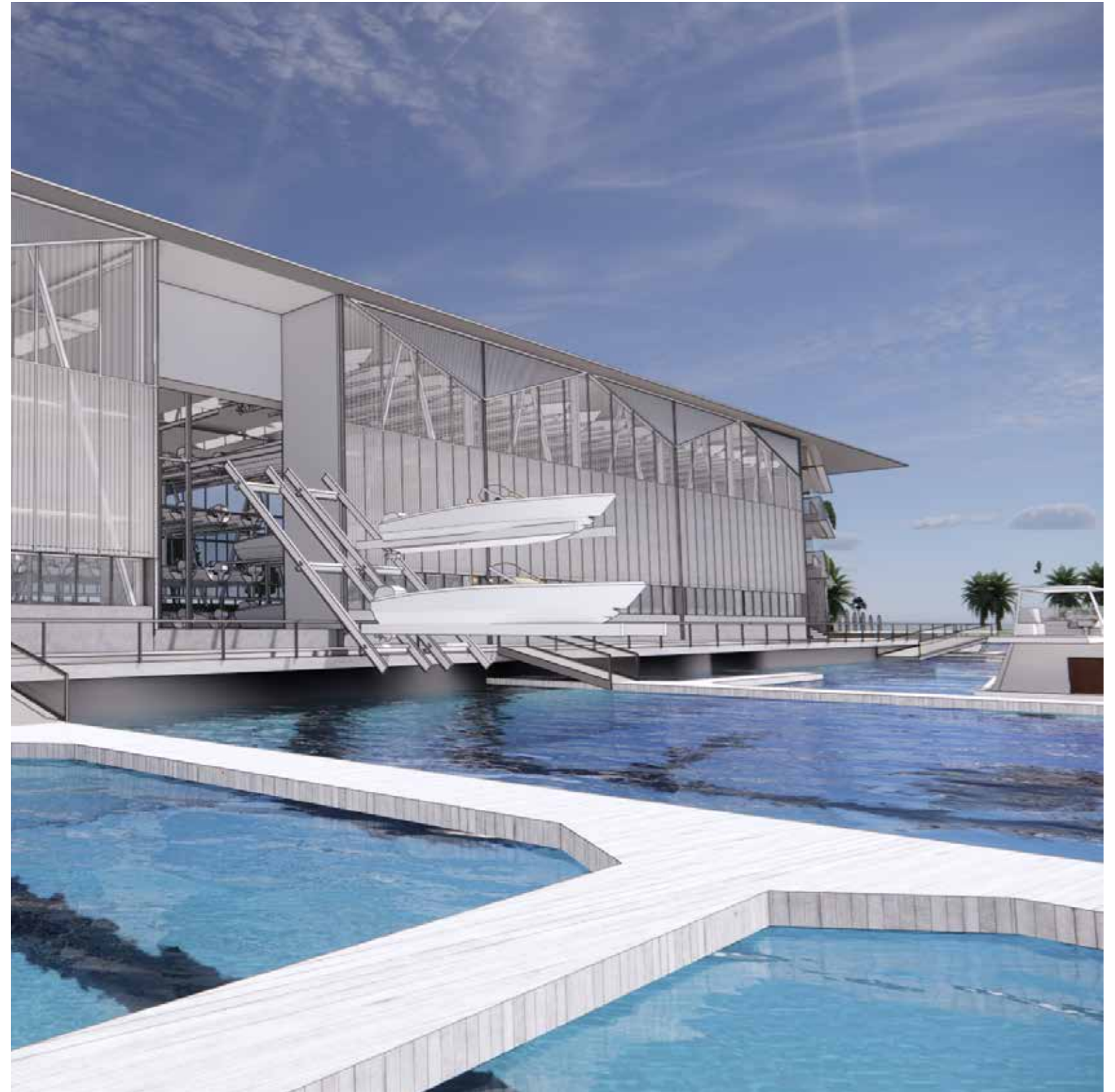
6.2.5

Built Form

Dry Stack Marina View



6.2.6 Built Form Dry Stack Boat Launcher



6.2.7
Built Form
Dry Stack Marina Night View



6.2.8

Built Form

View From Marine Reserve



6.2.8
Built Form
View from Shared Road



6.2.10
Built Form
Centre For Boating North View

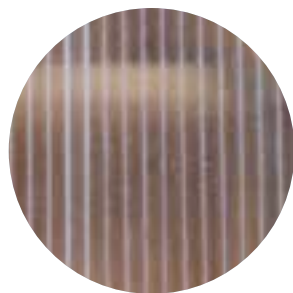


6.2.11
Built Form
Dry Stack + CFB Material Study

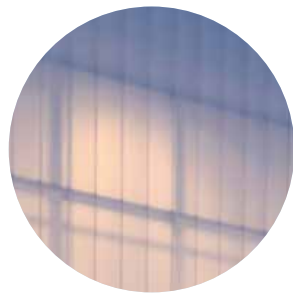
C1 – Corrugated solid
metal Colorbond



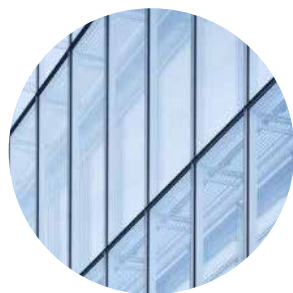
C2 – Corrugated
polycarbonate
transparent tinted
(large rib width)



C3 – Corrugated
polycarbonate
opaque / translucent
(medium rib width)



C4 – Glass



CN1 – Off-form concrete



6.3.1
Built Form
Riva Redevelopment

DESIGN CONCEPT

The new Riva will bring a significant upgrade to the existing facility that is in poor condition and has been subject to a number of poorly planned, ad-hoc renovations and additions over the years.

Strategically designed to pay tribute to the existing roof-line, the accentuated form extends towards both marina and bay to create a large timber-clad canopy structure that will provide both shelter and accommodation to the level 1 bar, terrace and events areas whilst providing an iconic visual marker along this shoreline.

