



St Kilda Marina Project

Stage Three Community Engagement Report

April 2019



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Executive summary

The St Kilda Marina site has been under the one commercial lease agreement for the past 50 years. The lease will expire on 30 April 2019. The City of Port Phillip (Council), as the Committee of Management for the site, has resolved to undertake a competitive selection process to procure a new lease arrangement for the site. As part of the new lease arrangement, Council wants to ensure that the full potential of the site is realised. Council is committed to working closely with the community to understand the site's potential and to ensure that the community's values and aspirations for the local area are considered. To support this, a multi-stage program of community engagement commenced in April 2018.

The site vision and objectives for the St Kilda Marina were developed through detailed site investigations and informed by a community engagement program undertaken in Stage Two. The site vision and objectives articulate the place identity, social and cultural, economic, environmental, and financial outcomes supported by the community, stakeholders and Council.

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 the community. The Community Panel worked with Council officers and Council's technical consultants to establish parameters (design criteria) for inclusion in the Site Brief. The Site Brief will be a key document to inform the market and guide interested parties to provide suitable proposals for a long-term lease arrangement. All proposals will be assessed against the design criteria, which provide measurable parameters for delivering the site vision and objectives.

The broader community had the opportunity to follow the Community Panel's journey through regular updates and were invited to provide input through an online survey.

Stage Three community engagement approach

The Community Panel formed in July 2018 and met over six sessions. The sessions moved participants through a process that helped to build knowledge of the project, inspire creative thinking about the site's potential and finally, to develop parameters (design criteria) to inform the Site Brief. The design criteria are comprised of mandatory and discretionary requirements that outline the requirements for key components of the site.

Regular updates were provided on Council's Have Your Say website, and between 21 September and 7 October 2018, the broader community were asked to share their feedback on the key ideas being explored by the Community Panel. This feedback was then presented back to the Community Panel and informed the development of the design criteria.

The Community Panel met for the last time on 10 December 2018 to present its outcomes to Council, and to share their experiences of the process.

Engagement outcomes

The site components explored by the Community Panel and tested with the broader community were grouped into the following five categories: views and movement; Marina function; complementary uses; open space, public realm and carparking; and environmental design and coastal resilience.

The Community Panel conversations captured in this report are based on the design criteria in the St Kilda Marina Project Reading and Voting Pack, 21 November 2018. In this pack, panel members were asked to rate their level of comfort that the criteria would contribute to the site vision and objectives being met. This feedback (summarised on the following two pages) was compiled into the Community Panel Process Outcomes document (see Appendix E), which formed the basis for the panel's final presentation to Council on 10 December 2018.

Council used the feedback from the Panel and broader community to further refine the design criteria for inclusion in the Site Brief.

Views and movement

Overall there was strong support from the Community Panel and broader community to protect the views into and within the site. The Community Panel was generally comfortable that the important views identified will be protected and that the criteria will contribute to the site vision and objectives, as illustrated in Figure 1. For each of the views tested with the broader community, levels of support ranged from 65 to 77 per cent.

Community Panel members indicated they were mostly comfortable with the Bay Trail and pedestrian and bike criteria; however, they were divided on the bridge criteria (see Figure 1). The broader community was also divided on this issue, with 52 per cent in support of the bridge, 24 per cent neutral and 20 per cent opposed. The main concern raised by Panel members and the broader community was the impact the bridge may have on the functionality of the Marina.

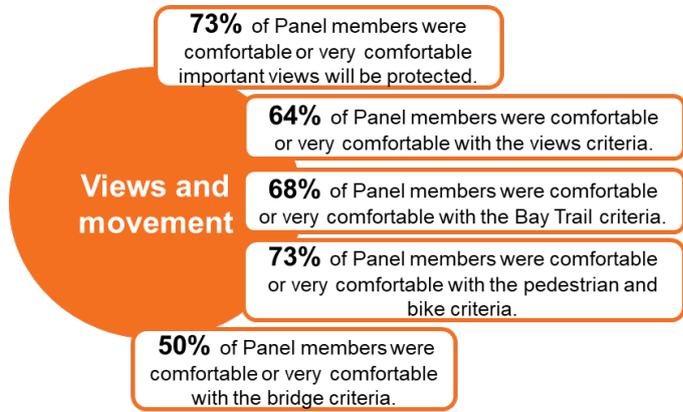


Figure 1. Final Community Panel polling results regarding Views and movement

Marina function

The Marina function, including dry storage, the public boat ramp and trailer parking, were components thoroughly explored by the Community Panel. The dry storage, while a contentious component during the Community Panel process, received a high level of agreement in final polling results, as illustrated in Figure 2. Broader community participants supported improving the design of the dry boat storage, however support for increasing dry storage capacity was highly mixed, with 46 per cent support, 26 per cent neutral and 28 per cent opposed.

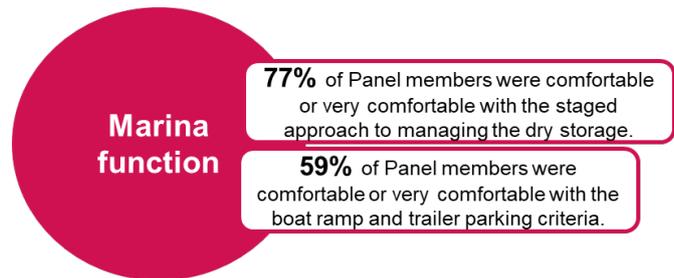


Figure 2. Final Community Panel polling results regarding Marina function

Panel members and broader community participants raised concerns about the potential relocation of the public boat ramp, siting key considerations as safety and functionality. Of the broader community participants 64 per cent supported the relocation, while 36 per cent opposed it.

Complementary uses

These criteria received the lowest levels of comfort from Panel members as evident in Figure 3. Panel members reported being uncomfortable with the extent of commercial space, and the height and size of the built form. Most Panel members supported minimising height and commercial use. The broader community was only asked what kinds of complementary uses would draw them to the site. They identified food and beverage, and recreation and Marina/water focused businesses as the top two uses.

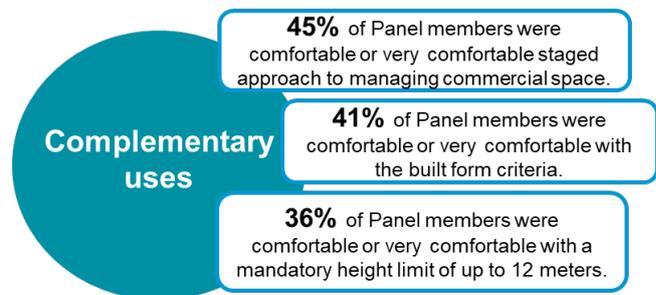


Figure 3. Final Community Panel polling results regarding Complementary uses

Open space, public realm and carparking

The Community Panel was passionate about improving the public realm and increasing open space on the site. Similarly, the broader community expressed support (66 per cent) for opening the peninsula for public access but had mixed views about providing space for events and community activation.

The Community Panel expressed moderate levels of comfort with all the criteria in this category, as illustrated in Figure 4. Panel members generally wanted to minimise carparking and increase public open space, but some concerns were expressed around competing functions on the site and the type of public space.

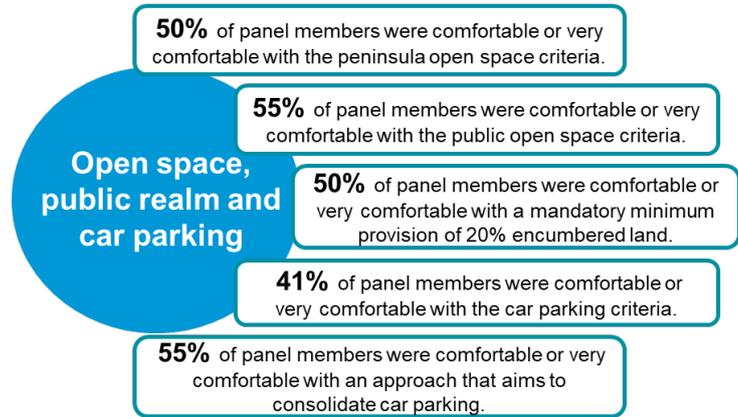


Figure 4. Final Community Panel polling results regarding Open space, public realm and car parking

Environmental design and coastal resilience

The Community Panel expressed a high level of ambition for incorporating best practice environmental design into new infrastructure and increasing biodiversity on the site. The Panel members were generally comfortable with the seawall and coastal criteria and environmental design criteria, as shown in Figure 5.

The broader community also reflected the Community Panel’s ambition and were keen to see a variety of environmental design components on the site particularly improved Marina water quality and reduced bay pollution.

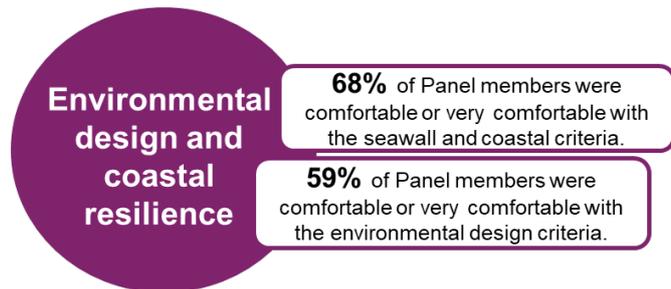


Figure 5. Final Community Panel polling results regarding Environmental design and coastal resilience

Next steps

The City of Port Phillip is now in a position to move forward with the finalisation of the Site Brief. It can feel confident that it has sought and consolidated a wide variety of perspectives in the development of the design criteria for the St Kilda Marina site.

The engagement process has clearly highlighted the areas that the Community Panel and the broader community feel comfortable moving forward on, as well as areas that require further feasibility study and modelling. The Community Panel engagement findings also support leaving some of these key decisions to market forces, albeit with caveats to protect the area from overdevelopment and overcommercialisation.

Council has the opportunity to lead a market response that will honour the quality and integrity of development called for by the community.

Community and stakeholders expressed a strong desire to be kept informed of progress and engaged, where appropriate, in key decisions as the project moves forward.

Introduction

Project background

The 50-year lease of the St Kilda Marina site will end on 30 April 2019. In September 2016, the City of Port Phillip (Council) resolved to undertake a competitive selection process for a new long-term lease arrangement for the site. The St Kilda Marina site (illustrated in Figure 6) is currently characterised by a working marina, restaurants, cafes, and recreational activities. In February 2018, Council commenced a process to develop a new lease arrangement to ensure the full potential of the site is realised. This involved an assessment of the opportunities and constraints to re-imagine the site’s future.

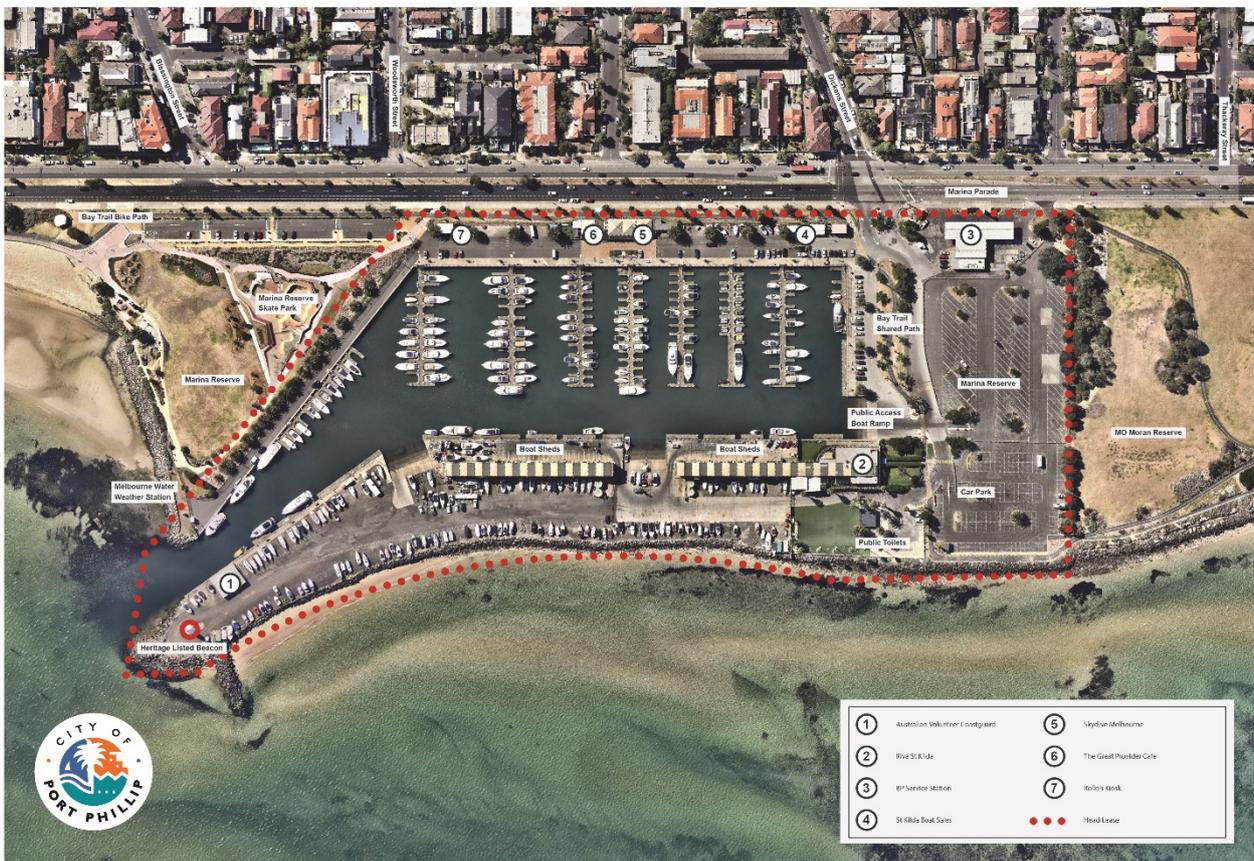


Figure 6: St Kilda Marina site lease area

Council is committed to working closely with the community on the future of the St Kilda Marina site to ensure that the site builds on the community’s values and aspirations for the local area.

In Stage Two of the project, the site vision and objectives were developed through detailed site investigations and informed by a community engagement program (see Figure 7 for the St Kilda Marina Project Approach). Between 30 April and 30 May 2018, the community were invited to provide their feedback on the site vision and objectives and share their big ideas for the site.

Following the completion of Stage Two engagement Council finalised the site vision and objectives (as illustrated in Figure 8), along with the site's *Opportunities and Constraints Paper*. Both of which formed the basis of Stage Three, establishing the parameters for the site

In July 2018 the St Kilda Marina Project Community Panel was formed. It represented a key part of Council's commitment to working with the community. The Community Panel worked with Council officers and Council's technical consultants to establish parameters (design criteria) for the site that reflect the site vision and objectives. The broader community were given the opportunity to follow the journey and were invited to provide input through an online survey.

The Community Panel was an iterative process that began with an analysis of various options for the site, with site layouts used to determine and assess possibilities. The Panel was asked to provide feedback on the information presented. The ideas being explored by the Community Panel were then tested with the broader community. The analysis and feedback from the Community Panel and broader community informed the development of design criteria, including mandatory criteria (the 'must haves') and discretionary criteria (the 'nice to haves') for various components of the site. The Community Panel was then invited to provide feedback on these design criteria.

The Community Panel met with Council for the last time on 10 December 2018 to present the outcomes and share their experiences of the process (see Appendix E for the Community Panel Process Outcomes document). The design criteria (see Appendix D) developed through the Community Panel process will form a key part of the Site Brief and provide measurable parameters for delivering the site vision and objectives. The Site Brief will be a key document to inform the market and guide interested parties to provide suitable proposals for a long-term lease arrangement.



Figure 7. St Kilda Marina Project Approach

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	Social and cultural	Economic	Environment	Financial
<p>Develop the identity of St Kilda Marina through:</p> <ul style="list-style-type: none"> • Creating a destination along the Bay Trail that complements 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. 	<p>Improve the social and cultural contribution of the site to the municipality through:</p> <ul style="list-style-type: none"> • 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. 	<p>Derive improved economic benefit from the site through:</p> <ul style="list-style-type: none"> • Drawing people from within and outside Port Phillip 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. 	<p>Ensure a net positive environmental outcome for the site and surrounds through:</p> <ul style="list-style-type: none"> • Protecting and seeking opportunities to enhance the natural environment. • Incorporating progressive environmentally sustainable design principles in built form and landscape 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. 	<p>Achieve financial sustainability for the site by:</p> <ul style="list-style-type: none"> • 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.

Note - Achievement of these objectives assumes compliance with all relevant legislative and planning requirements, including the requirements for coastal consent.

Figure 8: Site vision and objectives

Purpose of the report

The purpose of this report is to provide a summary of the Stage Three community engagement. It details the Community Panel and broader community engagement processes and findings that informed the development of the site parameters (design criteria). This report details the journey of the Community Panel, including how it was established and delivered to work with Council to identify the best long-term solution for the site.

The report also presents the Community Panel's final feedback on the outcomes presented in the St Kilda Marina Project Reading and Voting Pack, 21 November 2018.

Purpose of engagement

The purpose of the Stage Three engagement was to inform the development of the Site Brief. This was achieved through an iterative process that involved Council, technical consultants and the community working through the issues, constraints and opportunities with a view to establishing parameters for the site.

There were two primary streams of engagement for Stage Three:

- St Kilda Marina Project Community Panel (Community Panel)
- Broader community engagement, including key stakeholders.

The Community Panel

The purpose of the Community Panel was to work collaboratively with Council and Council's technical consultants to identify the best long-term solution for the Marina site that delivers an effective balance of social, cultural, environmental, economic and financial benefits. The Community Panel provided input into the development of site layout options and iterations of the site parameters to inform the Site Brief.

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. For a population of approximately 108,000 people (2016 Census), a Panel of 24 people delivers a margin of error of 20 per cent in the Panel's ability to be representative of the community. This was considered acceptable given the broader community engagement that informed the process in Stage Two and Three, along with the Community Panel's purpose and level of influence on the decision.

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.

The role of Council and Council's technical consultants in the Community Panel process was to share relevant information and engage in dialogue with Community Panel members, to support their participation in the Community Panel deliberative process.

Broader community engagement

The purpose of broader community engagement was to test the ideas being explored by the Community Panel with the broader community and stakeholders. This involved the community and stakeholders participating in the project via an online survey to further inform the deliberations, while also validating or testing the thinking of the Community Panel. In total, 368 people completed the survey. The Community Panel was presented with an analysis of the broader engagement findings to support their ongoing deliberations.

A limitation of the broader community engagement was that, compared to the Community Panel, it delivered a less informed contribution to the process. While still a credible record of broad community sentiment, the broader community and stakeholders did not have access to the same quantity and depth of information that the Community Panel received. The Community Panel process gave Panel members access to technical experts in real time and Panel members were also able to request additional information and analysis to inform their input. The broader community were therefore providing feedback on ideas that already had Community Panel input. While they did not have the opportunity to dialogue and deliberate with Council or technical experts, feedback from the broader community helped guide the Community Panel process in the development of design criteria.

Approach

This section details the Community Panel and broader community engagement approach. It outlines how the Community Panel was established and delivered, and details the broader community engagement and communications program. Figure 9 is an overview of the Stage Three engagement approach.

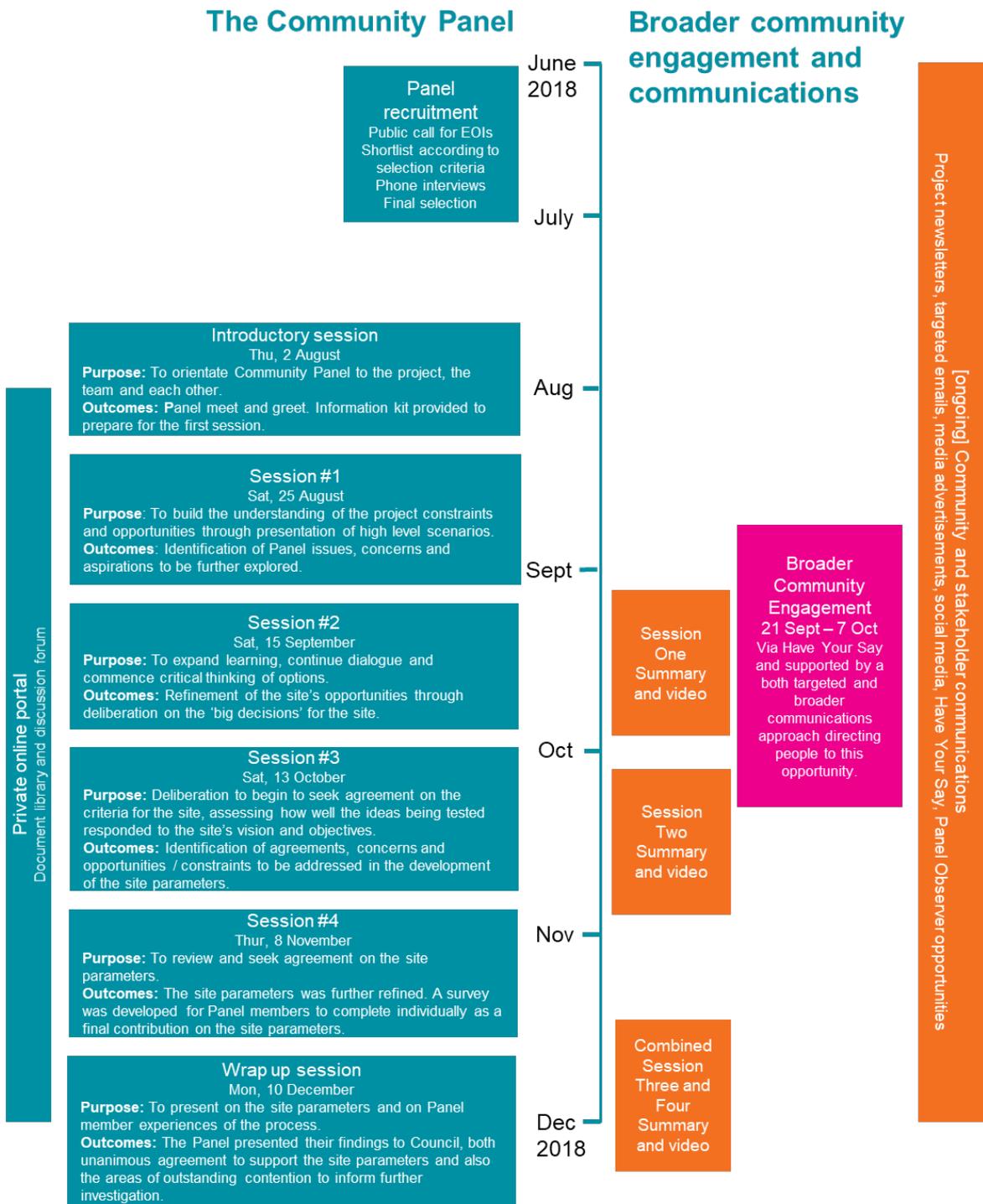


Figure 9. Overview of The Community Panel and broader community engagement and communications approach for Stage Three

Establishing the Panel

Between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part, excluding those identified as having an economic interest in the site. An online expression of interest form was available on Council's Have Your Say St Kilda Marina project page. The form included demographic information to guide the selection process. The recruitment was advertised online, at the community pop-ups during Stage Two engagement and in Council's newsletter, Divercity.

Between 12 June and 24 June 2018, a shortlist of potential candidates was randomly created to obtain a balanced mix based on the following selection criteria:

- gender
- age
- geography
- cultural backgrounds
- financial status
- relationship to the City of Port Phillip (for example, ratepayer, resident, business owner, worker and visitor)
- relationship to St Kilda Marina (for example, nearby resident, boat owner, nearby business, recreation user and visitor).

During the short-listing process, it was identified that no young people, aged between 18 and 24 years, had expressed interest. To ensure that there was an appropriate mix of ages on the Community Panel, targeted recruitment through Council's existing youth networks was undertaken to seek nominations from young people.

Shortlisted candidates who met the selection criteria were then contacted and asked several interview questions to establish potential conflicts of interest and to confirm commitment to the process, including availability to attend every session. A computer-generated process guided the random selection of the 24 candidates, against the criteria, to make up the Community Panel.

The successful candidates were sent a formal invitation to take part in the Community Panel. All 24 Panel members accepted. At the beginning of session one, one Panel member decided not to continue with the process. This is not uncommon in a deliberative process. The final Panel membership of 23 Panel members continued to demonstrate a high level of diversity.

Delivery of the Community Panel

The Community Panel met over six sessions, as outlined in Figure 9. Each of the sessions had a unique purpose. The process set out to build knowledge of the project, and then to inspire the Community Panel to think differently about the site's potential before developing parameters (design criteria) in collaboration with Council and the technical consultants. Independent facilitators, Capire Consulting Group and Renton and Co. led the discussions. 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.

Building the Community Panel's capacity

Building the Community Panel's capacity was a crucial part of the Community Panel 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. The kit outlined the Community Panel process and included several background documents, including:

- 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 to the information kit, a series of supporting documents were uploaded to the private online portal throughout the process, some at the request of the Panel members.

Presenters

External presenters were brought in to present 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 David Helm, 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.

How the Community Panel evolved

At the beginning of the Community Panel process the Panel members expressed excitement about the opportunity to participate in the project and contribute to the future of the St Kilda Marina. They were keen to share their views and ideas, and to work with the other Panel members.

Early in the process a considerable number of Panel members expressed reservation for how a group of individuals, with differing interests, would reach agreement. Developing the 'group rules' at the beginning of the first Community Panel session helped support a constructive mindset and positive behaviors throughout the process.

Mid-way through the process members expressed frustration with all aspects of the project, including the process. At times discussions felt disordered, and some members expressed a desire for more detailed and specific information to support decision making. This frustration lifted for most participants at the end of the Panel process when they could see their ideas taking shape. This is a typical experience for these types of deliberative processes.

Anecdotal feedback at the final session was largely positive, with Panel members reporting that they felt diverse voices had been sought and heard, and they could see how their views and opinions had influenced the outcome.

Areas of agreement and contention

Throughout the Community Panel process it became evident 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', with a strong majority of Panel members having 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.

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 Panel was divided on the extent of commercial footprint on site and the type of potential commercial mix. There was also concern about the size, location and design of a carparking facility to support commercial development.

Members indicated a trend towards a conservative and 'safer' approach to development on site, indicating that this was in response to managing the 'unknown'. A lack of fine detail made it difficult for members to visualise the final outcome resulting in the rejection of some aspects of the proposal.

Broader community engagement and communications

The broader community were given the opportunity to follow the Community Panel's journey. This was communicated via project newsletters, media advertisements, social media, the Have Your Say project page and Panel Observer opportunities. Session summaries and videos providing an overview of the Panel sessions were published on the Have Your Say project page.

Between 21 September and 7 October 2018, the broader community were invited to participate in the project via a survey. The survey asked participants for their feedback on the key ideas being explored, including:

- protection and enhancement of views
- movement through the site
- how the St Kilda Marina could be enhanced
- complementary uses and built form
- open space and public realm
- environmental design components.

The survey was promoted through a range of channels to attract:

- Marina users, including private boat owners and public boat ramp users
- community groups, clubs and trader associations
- local businesses, including Donovans and Stokehouse
- residents of City of Port Phillip, including residents who live opposite the Marina
- the general public who work in or visit the area, including the Marina Reserve skate park community, users of Moran Reserve and users of the Bay Trail
- young people, such as secondary school students currently working with the Port Phillip EcoCentre.

For the summary of participants who completed the survey see Appendix A. For a copy of the survey see Appendix B.

Engagement outcomes

This chapter provides a summary of the engagement outcomes for each of the site's components that were explored by the Community Panel and tested with the broader community. The components have been grouped together under the following categories:

- views and movement
- Marina function
- complementary uses
- open space, public realm and carparking
- environmental design and coastal resilience.

For each of the categories the summary provides an overview from the Community Panel process deliberations and a snapshot of the broader community input. Appendix A provides full details of the broader community engagement outcomes.

The Community Panel conversations and polling results presented in this report are based on the design criteria detailed in the St Kilda Marina Project Reading and Voting Pack, 21 November 2018. Panel members were asked to rate their level of comfort that the criteria of each component will contribute to the site vision and objectives being met. In total, 22 Panel members completed the Reading and Voting Pack. For the complete survey see Appendix C. For a list of the design criteria, see Appendix D. For the Community Panel Process Outcomes (including the feedback gathered through the Reading and Voting Pack), see Appendix E.