In contrast with the light, playful roof-line is the structured masonry composition below which ties together the simple palette of brickwork, glass, off-form concrete and fine metalwork. The tension between the two forms will help to create a visual language that draws a thread between the old and the new.

SITE BRIEF ALIGNMENT

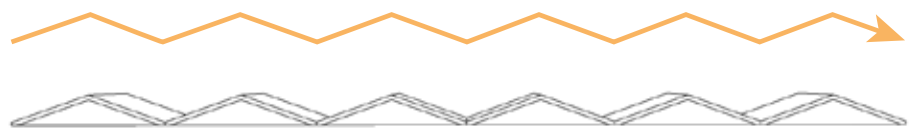
The new development aims to respect the history and heritage of the site. Using the existing heritage “zig-zag” roof form of the Marina as a visual cue, the form and materiality references the history of the site.

The new Riva will help create a series of spaces that will maximise views towards Port Philip Bay, the Marina and the Melbourne CBD.

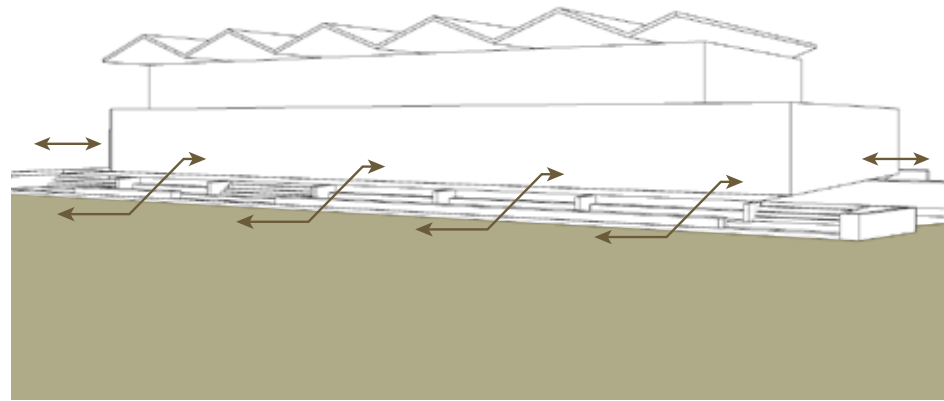
The interior faces and facades have been designed to be completely open to the pedestrian, cycling and vehicular traffic through the use of a fully transparent and permeable facade along marina, beach and south sides.