Views and movement

Views and movement refers to the key views and connections to and within the site (including the Bay Trail) required to be protected in the future site redevelopment.

Views

Through the design process with the Community Panel the following views were identified as important:

- prominence of the beacon as part of the coastline
- view to the bay horizon
- view of the Marina operations
- views into the site and beyond from Marine Parade
- view of surrounding landmarks such as the Palais Theatre, Station Pier and the city skyline.

Broader community engagement inputs:

The draft views for protection were tested with the broader community for feedback. Overall there was a high level of support for protecting the views into and within the site. The results demonstrated the high value placed on these views by the broader community. Levels of support for protecting the identified views ranged from 65 to 77 per cent, with bay views identified as the most important. Improving the overall appearance of the site to be more appealing and inviting was desired by some, while others suggested minimising the built form to protect the views. See Appendix A for more detail.

The following mandatory criteria provide an example of the design criteria for views and the areas that were a focus of Panel discussions:

- protect and enhance views to maintain the beacon as a landmark along the foreshore
- protect and enhance horizon bay views for pedestrians from the east-west approach along Blessington Street and Dickens Street
- create views of the Marina operations from within public spaces on the site to reinforce its place identity as a working Marina.

For the full list of views criteria see Appendix D.

Panel members were asked to rate their level of comfort that the important views will be protected and that the views criteria will contribute to the site vision and objectives being met.

Figure 10 illustrates the final polling results, including the average score, mode (most frequent response/s¹), and the standard deviation².

In total 73 per cent (16 of 22 Panel members) indicated they were comfortable or very comfortable that the important views will be protected, while 64 per cent (14 members) were comfortable or very comfortable with the criteria in the site parameters. Twenty-two per cent (five members) indicated they were uncomfortable or very uncomfortable with both statements.

Some Panel members flagged the role of built form design as important in protecting and enhancing views. Good design can ensure buildings are part of the view rather than negatively impacting the views.

The following are comments from Community Panel members that reflect the type of opinions held:

- *‘Sight lines will be preserved but obviously there will be a building to house boats which will obstruct some vision. That is the nature of having the place as a working Marina.’*
- *‘As a range of building sizes and locations have been presented and a final combination yet to be agreed it is not possible to determine what the final key views and sight lines will be.’*

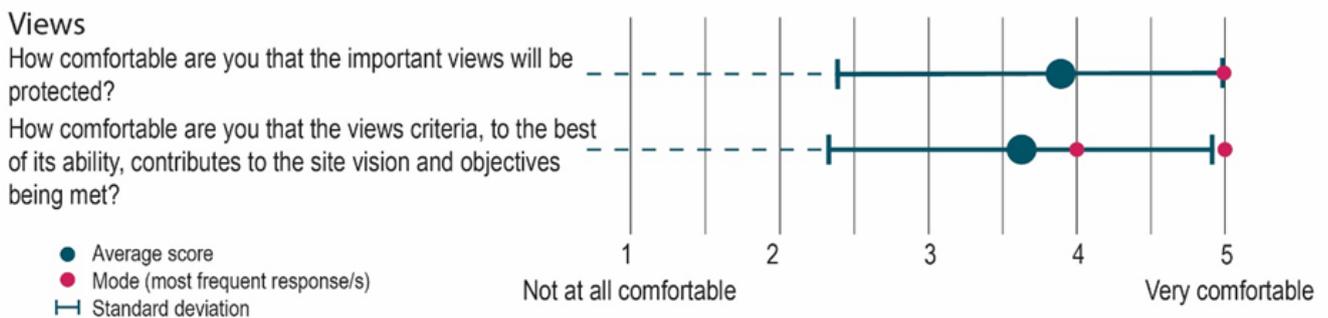


Figure 10. Final Community Panel polling results regarding protection and enhancement of views

¹ In some instances there are multiple modes. This is when there is more than one top scoring level of comfort e.g. equal top frequency.

² The standard deviation illustrates how spread out the results are from the average score. The larger the standard deviation the more diverse the responses were. Typically, most results (68 per cent) fall within one standard deviation either side of the average score. Source: Boston University, ‘The Standard Normal Distribution’, http://sphweb.bumc.bu.edu/otlt/MPH-Modules/BS/BS704_Probability/BS704_Probability9.html

Movement

Through the design process the Community Panel explored how people access the site and travel within the site. Pedestrian and bike riding access dominated the conversations and was considered a priority over vehicle access. Also, minimising conflicts between the different modes was a high priority, particularly between Bay Trail users and pedestrian access around the site.

The concept of a bridge across the mouth of the Marina was also explored in great detail by the Community Panel and remains a concept that divided the group.

Broader community engagement inputs:

Key ideas being explored by the Community Panel for the Bay Trail were tested with the broader community, including the concept of a bridge. The idea of realigning the Bay Trail along the peninsula with a bridge connecting across was supported by 52 per cent of the participants; however, there was much concern raised about the impact of the bridge on the functionality of the Marina, particularly for yachts. In total 36 per cent of participants opposed the bridge concept and 11 per cent were neutral. See Appendix A for more detail.

The following mandatory criteria provide an example of the design criteria for movement and the areas that were a focus of Community Panel discussions:

- relocate Bay Trail to remove conflict with boat ramp circulation, locate so pedestrians and bikes can safely access key areas of the site
- provide separated pedestrian and bike paths in high traffic areas
- support the future provision of a bridge at the Marina entrance and the possible alignment of the Bay Trail
- remove fencing and provide high quality links from Marina Parade and Marina Reserve to the new promenade.

For a full list of the criteria see Appendix D.

Panel members were asked to identify their level of comfort regarding the different movement criteria. Figure 11 illustrates the final polling results.

In total, 68 per cent (15 of 22 Panel members) were comfortable or very comfortable with the Bay Trail criteria, and 73 per cent (16 members) with the pedestrian and bike criteria. The bridge was by far the most divisive concept explored by the Community Panel with 50 per cent (11 members) comfortable with the bridge criteria and 41 per cent (nine members) not comfortable. In addition, Panel members were asked to indicate their preference for the bridge. Forty-one per cent (nine members) would love to see a bridge on the site, while 23 per cent (five members) do not want a bridge on the site. Twenty-seven per cent (six members) were happy to let the market determine the viability of a bridge and nine per cent (two members) were still unsure about the bridge.

The following are comments made by Panel members that reflect the opposing views regarding the bridge:

- *'Very comfortable with the trail criteria if it does not entail the route over a bridge. I agree with these mandatory criteria but am hesitant about the feasibility of the bridge.'*
- *'I would definitely like to see a bridge linking the Bay Trail with the beacon in the future.'*

Movement

How comfortable are you that the bay trail criteria, to the best of its ability, contributes to the site vision and objectives being met?

How comfortable are you that the pedestrian and bike criteria, to the best of its ability, contributes to the site vision and objectives being met?

How comfortable are you that the bridge criteria, to the best of its ability, contributes to the site vision and objectives being met?

- Average score
- Mode (most frequent response/s)
- Standard deviation

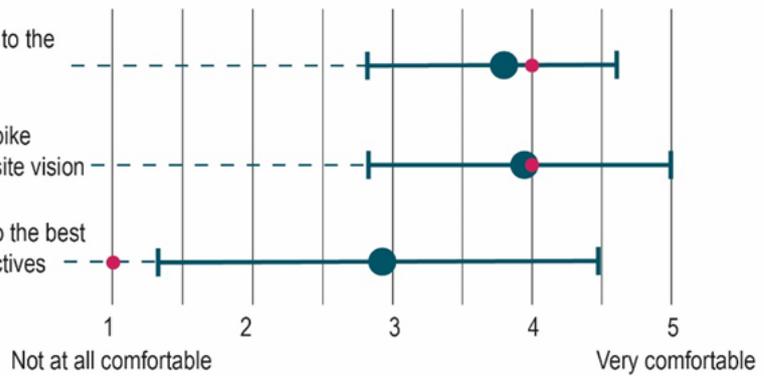


Figure 11. Final Community Panel polling results regarding movement criteria

Marina function

Marina function refers to the functional components of the working Marina, including the dry storage, public boat ramp, car and trailer parking, and wet berths.

The St Kilda Marina is identified as an important regional site providing storage and launching facilities, primarily for motor boats. Through the Community Panel process, the Panel explored how to enhance the Marina function of the site. Market research and expert advice supported the discussion. The two principal areas explored were dry storage, including the amount of storage and its configuration, and the location of the boat ramp and trailer parking.

Broader community engagement

Broader community members were asked to indicate their support for a variety of ideas identified to enhance the St Kilda Marina. Ideas tested included:

- improving dry boat storage by increasing capacity and operational efficiency and removing the hard stand storage
- improving the layout of the wet berth storage to better accommodate modern motor boats
- improving layout of the Marina to minimise conflicts between users
- increasing diversity of watercraft storage options
- improving the dry boat storage with an increased capacity to meet demand and removing the need for hard stand boat storage.

Overall, levels of support for each idea were mixed. However more participants supported than opposed each idea. The level of support for each statement ranged between 46 and 79 per cent. Many participant comments expressed concern about the removal of hardstand storage, particularly regarding trailable yachts as they cannot be easily stored in dry boat storage. This was a common response made by trailable yacht owners. Increasing dry boat storage to remove the need for hard stand boat storage received the lowest levels of support (46 per cent).

Some participants felt that providing storage for other watercraft (such as paddle boards and canoes) would create conflicts and could be dangerous. More participants, however, felt that diverse storage options would be ideal (64 per cent support). See Appendix A for more detail.

Dry storage

The Panel expressed concern regarding increased capacity of the dry boat storage and its implications for the size of the facility, particularly increased height. The Panel members stressed the importance of the excellence of design of the dry storage facility and discussed being able to see the internal operations to enhance the unique Marina identity.

The following mandatory criteria provide an example of the design criteria for the dry storage and the areas that were a focus of Community Panel discussions:

- dry storage facility to be a maximum of 15m high
- dry storage facility does not obstruct horizon view lines
- up to 300 boats (dry storage only)
- must use durable, high-quality materials and design excellence.

For a full list of the criteria see Appendix D.

Panel members were asked to rate their level of comfort that the staged approach to managing the dry storage will contribute to the site vision and objectives being met. Figure 12 illustrates the final polling results.

In total 77 per cent (17 of 22 Panel members) were comfortable or very comfortable that the staged approach contributes to the site vision and objectives, while 18 per cent (four members) were uncomfortable or very uncomfortable.

The Panel members were also asked to provide their preference for the configuration of the dry storage. More Panel members (59 per cent, 13 of 22) preferred a higher and shorter (i.e. reduced length along peninsula) configuration to protect the bay views, while 41 per cent (nine members) preferred a longer and lower configuration to reduce the height of the building.

The following are comments made by Panel members that reflect the differing views for the dry boat storage:

- *‘Higher and 300 boats seems to be the sweet spot.’*
- *‘There must be an allowance for more boats to be stored as the area will only increase in population.’*

Dry storage

How comfortable are you that the staged approach to managing the dry storage (where up to 300 boats is mandatory, and an additional 100 boats is only supported with evidence of sustainable market demand), contributes to the site vision and objectives being met?

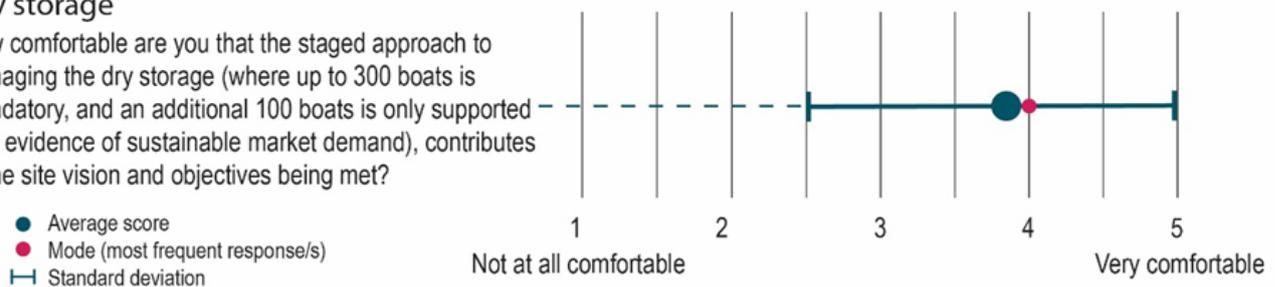


Figure 12. Final Community Panel polling results regarding dry storage

Public boat ramp and trailer parking

The Panel members raised safety and functionality as key considerations if the boat ramp is moved from its current location. They also discussed ways to activate the site during the off-season and supported the idea of trailer parking as an adaptable space that could be used for alternative activities and events.

Broader community engagement

Broader community participants were asked whether they supported the boat ramp being relocated. More participants (64 per cent) supported relocation if safety, capacity and ease of access are maintained. Many participants in opposition to relocation of the ramp were concerned about increased conflicts with traffic, parking, walking and cycling paths. Others were concerned that relocation would increase congestion of boats entering and leaving the Marina, creating a bottleneck in inclement weather. Some participants felt that the move may increase boat exposure to bay conditions. See Appendix A for more detail.

The following mandatory criteria provide an example of the design criteria for the public boat ramp and trailer parking and the areas that were a focus of Community Panel discussions:

- provide a safe, minimum four vessel public boat ramp
- achieve public boat ramp functionality to meet best practice outcomes as identified in the Australian Standards for safe water, vessel and vehicle access
- maintain a maximum 80 trailer parking spaces for users of the public boat ramp
- design for trailer parking area to be publicly accessible and activated during off-season.

For a full list of the criteria see Appendix D.

The Panel members were asked to identify their level of comfort with the public boat ramp and trailer parking criteria. Figure 13 illustrates the final polling results.

In total, 59 per cent (13 of 22 Panel members) were comfortable or very comfortable with the public boat ramp and trailer parking criteria, while 22 per cent (five members) were neither comfortable or uncomfortable that the criteria would contribute to the site vision and objectives being met.

The following comments made by Panel members reflects the diversity of views regarding the boat ramp and trailer parking:

- *‘I’d like the boat ramp to remain where it is, and the carparking to be paved in a simpatico way that remains open to the environment.’*
- *‘Moving the boat ramp and trailer parking to the northern end of the Marina is a significant improvement as it is closer to the bay entrance, improves open space at the Marina and allows for a critical mass of high-quality commercial activity where the current trailer parking occurs.’*

Public boat ramp and trailer parking

How comfortable are you that the boat ramp and trailer parking criteria, to the best of its ability, contributes to the site vision and objectives being met?

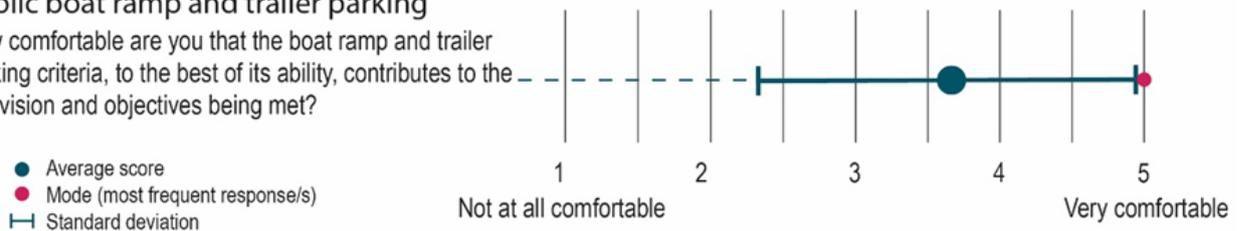


Figure 13. Final Community Panel polling results regarding public boat ramp and trailer parking criteria

Complementary uses

The site currently has approximately 3,600 square metres of complementary uses including food and beverage venues, boat sales and services, a service station and Sky Dive Melbourne. These current complementary uses bring people to the site and provide revenue that can be used to maintain and improve the site such as seawall enhancement. The assumption from the beginning of the engagement was that complementary uses will continue at a minimum of 3,600 sqm, and be enhanced to increase the number of people who visit the site and subsequently enjoy the public realm.

Complementary uses

Panel members largely supported having complementary uses, particularly activating the area to increase the use of public space. However, they were concerned by the scale and type of commercial use allowed on the site. Many did not believe the financial case had been adequately made for why commercial lease space had to increase. The Panel members had no appetite for commercial uses that are out of character with the Marina and foreshore, in particular large multinational chains, hotel or residential development.

Broader community engagement

The broader community was asked to indicate what complementary use ideas would draw them to the marina site. The top three complementary use ideas were:

1. food and beverage outlets (226 respondents)
2. recreation and Marina/water focused businesses (207 respondents)
3. low cost food and beverage options (184 respondents).

Some participants in support of complementary use ideas commented that overall activity should be increased to improve the quality of commercial offerings. Others suggested more family friendly activities and spaces, and non-commercial uses such as community facilities. Several participants did not support any of the options, commenting that these services were plentiful and that the Marina function should take priority. See Appendix A for more detail.

The following mandatory criteria provide an example of the design criteria for complementary uses and the areas that were a focus of Community Panel discussions:

- provide 3600 sqm of leasable commercial and retail floor area
- commercial uses provided are of a scale and intensity relative to its coastal location and complement the primary public marina use
- mix of uses that support a unique experience different to nearby foreshore destinations, and provides a diversity of offers to support a wider demographic.

For the full list of complementary uses criteria see Appendix D.

The Panel members were asked to identify their level of comfort that the staged approach to managing the commercial footprint (where providing 3,600 sqm of leasable space is mandatory, and up to an additional 1,400 sqm of leasable space is approved only if need can be demonstrated) will contribute to the site vision and objectives being met. Figure 14 illustrates the final voting results.

In total 45 per cent (10 of 22 Panel members) were either comfortable or very comfortable with the staged approach to managing the commercial footprint. Five Panel members (23 per cent) were neither comfortable or uncomfortable with the criteria. In their comments, Panel members explained that while they thought the staged approach addressed some of their concerns about

commercial use on the site, they still did not trust that the criteria would deliver this, in particular that specific uses could be dictated in a market environment.

The following comments made by Community Panel members reflect the views regarding complementary uses:

- *'I am comfortable with the staged approach to managing the commercial footprint. However, it needs to be kept in mind that the aim is to activate the space, so consideration needs to be given to the need for complementary use, including parking, for when the first stage of the Marina is again operational.'*
- *'I know it's probably hard to specify exactly what ends up in the commercial site, but I think the consensus is to keep Sky Dive Melbourne at the Marina. It's such a unique aspect of visiting St Kilda, and all the locals love it.'*

Complementary uses

How comfortable are you that the staged approach to managing the commercial footprint (where providing up to 3600 square feet of leasable space is mandatory, and up to an additional 1400 square feet of leasable space is approved only if need can be demonstrated), contributes to the site vision and objectives being met?

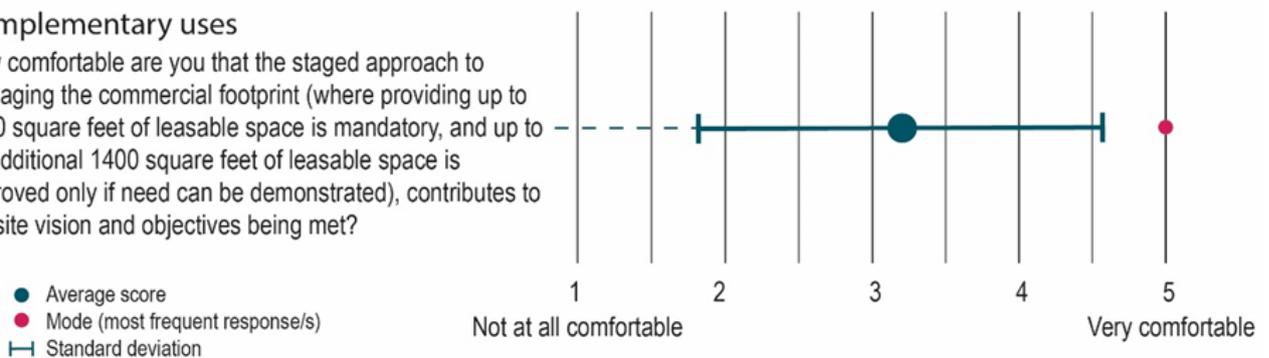


Figure 14. Final Community Panel polling results regarding the staged approach to managing the commercial footprint

Built form

Panel members had concerns about the built form of the complementary uses on the site, including the height and size, how the commercial uses will integrate with the Marina, and supporting facilities such as parking.

Broader community engagement

Broader community participants were asked to indicate their level of support for three built form ideas:

- removing the petrol station
- reducing the footprint of commercial buildings along Marine Parade
- removing fences (where possible) to make the site more welcoming.

Levels of support for removing the petrol station were divided with 42 per cent of participants opposing, 32 per cent supporting and 26 per cent neutral. Most comments to keep the petrol station were made by locals and Marina users. Participant support for reducing the footprint of commercial buildings was mixed (44 per cent support, 30 per cent neutral, and 26 per cent oppose). Some participants stated that they supported the redesign of commercial buildings but thought reducing footprints would reduce internal amenity. Participants were largely in support of removing fencing around the site (66 per cent). Some participants who did not support fencing removal commented that it was essential for maintaining security. While not wanting to remove fencing, many of these participants welcomed the idea of more attractive fencing options. See Appendix A for more detail.

The following mandatory criteria provide an example of the design criteria for built form and the areas that were a focus of Community Panel discussions:

- development is of an appropriate scale and design relative to its location and minimises impacts on the surrounding natural, visual, environmental and coastal character
- commercial and retail buildings to be no more than 12 m in height
- all built form to incorporate durable, high-quality materials and sustainable design excellence appropriate to its sensitive coastal location
- on the peninsula a minimum 15 m wide setback from the crest of the seawall for any buildings.

For the full list of built for criteria see Appendix D.

Panel members were asked to identify their level of comfort with the mandatory height of up to 12 metres, inclusive of all roof structures, and their level of comfort with the built form criteria.

As Figure 15 illustrates, Panel members were split on the built form criteria. Just under half, 41 per cent (nine of 22 Panel members) were comfortable or very comfortable that the built form criteria would contribute to the site vision and objectives being met, and 32 per cent (seven members) were uncomfortable or very uncomfortable.

Similarly, only 36 per cent (eight of 22 Panel members) were comfortable or very comfortable with the mandatory height limit of up to 12 metres, compared with 23 per cent (five members) who were very uncomfortable. Just under half, 41 per cent (nine of 22 Panel members) were neither comfortable or uncomfortable with the mandatory height limit of up to 12 metres.

Six Panel members stated in their comments that want to see a smaller height limit and stated up to 10 metres or less than three stories as their preferred height limit.

The following comments made by Panel members reflect the diversity of views:

- *‘I think three storeys would be too imposing, especially with an enormous boat shed on the site. Rooftop gardens/outdoor space would be a more acceptable use of the space than a third built level.’*
- *‘Commercial and retail buildings should be at least one level lower than the dry store building. Marina buildings should be the most visually prominent on site. A north-south break in built form between the Marina and Moran Reserve should be mandatory.’*

Built form

How comfortable are you that the built form criteria, to the best of its ability, contributes to the site vision and objectives being met?

How comfortable are you with a mandatory height limit of up to 12 meters (inclusive of all roof structures)?

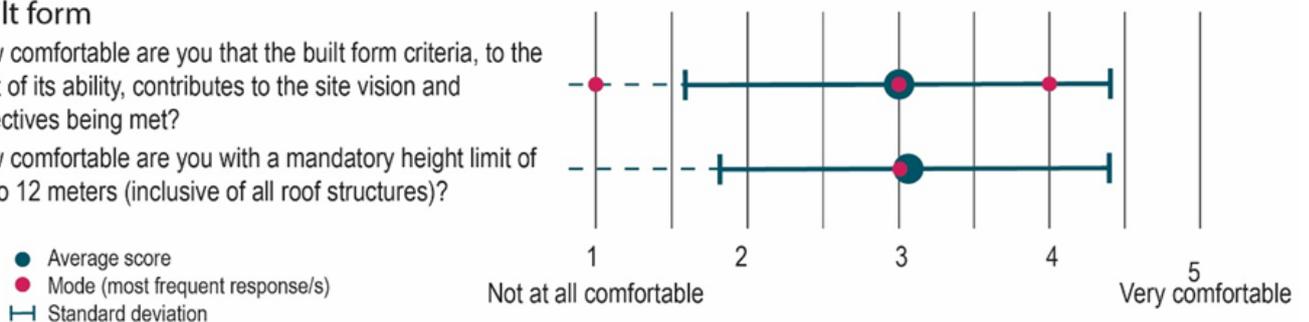


Figure 15. Final Community Panel polling results regarding built form criteria and mandatory height

Open space, public realm and carparking

Open space refers to public open space and the public realm, including the peninsula and carparking.

Open space and public realm

The Panel members were passionate about using the project to increase and improve the public open space on the site and the broader foreshore. They saw the process as a chance to provide a legacy for the St Kilda community.

There was significant discussion by the Community Panel about whether, and how, the public space could extend out to the beacon, and how the beacon could be activated.

Broader community engagement

The broader community was asked to indicate their level of support for several open space ideas that were discussed by the Community Panel. Overall, respondents supported the two key ideas:

- open the peninsula for public access (66 per cent support)
- provide public space for events and activation (56 per cent support).

Comments indicated some concern that increasing public access to the coastline will be detrimental to biodiversity and that there was already sufficient event space on the site. Some participants felt the open space ideas could conflict with boat operations and compromise security. See Appendix A for more detail.

The following mandatory criteria provide an example of the design criteria for peninsula open space and the areas that were a focus of Community Panel discussions:

- maximise accessible high-quality public open space on the peninsula that incorporates the beacon
- create a high-quality pedestrian and bike link to the beacon as extension of the foreshore trail, with a minimum width of 4 m
- incorporate Marina heritage significance and local Aboriginal cultural heritage into design through wayfinding, infrastructure, information and art.

For the full list of criteria see Appendix D.

Panel members were asked how comfortable they were that the criteria for peninsula open space would contribute to the site vision and objectives being met. The results are shown in Figure 16.

Half the Panel members (50 per cent, 11 of 22) were comfortable or very comfortable with the peninsula open space criteria. In comparison, 32 per cent (seven members) were uncomfortable or very uncomfortable, and 18 per cent (four members) were neither comfortable or uncomfortable.

In their comments, Panel members highlighted the competing functions of the site and whether it should focus on use as a Marina or be a destination for general public use. A few Panel members still felt the criteria was unclear about the amount and type of public space there would be.

The following mandatory criteria provide an example of the design criteria for other open space and the areas that were a focus of Community Panel discussions, including:

- provide a diverse network of public places to suit a variety of needs, including: activity-based, events (seasonal) and quiet public places throughout the marina site to a minimum of 20 per cent of unencumbered land area

- create an active public space as a ‘civic heart’ with a connection to the water, outdoor dining opportunities and sheltered by built form
- encourage places which can be used for temporary event destinations, reaffirming the marina identity
- reinforce an activated ground plane with the design of the marina and associated business.

For the full list of criteria see Appendix D.

Panel members were asked two additional questions about the public open space criteria:

1. *How comfortable are you that the public open space criteria, to the best of its ability, contributes to the site vision and objectives being met?*
2. *How comfortable are you with a mandatory minimum provision of 20 per cent of unencumbered land area for public open space?*

The final polling results are illustrated in Figure 16. Fifty-five per cent (12 of 22 members) were comfortable or very comfortable that the public open space criteria would contribute to the site vision and objectives being met. Fifty per cent (11 of 22 Panel members) were comfortable or very comfortable with the mandatory minimum provision of 20 per cent unencumbered land being used for open space. Six Panel members (27 per cent) chose neither comfortable or uncomfortable in response to the second question.

Three Panel members thought 20 per cent unencumbered land for open space was insufficient, and two Panel members did not respond to this question.