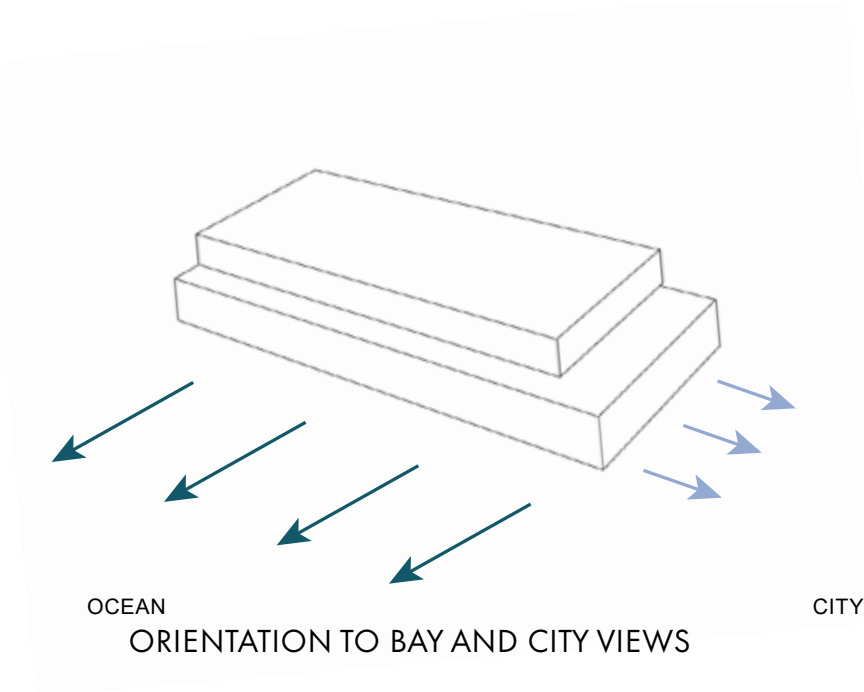
6.3.2
Built Form
Riva Redevelopment



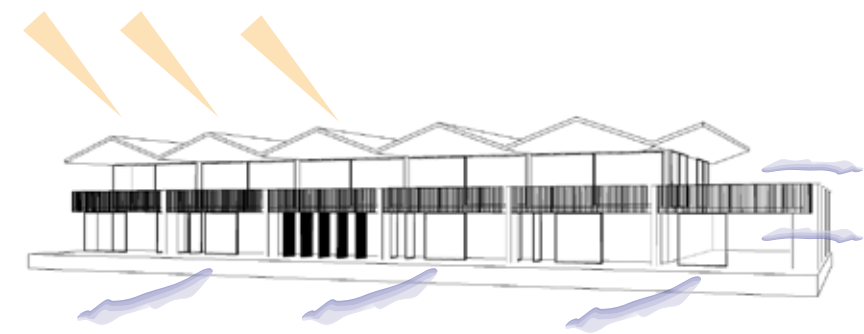
AND ACCENTUATE HERITAGE ROOF STRUCTURE



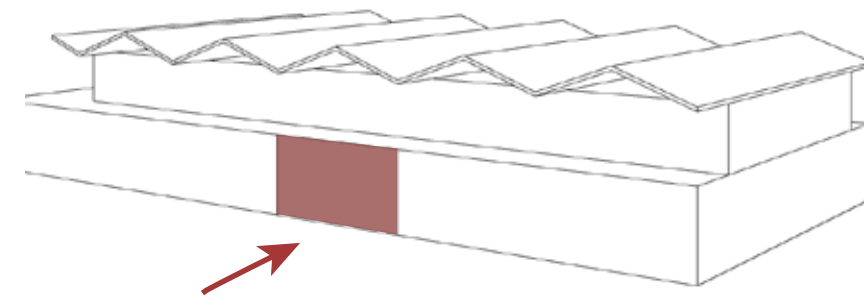
CONNECTION TO SURROUNDING LANDSCAPE



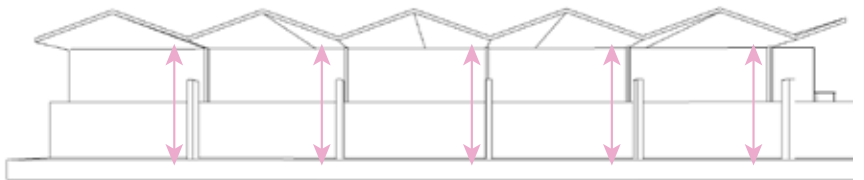
OCEAN
ORIENTATION TO BAY AND CITY VIEWS
CITY



SCREENS AND ADJUSTABLE SHADING FOR
SEASONABLE ADAPTABILITY



ENTRY ON CENTRAL AXIS



EMPHASISE ROOF MODULES WITH COLUMN
SPACING

6.3.3

Built Form

Riva Redevelopment



6.3.4

Built Form

Riva Redevelopment



6.3.5
Built Form
Riva Redevelopment



6.3.6
Built Form
Riva Redevelopment



6.3.9
Built Form
Riva Foreshore Activation

DESIGN CONCEPT

The proposed redesign of RIVA seeks to link the hospitality and retail zone surrounding the Marina to the more public facing St Kilda foreshore. To the beach side of Riva along the foreshore will be a series of flexible spaces to be used for events and entertaining.

Taking in the beach views, and heavily activated to the bike path, pedestrian traffic and beach front, this lawn area will comprise a mix of open-air seating and tables as well as a performance stage and bar.

The bar has been designed in a flexible and movable shipping container which will also contain a storage / back of house room. This shipping container is timber clad, and whilst movable, will not appear temporary. The cladding and architectural detailing will ensure that there it maintains a sense of refined purpose, and ties in with the more established Riva and surrounding landscape works.

A stage has also been designed at the more northern end of this zone, which will be used for events, gigs and day festivals.

SITE BRIEF ALIGNMENT

Through a series of pathways, covered overhangs and landscaping, the active edges of the building will help re-engage the site with the pedestrian traffic.

Flexible seating, tables and picket fencing will allow for a number of different configurations including family friendly and licensed zones, and the ability to expand and contract depending on the use.



6.3.10 Built Form Riva Marine Parade Venue

DESIGN CONCEPT

The new Beer Garden has been designed to continue to the form and scale of the new Marina development, but with a completely different vernacular and materiality.

Using large profile timber columns and beams to create the structure and form of the overall beer garden, a series of spaces tuck in within the structured 6.3 meter grid which runs in an east-west direction across the site. This timber structure will provide a visual and tactile cue to the historic marina language which includes the piers, walkways and watercraft. The tactility and human scale of the timber profile will also provide a clear delineation and warmer feel to its surroundings.

Within the structure of the overhead beams will be a series of retractable and operable roofing allowing for practical, all-year use of the beer garden. The bar, kitchen and amenities have been designed to continue the language of the overarching structure, clad in ship-lap timber, a simple form that aligns with the grid.

There is an overall industrial and Nordic feel to the main design elements, however, the selection of materials and the overall composition has been designed to provide a comfortable dining and social experience all year round that prioritises views to the marina, and creating an active edge towards Marina Parade.