The following are comments made by Panel members that reflect the differing views regarding open space and public realm:

- *‘I often feel uninspired when looking at the project’s likely outcome at a macro-level. On this particular point I am optimistic but do feel that until I can get a true sense of the open space outcome the activation and vibrancy of the site is unclear.’*
- *‘The area around the Beacon does not have to be large, but with more greenery it will certainly be more attractive.’*

Open space and public realm

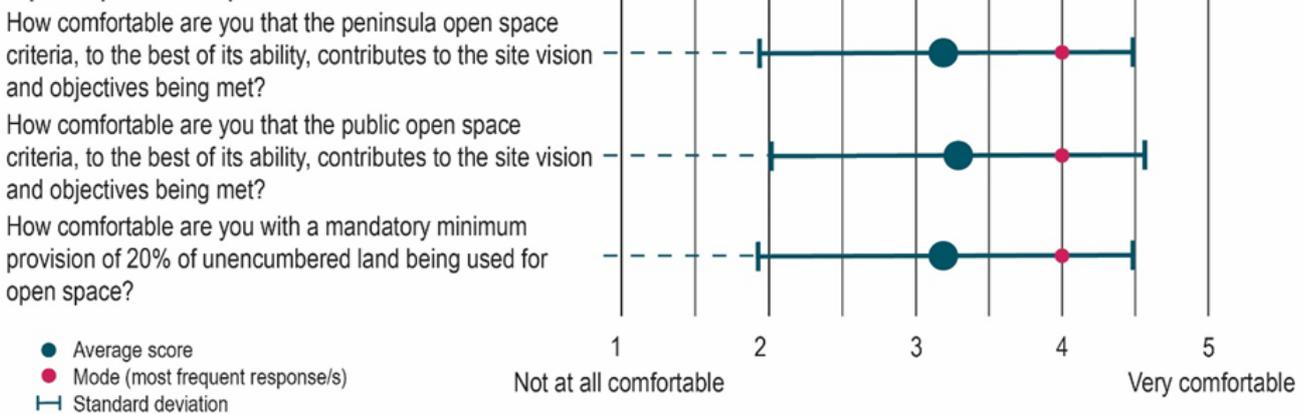


Figure 16. Final Community Panel polling results regarding open space and public realm

Carparking

Most Panel members believed it was important to have adequate carparking to support multiple uses on the site. However, Panel members found the carparking options presented challenging, for example, comparing the consolidated but higher/bulkier option verses the dispersed car parking at a lower level and understanding the trade-offs of each option. Trade-offs discussed included how a consolidated option would reduce the footprint of carparking but could impact views, while the dispersed option reduced public space provision but still allowed for flexible use of the carpark as event space.

The following mandatory criteria provide an example of the design criteria for carparking and the areas that were a focus of Community Panel discussions, including:

- apply a shared-user carpark management system to optimise total yield for public, business and Marina carparking
- maintain quality of views from new and existing public places, reducing visibility of carparking infrastructure
- design carpark for whole of life outcomes, future conversion to other uses.

For the full list of carparking criteria see Appendix D.

Panel members were asked to indicate their level of comfort that the carparking criteria and the approach to consolidate carparking into a single structure on the site to free up space for other uses. The polling results are illustrated in Figure 17.

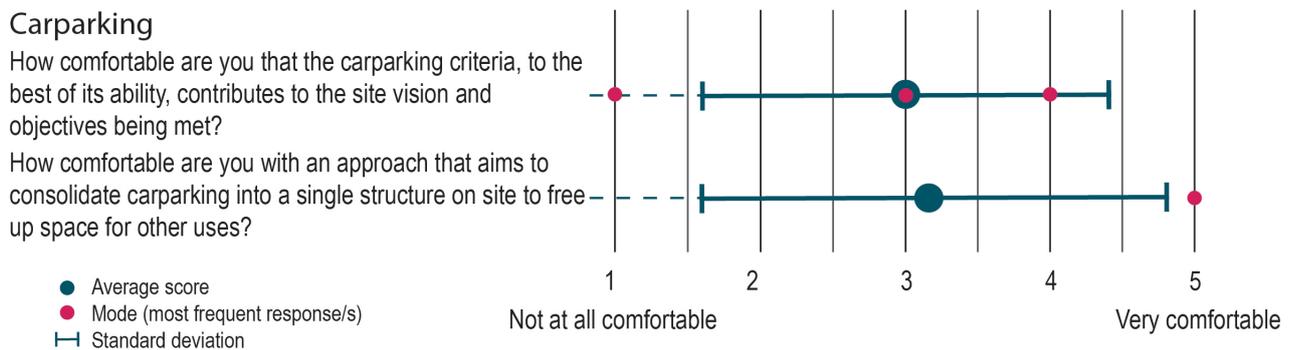


Figure 17. Final Community Panel polling results regarding carparking criteria and approach

Under half of the Panel, 41 per cent (nine of 22 members) were comfortable with the carparking criteria. More Panel members were very uncomfortable with the criteria (22 per cent, five members) than were very comfortable (18 per cent, four members). In contrast, the majority of Panel members (55 per cent, 12 members) were comfortable with the approach to consolidate carparking into a single structure.

Panel members’ comments were mixed. Some wanted to see alternative solutions to reduce the need for carparking on the site, while others were concerned about having shared carparking between the public and Marina users. The following comments made by Panel members reflect the mix of views:

- *‘Should specify mandatory carparking number for Marina use. Carparking should be absolutely minimised for commercial and retail uses. A pick up/drop off arrangement should be investigated, particularly if events space and tavern/function centre are realised.’*
- *‘A centralised carpark is a great idea as it improves access and security (visitors won’t have to wander around looking for parking) to commercial activity and economically makes sense.’*

Environmental design and coastal resilience

Environmental design and coastal resilience refers to the requirements for environmental design of any new infrastructure, including the seawall and requirements for mitigating against coastal hazards.

The Community Panel expressed a high level of ambition for incorporating best practice environmental design on the site and enhancing biodiversity. Early agreement was reached regarding this level of ambition to meet the site vision and objectives.

Broader community engagement

The Community Panel's strong aspiration that site outcomes exceed minimum environmental standards and increase biodiversity was tested with the broader community. Participants were asked to look at a list of environmental design ideas and select those they would like to see on the Marina site. Feedback indicated that many participants would like to see a variety of environmental design ideas incorporated into the site. The most popular ideas were:

1. improved Marina water quality to reduce bay pollution (274 respondents)
2. waste management (238 respondents)
3. environmentally sustainable design of all buildings (234 respondents)
4. native landscaping (234 respondents)
5. renewable energy generation and use (220 respondents).

See Appendix A for more detail.

Seawall and coastal resilience

The following mandatory criteria provide an example of what is included in the site parameters for the seawall and coastal resilience and are areas that were a focus of Community Panel discussions:

- protect and seek opportunities to enhance the natural environment, such as planting saltbush along sea-ward edge of breakwater
- 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 environment protection policies
- design, construction and use must minimise environmental impact on surrounding coastal environment.

For the full list of criteria see Appendix D.

The Panel members were asked to identify their level of comfort that the seawall and coastal criteria would contribute to the site vision and objectives being met. Figure 18 illustrates the final polling results.

In total, 68 per cent (15 of 22 Panel members) were comfortable or very comfortable with the criteria. They generally felt that the criteria were comprehensive, with only 14 per cent (three members) being uncomfortable or very uncomfortable. Several Panel members, however, felt that the criteria could be far more ambitious, with suggestions including to change some discretionary criteria to mandatory.

The following are comments made by Community Panel members that reflect their views:

- *'This is a very important area and must be redeveloped to enhance the environment and protect sea life. It should be attractive so people will want to walk there.'*

- *‘The scheme could go so much further. I feel the big ideas for additional reefs and seawall enhancements to encourage the flourishing or repopulation of natural and endemic species could be more celebrated and developed. The Coast Guard facility should include an education centre of the natural conditions and historical knowledge of these conditions. It would be an edu-tourism attraction.’*

Seawall and coastal resilience

How comfortable are you that the seawall and coastal criteria, to the best of its ability, contributes to the site vision and objectives being met?

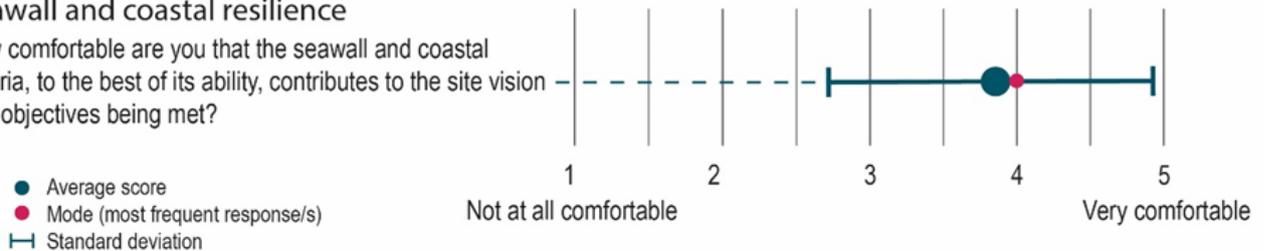


Figure 18. Final Community Panel polling results regarding the seawall and coastal resilience criteria

Environmental design

The following mandatory criteria provide an example of the design criteria for environmental design and the areas that were a focus of Community Panel discussions:

- provide on-site renewable energy supply sufficient to meet or exceed site requirements
- provide waste management system (separation, litter reduction, sewerage pump-out or interceptor pits)
- demonstrate low carbon efficient building design and operations.

For the full list of criteria see Appendix D.

The Panel members were asked to identify their level of comfort that the environmental design criteria would contribute to the site vision and objectives being met. Figure 19 illustrates the final polling results.

In total, 59 per cent (13 of 22 Panel members) were comfortable or very comfortable with the criteria, while 27 per cent (six members) were neither comfortable or uncomfortable. The comments correlating to the question were mixed, however, they generally expressed that the criteria should be more ambitious.

The following statements demonstrate the types of responses received from Panel members:

- *‘The environment criteria are critical to the success of the site, which has to remain a functional Marina. Don’t lose sight of this by building too much that’s unnecessary.’*
- *‘No consideration for environmental design has been proposed, except to state a high standard will be expected.’*

Environmental design

How comfortable are you that the environmental design criteria, to the best of its ability, contributes to the site vision and objectives being met?

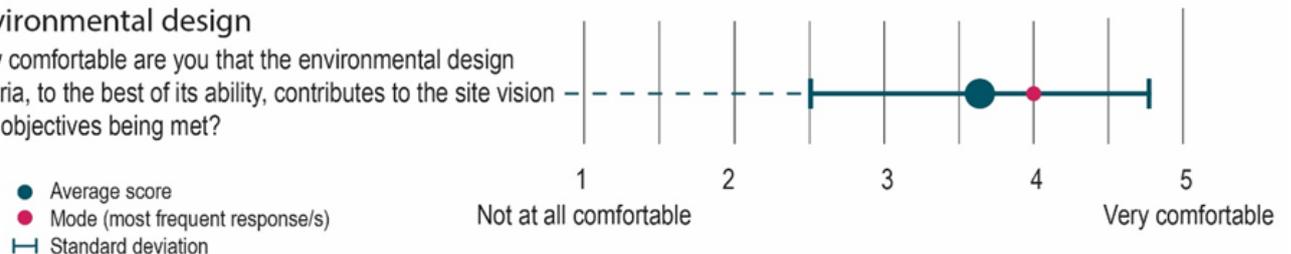


Figure 19. Final Community Panel polling results regarding environmental design criteria

Appendices

Appendix A: Broader community engagement results

Who we engaged

In total, 368 people completed the online survey.

- Most participants were male (68.2 per cent).
- Over half (59.7 per cent) of the participants were aged between 35 and 59 years.
- Participants identify with the site in various ways: as a local resident, accessing restaurants and other facilities, and to use the spaces next to the marina were the most common responses. Of the 47 participants who selected ‘other’, 34 were boat owners. See Figure 20 for more detail.

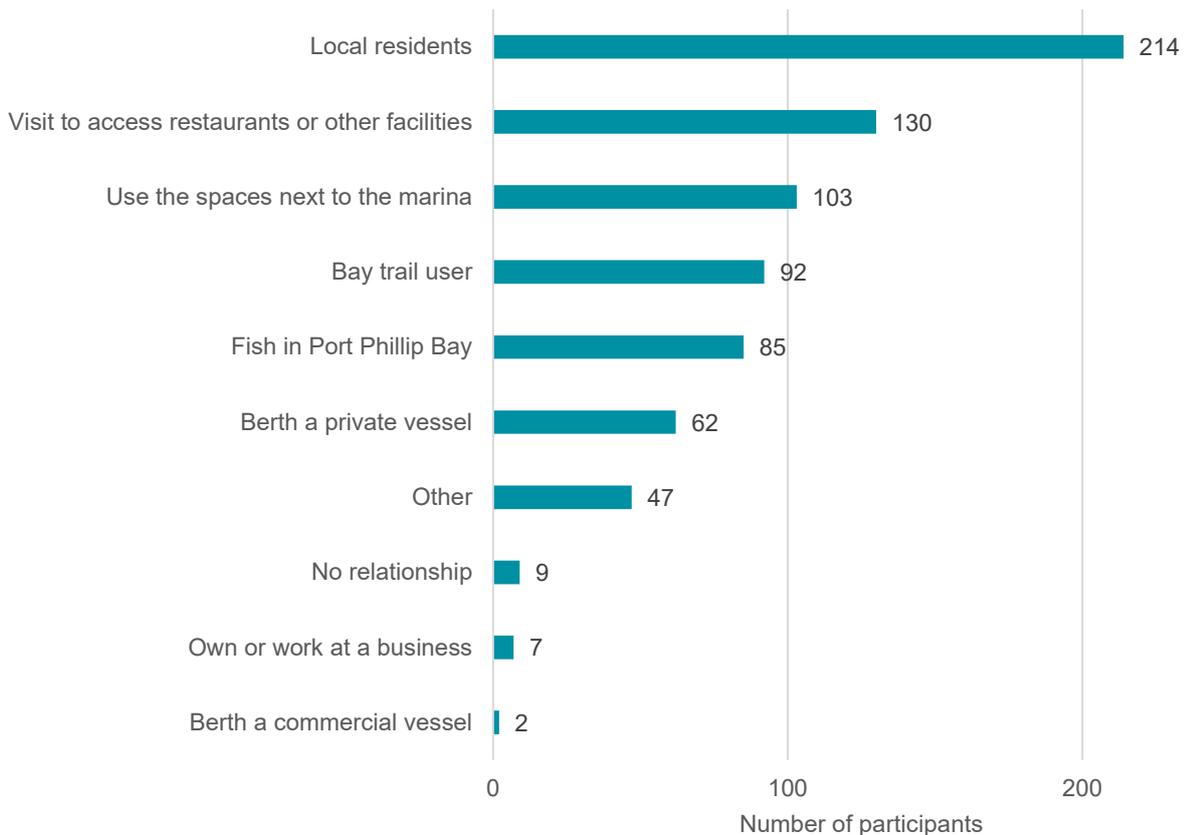


Figure 20 Participant relationship to the St Kilda Marina

Views and movement

Views

Participants were asked to indicate their level of support for several ideas on view protection. Overall there was a high level of support for protecting the views into and within the site, as illustrated in Figure 21. Participant comments included:

- *‘The view of the City from Bay Trail is something I have always adored, it would be sad to be lost.’*
- *‘Creating the most open view from Marine Parade into the sea is an appropriate strategy.’*

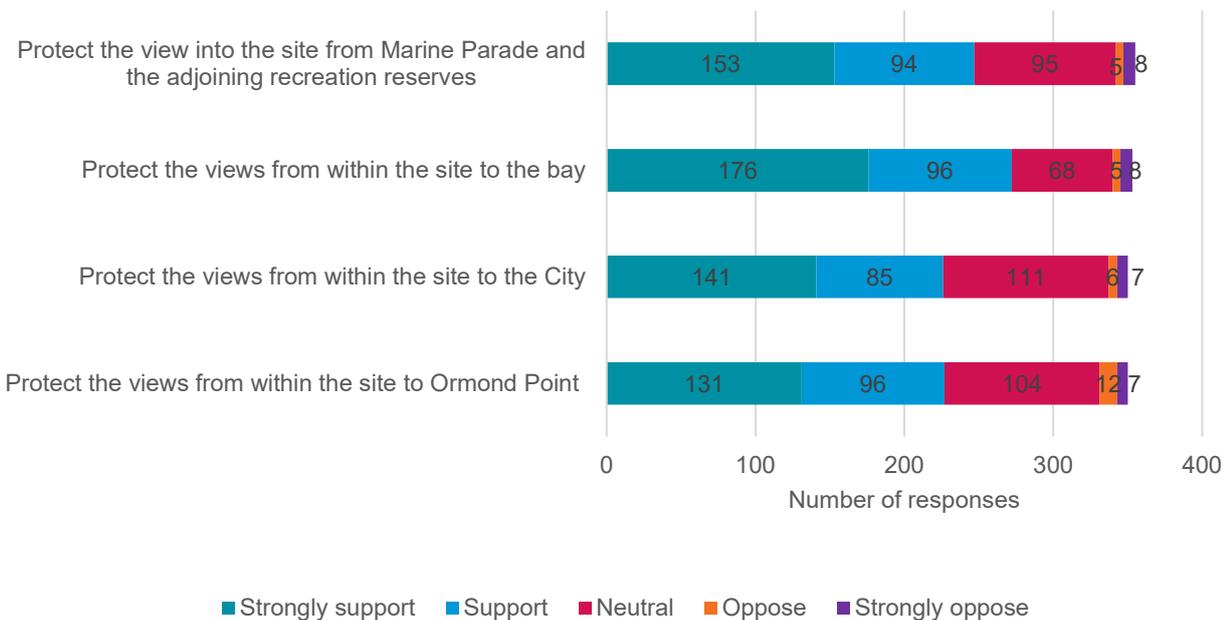


Figure 21 Participant level of support for view protection ideas

Movement

Participants were asked to indicate their level of support for two ideas for movement on the site. Overall, the number of people who supported either option was similar, however more people strongly opposed the option of a bridge, see Figure 22 for more detail. Participant comments included:

- *‘As a trailable yacht owner, I store my boat with mast up, a bridge at the Marina entrance would be off putting.’*
- *‘I strongly support being able to access the peninsula, even if the bridge is not feasible it would be lovely to be able to walk to the point.’*

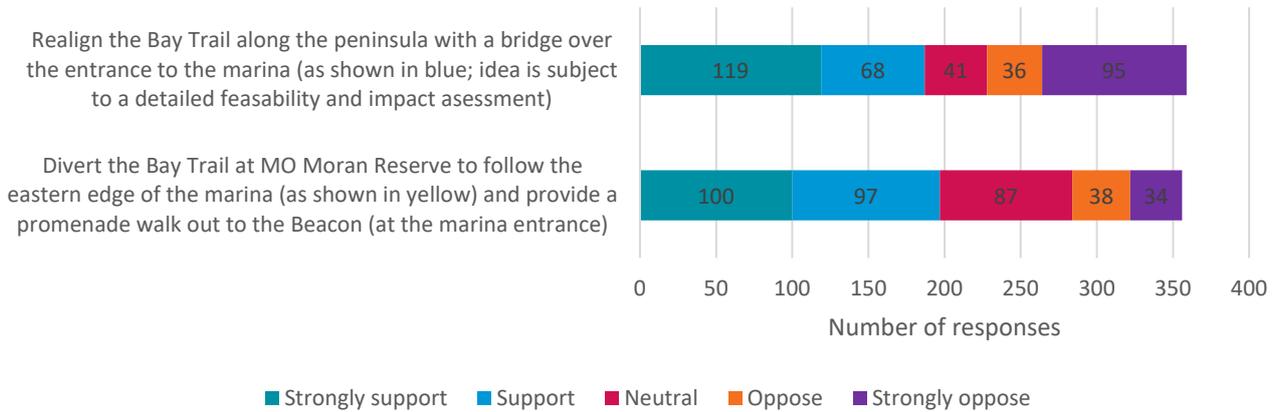


Figure 22 Participant level of support for movement ideas

Marina function

Enhancing marina function

Participants were asked to indicate their support for a variety of ideas that will enhance the St Kilda Marina. The participant level of support for each idea was highly mixed, however more participants supported each statement than opposed, see Figure 23 for more detail. Participant comments included:

- *‘Trailer boat storage is essential for the trailable sailing yachts which use the site.’*
- *‘Storage for canoe/kayak trolleys while you are out in the water would be welcomed.’*

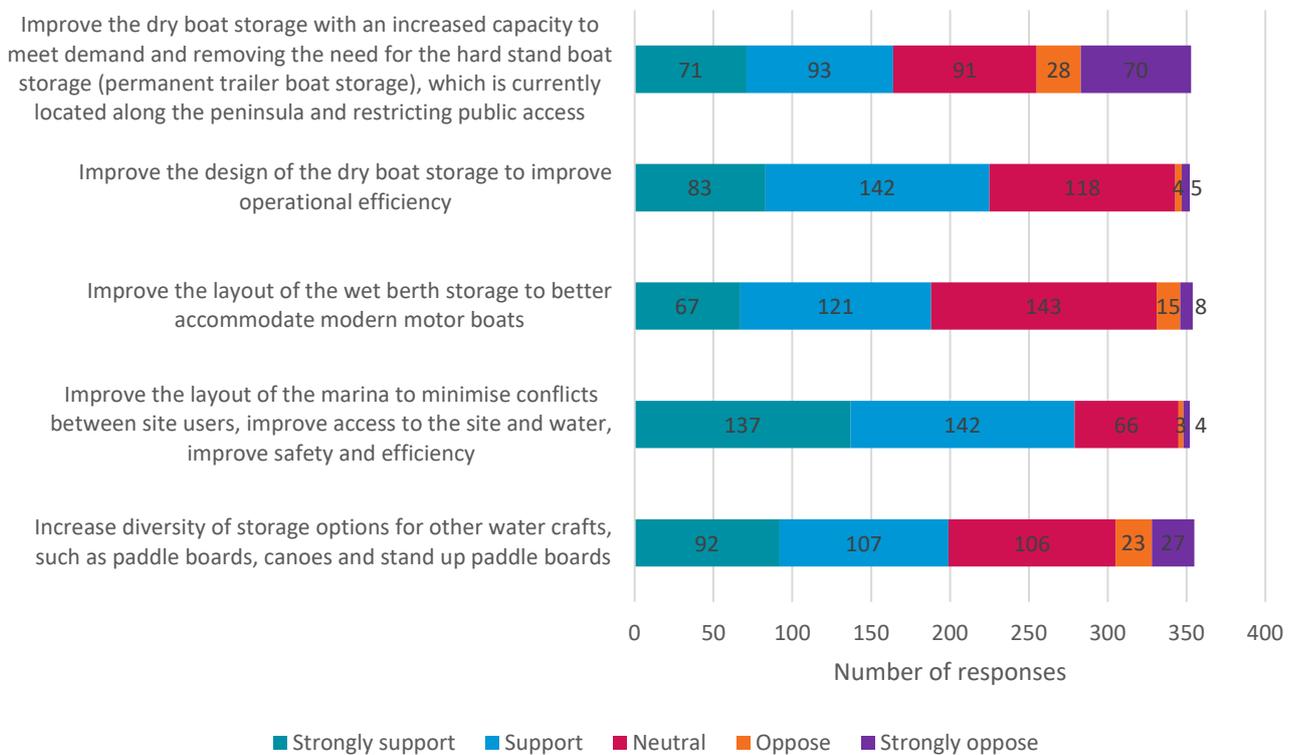


Figure 23. Participant level of support for ideas to enhance the marina

Public boat ramp

Participants were also asked whether they supported the boat ramp being relocated. Figure 24 shows that participants were predominately in support of ramp relocation. Participant comments included:

- *‘It should only be moved if it results in a better facility for boaters.’*
- *‘Yes, I would support a move if it improved both volume and speed of access to the water with the same protection levels as is currently provided by the existing ramp.’*

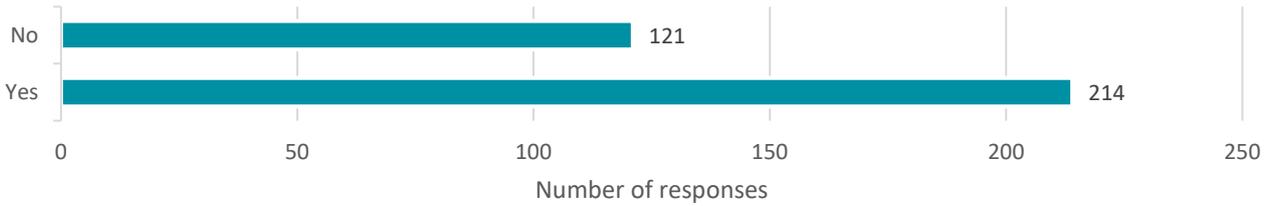


Figure 24 Participant level of support for the boat ramp being relocated (yes = support, no = do not support)

Complementary uses

Complementary uses

Participants were asked to indicate what complementary use ideas would draw them to the Marina site. The top three complimentary use ideas were:

1. food and beverage outlets
2. recreation and marina/water focused businesses
3. low cost food and beverage options.

Figure 25 provides more detail on participant idea selections. Participant comments included:

- *‘Attract families to engage in outdoor marine activities.’*
- *‘I would do more live entertainment. And more gastro pubs with views on the water.’*

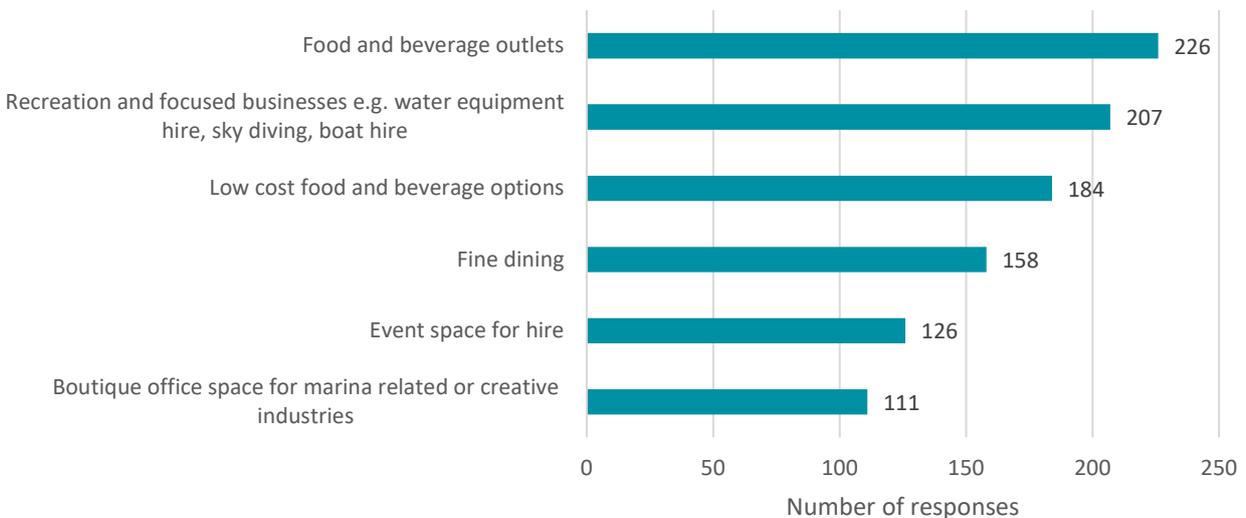


Figure 25 Participant selection of complimentary use ideas that would draw them to the marina site

Built form

Participants were asked to indicate their level of support for ideas on ways to change the built form on the Marina site. Participants were largely in support of removing fencing around the site. Levels of support for removing the petrol station, however, were largely mixed. See Figure 26 for more detail. Participant comments included:

- *‘Fences are there to protect both people and property. Fences should be upgraded.’*
- *‘The petrol station is part of the marina and a valuable resource.’*

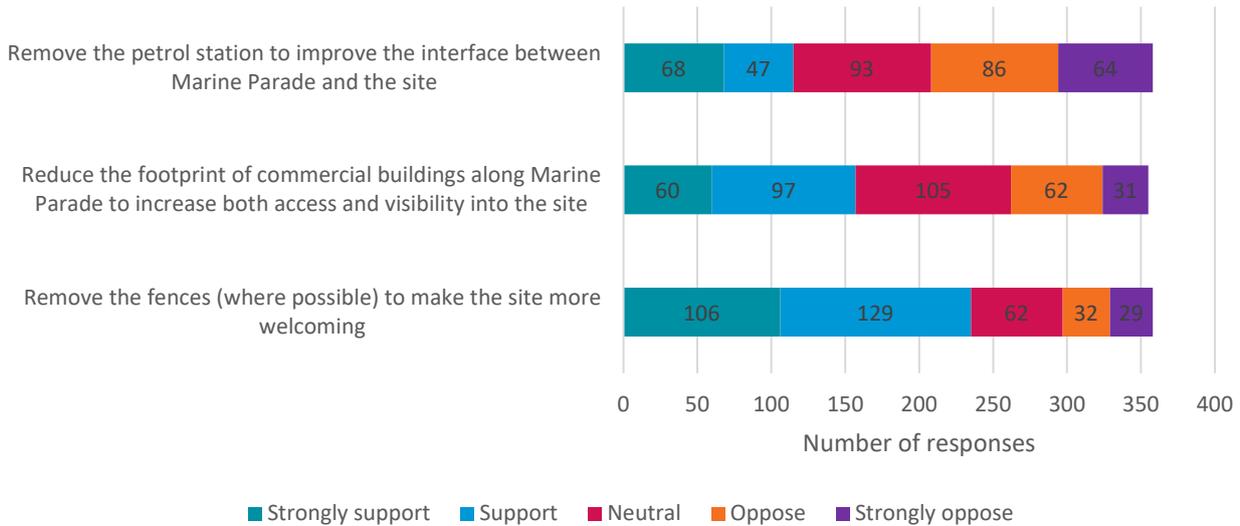


Figure 26 Participant level of support for built form ideas

Open space

Participants were asked to indicate their level of support for two key open space ideas. Participants were mostly supportive of the ideas. More participants showed support for the idea to open the peninsula for passive recreation. See Figure 27 for more detail. Participant comments included:

- *‘Public access to nature trails is not conducive to increasing biodiversity of flora and fauna.’*
- *‘Public access to the site would impact on security of the boats stored there.’*

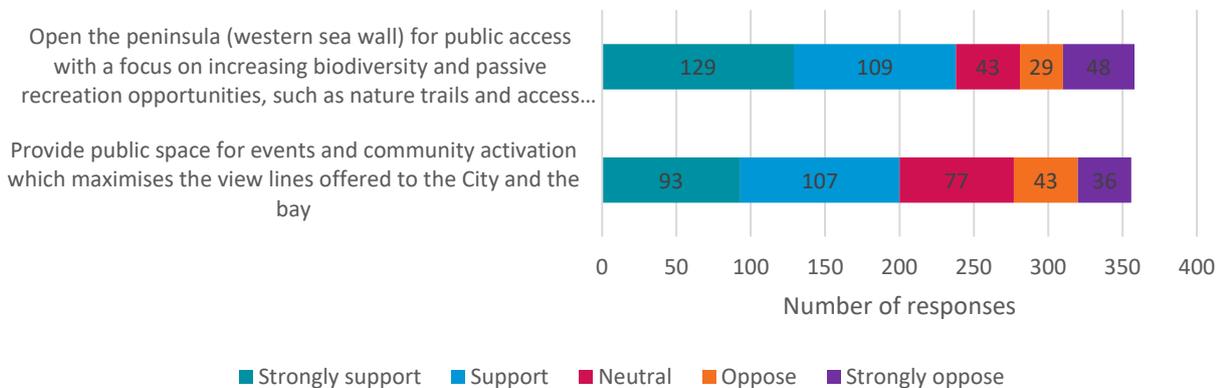


Figure 27 Participant level of support for open space ideas

Environmental design and coastal resilience

Participants were asked to look at a list of environmental design ideas and select those they would like to see on the Marina site. Feedback indicated that many participants would like to see a variety of environmental design ideas incorporated in the design, see Figure 28 for more detail. Participant comments included:

- *'All are important.'*
- *'This is brilliant very exciting community project to bring. The bay back to life and natural flora.'*
- *'Improved water quality, re-use, waste management and solar power are always desirable.'*

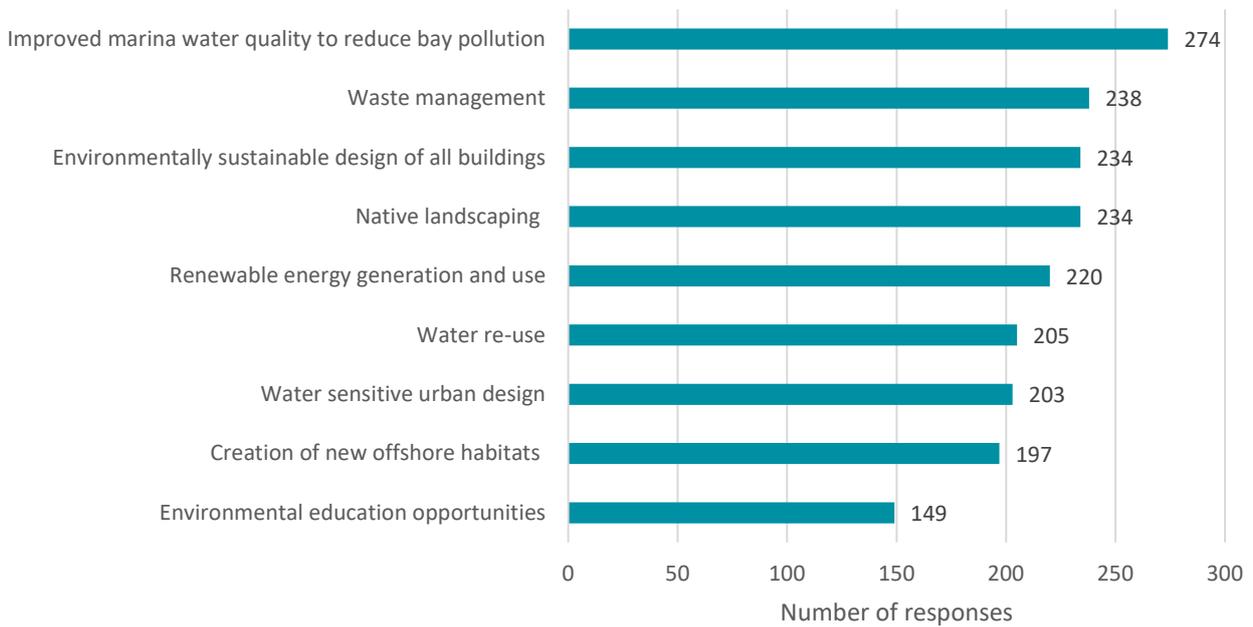


Figure 28 Participant preferences for environmental design ideas

Appendix B: Broader Community Engagement Survey

St Kilda Marina site – Tell us what you think

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

St Kilda Marina site vision

We are inviting the community to contribute feedback on ideas being considered for the St Kilda Marina site.

The 50-year lease of the St Kilda Marina is ending on 30 April 2019. This presents an exciting opportunity to plan for the marina's future before a new long-term lease arrangement is secured. Council is committed to working with the Victorian Government, community, users of the marina and other key stakeholders to re-imagine the St Kilda Marina site.

For more information please contact the project team via ASSIST on 03 9209 6777 or email skmproject@portphillip.vic.gov.au

Survey: Realising the St Kilda Marina project site vision and objectives

Council is now working with the St Kilda Marina Project Community Panel and technical consultants to realise the vision and objectives for the site. Together, we are exploring the best long-term option for the site, and have come up with a series of ideas we would like to seek further guidance on.

The following survey will guide you through these ideas, providing an opportunity to indicate your level of support for the ideas and any feedback you may have.

The vision and objectives for the St Kilda Marina site were developed through community and stakeholder feedback sought in May 2018 and informed by detailed background investigations. We encourage you to read the site vision and objectives to help inform your responses.

The survey should take approximately 10 to 15 minutes to complete.

How to submit your survey

By hand

Hand the hard copy survey in to any City of Port Phillip town hall ASSIST counter by 12 pm on Monday 8 October 2018.

Online

You can submit your survey online. There is free computer and internet access available at City of Port Phillip libraries. Please visit haveyoursay.portphillip.vic.gov.au by Sunday 7 October 2018.

Privacy statement Any feedback made via this feedback form may be published and used as part of a Council report. However, Council will not publish any personal details collected as part of this form. For more information about Council's Privacy Policy contact the Privacy Officer via ASSIST on 03 9209 6777 or email assist@portphillip.vic.gov.au

How do you identify with the site? (tick all that apply):

- Local resident
 - Own or work at a business that operates from the St Kilda Marina
If yes, what business?
-

- Berth your private vessel at the marina
- Berth your commercial vessel at the marina
- Visit the marina to access restaurants or other facilities
- Fish in Port Phillip Bay
- Use the spaces next to the Marina including parklands and skate park
- Bay Trail user
- Have no relationship with the marina
- Other

1. Protecting and enhancing important views

While exploring the layout of the site and future locations of the buildings (both marina related and commercial activities) several important views have been identified for protection or enhancement.

Below are the views we have found, and we would like you to share your level of support and any comments you have on their protection or enhancement.

Please indicate your level of support or opposition by ticking one box for each statement.

	Strongly oppose	Oppose	Neutral	Support	Strongly support
Protect the view into the site from Marine Parade and the adjoining recreation reserves					
Protect the views from within the site to the Bay					
Protect the views from within the site to the City					
Protect the views from within the site to Ormond Point					

Any comments or view lines you think we have missed?

2. Enhancing the working marina and increasing its contribution to recreational boating in Victoria

The following facilities have been identified as essential elements for improving the working marina.

We would like you to share your level of support and any comments on how we can enhance the St Kilda Marina. Noting that any redesign or development of the existing marina facilities will need to consider how the heritage can be recognised, and will incorporate a home for the Australian Volunteer Coast Guard to continue their operations on the site.

Please indicate your level of support or opposition by ticking one box for each statement.

	Strongly oppose	Oppose	Neutral	Support	Strongly support
Improve the dry boat storage with an increased capacity to meet demand and removing the need for the hard stand boat storage (permanent trailer boat storage), which is currently located along the peninsula and restricting public access					
Improve the design of the dry boat storage to improve operational efficiency					
Improve the layout of the wet berth storage to better accommodate modern motor boats					
Improve the layout of the marina to minimise conflicts between site users, improve access to the site and water, improve safety and efficiency					
Increase diversity of storage options for other water crafts, such as paddle boards, canoes and stand up paddle boards					

Any comments on these ideas?

3. Improving the interface between Marine Parade and the site

In order to improve the place identity of the site we are exploring ideas to open the site and make it more welcoming. The interface along Marine Parade is a key opportunity to achieve this. We have identified the following ideas and would like you to share your level of support for each and any comments you may have.

Please indicate your level of support or opposition by ticking one box for each statement.

	Strongly oppose	Oppose	Neutral	Support	Strongly support
Remove the petrol station to improve the interface between Marine Parade and the site					
Reduce the footprint of commercial buildings along Marine Parade to increase both access and visibility into the site					
Remove the fences (where possible) to make the site more welcoming					

Any comments on these ideas?

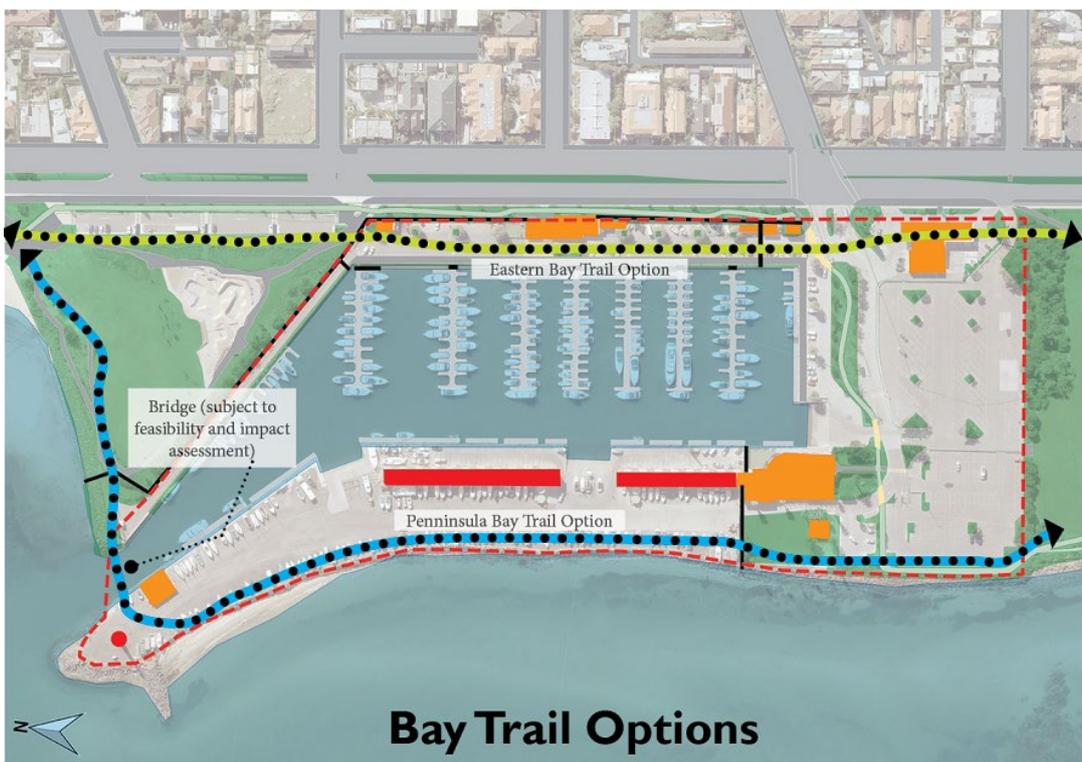
4. Removing current conflicts between users of the path (people who walk, people who use a bike, people who use a mobility device and public boat ramp users)

This is a significant issue that has been identified for the site that Council is looking to solve through the site’s redevelopment. We have identified the following ideas (see below image) and would like you to share your level of support for each and any comments you may have.

Please indicate your level of support or opposition by ticking one box for each statement.

	Strongly oppose	Disagree	Neutral	Agree	Strongly support
Realign the Bay Trail along the peninsular with a bridge over the entrance to the marina (this is subject to a detailed feasibility and impact assessment)					
Divert the Bay Trail at MO Moran Reserve to follow the eastern edge of the marina and provide a promenade walk out to the Beacon (at the marina entrance).					

Any comments on these ideas?



5. Increasing public access and opportunities within the site

This was a key concept identified through the previous community engagement and a priority for the Community Panel. The key ideas being explored are detailed below and we would love your feedback.

Please indicate your level of support or opposition by ticking one box for each statement.

	Strongly oppose	Disagree	Neutral	Agree	Strongly support
Open the peninsula (western sea wall) for public access with a focus on increasing biodiversity and passive recreation opportunities, such as nature trails and access down to the water					
Provide public space for events and community activation which maximise the view lines offered at that position to the City and the Bay					

Any comments on these ideas?

6. Improving public boat ramp access

Improving the public boat ramp access is also an important element of improving the site’s public access and opportunities. The ideas being explored see the boat ramp moved closer to the mouth of the marina, reducing the distance required to enter the Bay and reducing conflicts with marina operations. Locations being considered include on the peninsula north of the existing boat sheds or along the interface of Marina Reserve (note this would be within the existing lease boundary with no impact on the reserve and the skate park).