SITE BRIEF ALIGNMENT

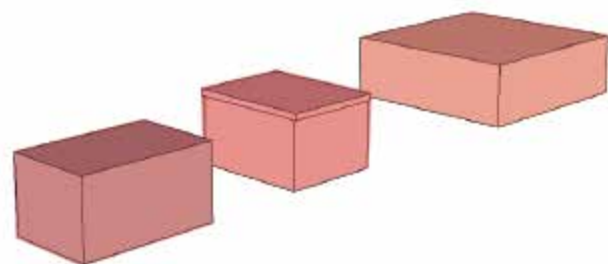
The composition of form and broken envelope of the building allow for the key views from the Bay trail through to the Marina

The overall scale and rhythm of the facade on the Marina side correspond to the neighboring buildings to keep consistency across the site and maintain a human scale

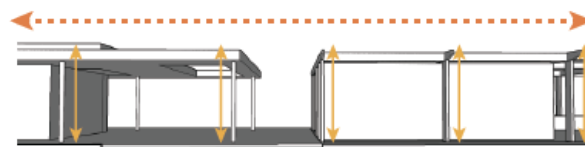
Landscaping helps to provide connectivity between the public spaces of the Marina and the proposed design



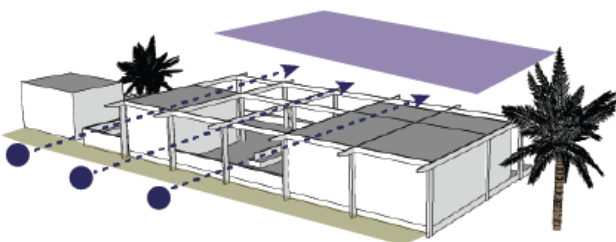
6.3.11
Built Form
Riva Redevelopment



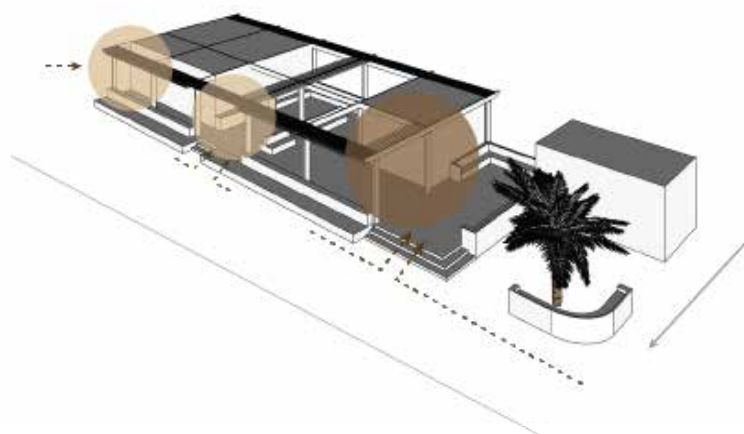
BUILDING ENVELOPE BROKEN DOWN TO HUMAN SCALE



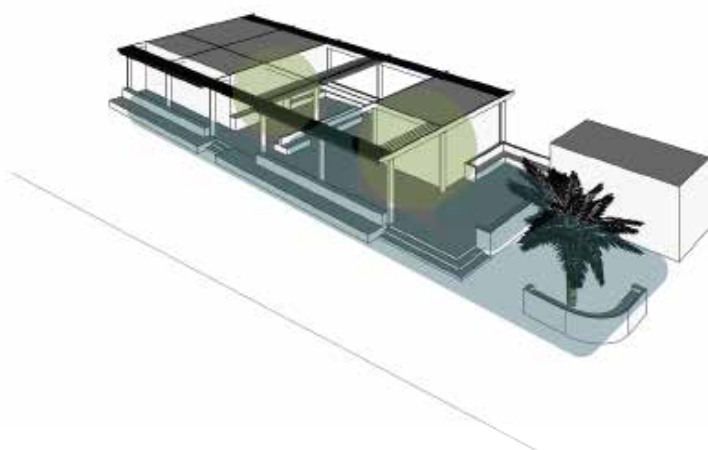
ROOF STRUCTURE AND COLUMN SPACING ALIGN TO NEIGHBOURING BUILDING



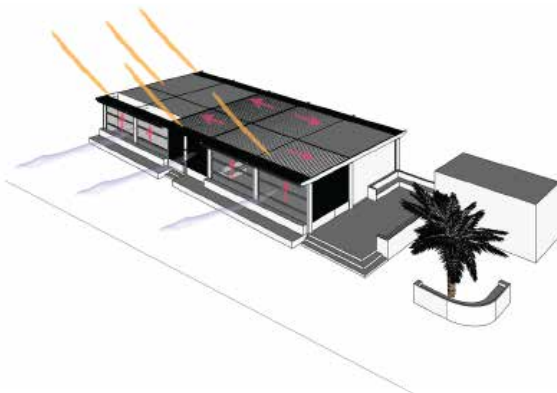
FORM ALLOWS FOR VIEWS INTO MARINA



PRIMARY AND SECONDARY ENTRANCE ALONG PRIMARY MARINE PEDESTRIAN CIRCUIT



VISUAL AND PHYSICAL CONNECTIVITY TO MARINA PROMENADE



ADJUSTABLE SHADING FOR SEASONABLE ADAPTABILITY

6.3.12
Built Form
Riva Redevelopment



6.3.13
Built Form
Riva Redevelopment



6.3.14
Built Form
Riva Redevelopment



6.3.15
Built Form
Riva Redevelopment





8.0 St Kilda Marina Value Add

-
- 8.1 Beach Study
 - 8.2 Helipad + Events
 - 8.3 Pontoon
-

8.1.1 Value Add Beach Study

The north western corner of the St Kilda Marina precinct includes a coastal spit which terminates at an existing seawall groin and heritage lighthouse beacon. Historically this area of the site has been grossly underutilized due to security fencing which prevented public access into the Marina grounds.

However as illustrated in the previous sections of this document, this area has now been reassigned over to the public realm with coastal landscaping for all to enjoy.

To truly activate the public usage of this area, AMDC would like to put forward a proposal to extend the lease line and create a new beach as part of the upgrade works to the sea wall.

If the beach proposal is approved, a detailed consultation process would be undertaken to determine the cost / benefit to each stakeholder including the potential to commercialise the beach if the cost of the refurbishment is to be privately funded by AMDC.

The beach concept increases the public realm and public amenity by removing the rocks and extending into the sea with a beach circa 20m wide. The quality of the public realm is significantly improved by removing the rock revetment barrier and allowing the public to have a significantly more intimate experience with the sea.

The amenities are significantly improved with options for community:

- Nippers programmes,
- Water sports activities
- The use of a beach

A beach commercialisation option could be similar to that seen on European Mediterranean beaches via the rental of sun lounges.

Commercialising the whole or part of the beach does not preclude the public from accessing the peninsula as per the base case as this would be continuously maintained. The infrastructure would be relocatable and operate seasonally in response to the climate.



8.1.2
Value Add
Riva Foreshore + Beach View



8.1.3

Value Add

Peninsula Beach View

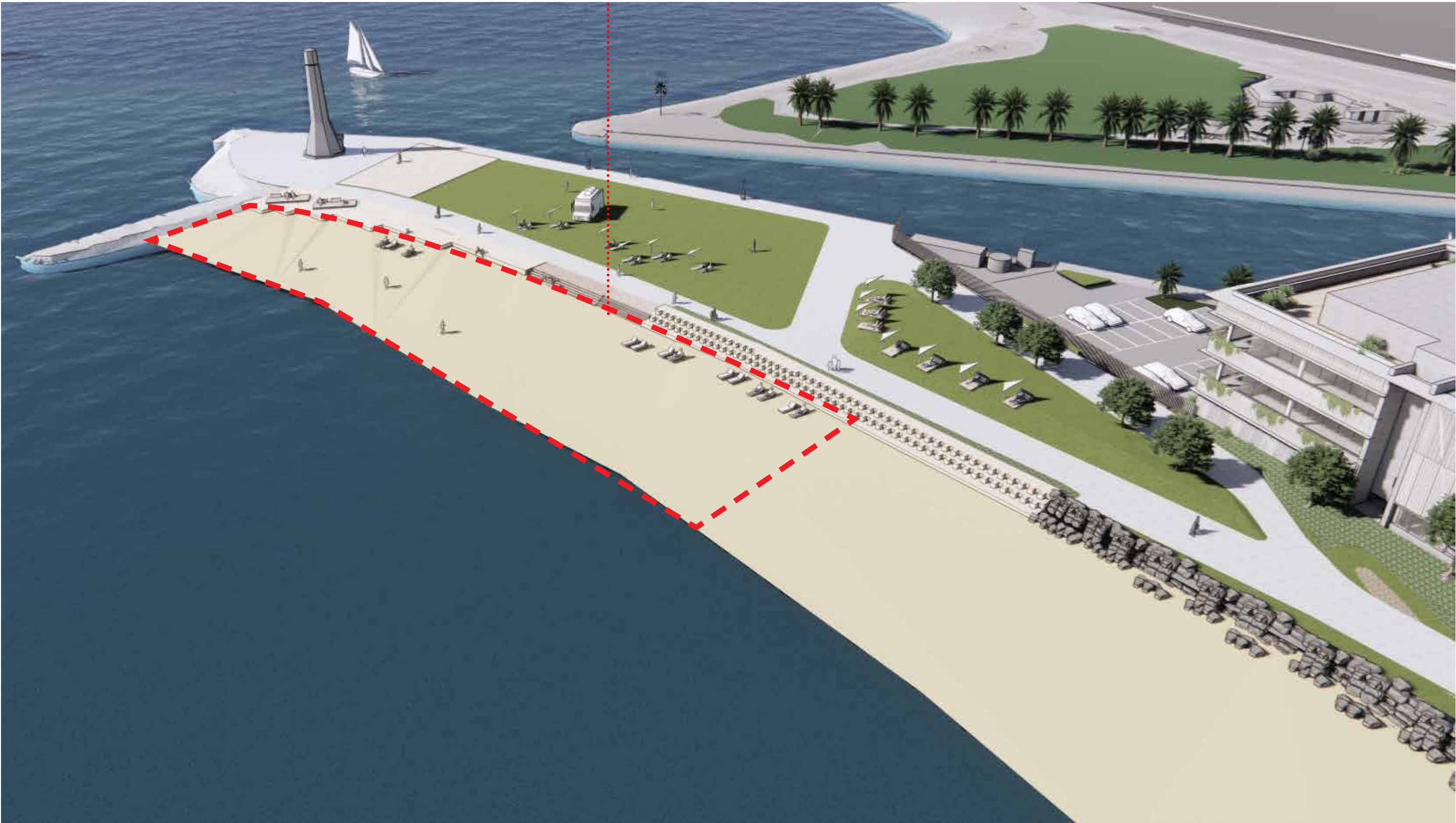


8.1.4
Value Add
Beach Axonometric Perspective



8.1.4B
Value Add
Beach Axonometric Perspective

BEACH
COMMERCIALISATION AREA
25-30%



8.1.5
Value Add
Foreshore Beach View



8.2.1 Value Add Helipad + Events

The Port Phillip Planning Scheme defines a ‘Helicopter landing site’ as ‘Land used for the take-off and landing of a helicopter, with or without a permanent landing pad, but without permanent facilities for the assembly and distribution of goods or passengers.’

Under the Zone (SUZ4), a permit is required for use of the site as a helicopter landing site.

As part of the activation for the north western corner of the St Kilda Marina precinct, AMDC are proposing to include a flexible open air lawn activation for events.

The area as proposed is designed to accommodate the following activities:

- Staged music events
- Theatre performances
- Food trucks
- Public dining
- Public lounges (seasonal)

In addition the large open lawn can also be utilised to accommodate a helicopter landing zone. Given the site’s remote proximity to residential areas the following justifications are put forward to support the case study:

- Optimum access by helicopter without flying over residential area
- Noise impact low given distance from residential zone
- Close proximity to Australian Air Services established bay trail flight path
- Clearance between Beacon + Dry Stack is ample to meet CASA’s safety requirements
- Close proximity to Australian Volunteer Coast Guard for emergency / handover operations
- 24/7 emergency access without restriction
- Activation of Peninsula and Marina
- Transit hub to support Super yacht row members.
- Permitted use under DPO and Planning Scheme



8.3.1 Value Add Pontoon

DESIGN CONCEPT

The concept for the pontoon is to create a unique experience and a venue which connects with the Marina and Marine Parade. The pontoon will provide a publicly accessible floating restaurant and bar venue that will sit in the Marina and contribute to the local atmosphere and the tourist experience of the Marina precinct.

The floating venue has been designed for seasonal operations and significant consideration has been given to Melbourne's fickle weather by operating between October - April from 12pm - 11pm.

In the warmer months, the objective is to maximise the open feel on mild days and to create shaded areas when the temperature climbs. The pontoon will include a lattice pergola arrangement at ground level which will provide subtle shading without diminishing connectivity to the marina and pedestrian circuits.

The pontoon will also utilise umbrellas and retractable canopies at both lower and upper levels, which can be open or closed depending on the weather. Electric radiant strip heaters provided in key areas to improve comfort conditions and keep patrons warm during the winter.

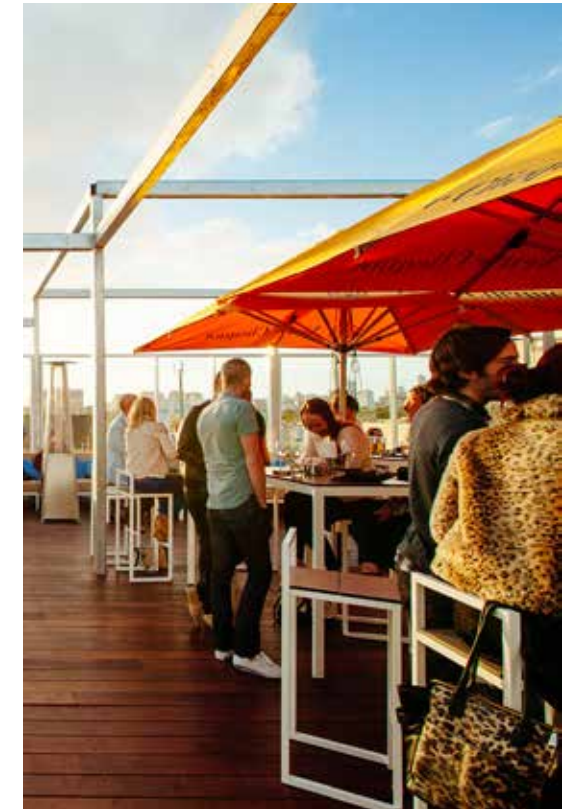
SITE BRIEF ALIGNMENT

Embracing the Marina setting, the venue will be more laid back than the other more formal dining space, welcoming families, local couples as well as cyclists and walkers. It is physically and visually connected to the Marina promenade and Civic heart of the precinct

Seating and standing room are strategically located along the bars to create a meandering path along the full length of the venue, providing accessible space and views towards Marina, Marine Parade and the lighthouse

In terms of views, the floating venue is located in the marina basin where the views are targeted. The Floating venue could be replaced with a similarly sized yacht in this location.

As an active working Marina, The Pontoon will be moored and will incur mooring fees as a contribution to the Marina activations.



8.3.2

Value Add

Pontoon View



8.3.3

Value Add

Pontoon Marine Parade View



10.0
St Kilda Marina
Perspectives



10.1
St Kilda Marina
Marine Parade Retail



10.2
St Kilda Marina
Marine Parade Landscape Corridor