Do you support the boat ramp being relocated? **Please circle yes or no.**

- Yes
- No

Any comments on the locations being considered?

7. Provision of commercial activities that will enhance people’s enjoyment of the space and activate the space throughout the day and year

Commercial activity is an essential element of the site’s future - to provide reinvestment into the site, but also to drive activation of the site. The future commercial use ideas currently being explored look to enhance the public’s enjoyment of the site, draw tourism and increase hours of activation. Below is a list of ideas being explored.

Please select the ideas that would draw you to the site by ticking the box:

Idea	Tick = yes
Fine dining	
Low cost food and beverage options	
Food and beverage outlets	
Recreation focused businesses e.g. water equipment hire, sky diving, boat hire	
Boutique office space for marina related or creative industries	
Event space for hire	

Any comments or additional ideas that would draw you to the site?

8. Protecting and enhancing the natural environment

Environmental protection and enhancement is a key objective of the Community Panel. There is a strong aspiration that this site exceeds minimum environmental standards and realises opportunities to increase the site’s biodiversity. Below is a list of ideas being explored.

Please select the ideas that you would like to see on the site by ticking the box:

Idea	Tick = yes
Water sensitive urban design	
Improved marina water quality to reduce bay pollution	
Water re-use	
Renewable energy generation and use	
Waste management	
Native landscaping	
Environmentally sustainable design of all buildings	
Environmental education opportunities	
Creation of new off shore habitats	

Any comments on these ideas?

About you

Demographic data allows Council to assess whether it is providing all areas of the community with an opportunity to become involved and be heard. The personal information provided in this section is being collected by Council for the purpose of providing a demographic snapshot of contributions to this project. Providing a response is optional.

Age

Under 18 years	18 to 24 years	25 to 34 years	35 to 49 years
50 to 59 years	60 to 69 years	70 to 84 years	Over 85 years

Gender

Female Male Other

Postcode _____

Thank you for taking the time to complete this survey.

Appendix C: Final Community Panel Survey

The Community Panel were asked to complete the following online survey, using the Community Panel Reading and Voting pack, which included the site parameters (design criteria).

Site component	Questions
Views	<p>1.1. How comfortable are you that the important views will be protected? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>1.2. How comfortable are you that the views criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>1.3. Any comments.....</p>
Bay Trail	<p>2.1. How comfortable are you that the Bay Trail criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>2.2. Any comments.....</p>
Pedestrian and bike connections	<p>3.1. How comfortable are you that pedestrian and bike criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>3.2. Any comments.....</p>
Bridge	<p>4.1. How comfortable are you that the bridge criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>4.2. Indicate your reference below: I'd love to see a bridge on the site..... I don't want a bridge on the site.... I'm happy to let the market determine the viability of a bridge I'm still unsure about a bridge.....</p> <p>4.3. Any comments.....</p>
Dry storage	<p>5.1. How comfortable are you that the staged approach to managing the dry storage (where <i>up to</i> 300 boats is mandatory, and an additional 100 boats is only supported with evidence of sustainable market demand), contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>5.2. What is your preferred dry store configuration? Higher and shorter to protect the shoreline views... OR Longer and lower to reduce the height of the building...</p> <p>5.3. Any comments.....</p>

Site component	Questions
Boat ramp and trailer parking	<p>6.1. How comfortable are you that the boat ramp and trailer parking criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>6.2. Any comments.....</p>
Complementary uses	<p>7.1. How comfortable are you that the staged approach to managing the commercial footprint (where providing up to 3600 square metres of leasable space is mandatory, and <i>up to</i> an additional 1400 square metres of leasable space is approved only if need can be demonstrated), contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>7.2. Any comments.....</p>
Built form	<p>8.1. How comfortable are you that the built form criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>8.2. How comfortable are you with a mandatory height of <i>up to</i> 12 metres, (inclusive of all roof structures)? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>8.3. Any comments.....</p>
Peninsula open space	<p>9.1. How comfortable are you that the peninsula open space criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>9.2. Any comments.....</p>
Public open space	<p>10.1. How comfortable are you that the public open space criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>10.2. How comfortable are you with a mandatory minimum provision of 20% of unencumbered land area for open space? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>10.3. Any comments.....</p>
Carparking	<p>11.1. How comfortable are you that the carparking criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>11.2 How comfortable are you with an approach that aims to consolidate carparking into a single structure on site to free up space for other uses? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>11.3. Any comments.....</p>

Site component	Questions
<p>Seawall and coastal resilience</p>	<p>12.1. How comfortable are you that the seawall and coastal criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>12.2. Any comments.....</p>
<p>Environmental design</p>	<p>13.1. How comfortable are you that the environmental design criteria, to the best of its ability, contributes to the site vision and objectives being met? (Where 5 is very comfortable and 1 is not at all comfortable)</p> <p>13.2. Any comments.....</p>

Appendix D: Mandatory and discretionary criteria

The following criteria were presented to the Community Panel for final feedback on 23 November 2018. The feedback from the Panel and broader community presented in this report was used to refine the final design criteria for inclusion in the Site Brief. Therefore, there will be some differences in these criteria and those included in the Site Brief.

Views criteria

Mandatory (must haves):

- Protect and enhance views to maintain prominence of the beacon as a landmark along the foreshore.
- Protect and enhance Horizon Bay views for pedestrians from the east-west approach along Blessington Street and Dickens Street.
- Locate buildings to allow not obstruct sightlines.
- Create views of the marina operations from within public spaces on the site to reinforce its place identity as a working marina.
- Building design must respond with active frontages opening onto high quality public open spaces that contribute to the identified views (in particular Marina approach, Marina activity and Outlook sightlines).

Bay Trail criteria

Mandatory (must haves):

- Relocate Bay Trail to remove conflict with boat ramp circulation. Locate so that pedestrians and bikes can safely access key areas of the site identified in Primary Connections.
- Provide separated pedestrian and bike paths in high traffic areas.
- Create separated paths for pedestrians and bike users with minimum 1.5 m (per bike lane) width for each.
- Provide clear lines of sight for users.
- Incorporate wayfinding into a design that reinforces the legibility of public access.
- Support the future provision of a bridge at the Marina entrance and the possible alignment of the Bay Trail.

Discretionary (nice to haves):

- Upgraded Bay Trail to provide marina water sightlines and link access.
- Minimise conflict between different users (pedestrians, bike users, cars), where possible.

Bridge criteria

Mandatory (must haves):

- The opportunity for the future provision of a bridge between Marina Reserve and the breakwater by Council or another must be accommodated.

Discretionary (nice to haves):

- Preferred outcome is for the new lease to provide a bridge (pedestrian and cycle) between the Marina Reserve and breakwater, if it is feasible and does not impact marina operations.
- Design excellence for bridge and adjoining public realm.

Dry storage criteria

Mandatory (must haves):

- Dry storage facility to be a maximum of 15m high.
- A maximum of 6,500sqm in footprint area.
- Dry storage facility does not obstruct Horizon view lines.
- Up to 300 boats (Dry Storage only).
- Up to maximum width of 40m.
- Must use durable, high-quality materials and design excellence.
- Must be designed in response to its location within a significant coastal landscape.
- Minimise overshadowing and visual impact of structure on open space and foreshore.
- Elements of internal operations are clearly visible from key view lines from the Marine Parade, from the peninsula on approaching the beacon and other key public areas to reinforce marina identity.
- Expand the range of storage facilities to support small craft (SUP/kayak), with the provision of a safe launching area.

Discretionary (nice to haves):

- Highly desirable for smaller building footprint and envelope.
- Highly desirable for staged develop approaches while maintaining design excellence.
- An additional 100 boat dry storage, subject to Council approval, with evidence of sustainable market demand.

Public boat and trailer parking ramp criteria

Mandatory (must haves):

- Provide a safe, minimum four vessel public boat ramp.
- Achieve boat ramp functionality to meet best practice outcomes as identified in the Australian Standards for safe water, vessel and vehicle access.
- Maintain a maximum 80 trailer parking spaces for users of the public boat ramp.
- Design for trailer parking area to be publicly accessible and activated during off-season.
- Trailer parking area must incorporate landscaping and water sensitive urban design (WSUD) principles so as to not look like additional carparking when not in use.
- Minimise vehicle and pedestrian conflict locations to support Secondary Connections for pedestrians.

Discretionary (nice to haves):

- Provide a secondary public boat ramp for peak periods where this does not compromise safety, queuing or safe water practice and functionality.
- Improve the efficiency of boat ramp operations for vessel launching and retrieval.
- Reduce traffic congestion on Marine Parade during peak boat ramp use periods.
- Investigate shared trailer and car parking to increase efficiency of land dedicated to parking.
- Boat ramp design to optimise 'all weather' safe haven of the marina water.

Complementary uses criteria

Mandatory (must haves):

- Provide 3600 sqm of leasable commercial and retail floor area.
- Provide Australian Volunteer Coast Guard (AVCG) facility with improved facilities, including vessel berth and vehicle access.
- Relocate AVCG facilities such as carparking to support search and rescue operations.
- Commercial uses provided are of a scale and intensity relative to its coastal location and complement the primary public marina use.
- Mix of uses that support a unique experience different to nearby foreshore destinations and provides a diversity of offers to support a wider demographic.
- Provide a flexible meeting venue for community and AVCG use, to suit 100 people for regular and seasonal events.
 - Restaurant and function space
 - Eat in cafe & takeaway
 - Boat sales
 - Sport/recreation activity based tenants
 - Coffee kiosk
 - Tavern
 - Boat Chandlery
 - Kayak, SUP, Dive Centre
 - Marina service centre
 - Marina eat street promenade
 - Commercial office – marina related
 - Convenience store
- Uses not permitted include (but not limited to):
 - Accommodation
 - Gambling premises
 - Adult sex product shop
 - Beauty salon
 - Bottle shop
 - Dry cleaning agent
 - Department store
 - Hairdresser
 - Laundromat
 - Restricted retail premises
 - Supermarket
 - Brothel
 - Cinema based entertainment facility
 - Corrective institution
 - Display home
 - Funeral parlour
 - Industry
 - Saleyard
 - Transport terminal (other than heliport)
 - Veterinary centre
 - Warehouse (other than store).

Discretionary (nice to haves):

- Additional 1400 sqm commercial and leasable area (in addition to 3600 sqm) subject to Council approval and demonstration of demand.
- Preferred alternative site locations for improved public access identified in Australian Volunteer Coast Guard (AVCG) functional brief.

- Creating a dynamic environment through mix of uses that generate activity throughout the day and year.
- Increase in employment compared to current condition for local residents across a range of categories.
- Flexible buildings that allow for adaptation to suit a diverse range of different uses over time.
- Preferred design to include social enterprise.

Built form criteria

Mandatory (must haves):

- Development is of an appropriate scale and design relative to its location and minimises impacts on the surrounding natural, visual, environmental and coastal character.
- Commercial and retail buildings to be no more than 12m in height (inclusive of all roof structures).
- Design must accommodate sea level rise.
- All built form to incorporate durable, high-quality materials and sustainable design excellence appropriate to its sensitive coastal location.
- Create fine-grain frontages to reflect the scale of development in the neighbouring area.
- Create active frontages to commercial and retail buildings within the site.
- Any built form along Marine Parade must have active frontage to the site as well as to the waterside.
- Maintain pedestrian connections.
- Minimum setback of 5m from current footpath on Marine Parade to accommodate sufficient pedestrian and cyclist movements along the Bay Trail.
- On the Peninsula a minimum 15m wide setback from the crest of the seawall for any buildings.

Discretionary (nice to haves):

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

Peninsular open space criteria

Mandatory criteria (must haves):

- Maximise accessible high quality public open space on the peninsula that incorporates the beacon.
- Create a high-quality pedestrian and bike link to the beacon as extension of the foreshore trail, with a minimum width of 4m.
- Reinforce the heritage significance of the Beacon, restore and maintain for the lease term.
- Maintain and enhance the landmark role and setting of the beacon and marina water when viewed from coastal view lines.
- Establish and improve habitat for native flora and fauna throughout site, and a native wildlife corridor along breakwater.
- Establish inter-tidal areas along western edge of breakwater for at least 10% of seawall length.
- Improve public accessibility, wayfinding and safety through design.
- Incorporate Marina heritage significance and local Aboriginal cultural heritage into design through wayfinding, infrastructure, information and art.

- Provide sightlines to the marina water, key public places, from identified approach view lines.

Discretionary (nice to have):

- Incorporate a public open space reflecting the unique experience along the distinctive foreshore of St Kilda 'resort beach' to Elwood 'coastal parkland'* as a network of active, passive, and observatory places.
- Incorporate wayfinding, passive design strategies to reinforce the legibility for public access along the peninsula.
- Paths along the foreshore to the Beacon are designed to reduce impact on flora and fauna.

Other public open space criteria

Mandatory (must have):

- Provide a diverse network of public places to suit a variety of needs, including: activity-based, events (seasonal) and quiet public places throughout the marina site to a minimum of 20% of unencumbered land area.
- Create an active public space as a 'civic heart' with a connection to the water, outdoor dining opportunities and sheltered by built form.
- Encourage places which can be used for temporary event destinations, reaffirming the marina identity.
- Reinforce an activated ground plane with the design of the marina and associated business.
- The design of public places must provide water sensitive urban design (WSUD) systems to all stormwater runoff before entering the bay.
- Provide activated frontages to adjoining buildings with outdoor dining opportunities.
- Provide sense of connection to the water side through public seating and active uses.
- Incorporate wayfinding design strategies to reinforce the legibility for public access along the peninsula and between the seawall and Marine Parade.
- Provide clear, legible connection to Marina Reserve and Moran Reserve through design.
- Provide sightlines to the marina water, key public places, from identified approach view lines.

Discretionary (nice to have):

- Respond to micro-climate conditions in a coastal location, suitable for the functional use of each public open space.
- The Marina water edge should encourage a diversity of public uses and user groups, including places for young people and places of quiet contemplation.

Carparking criteria

Mandatory (must have):

- Apply a shared-user car park management system to optimise total yield for public, business and Marina carparking.
- Maintain quality of views from new and existing public places, reducing visibility of carparking infrastructure.
- Design carpark for whole of life outcomes, future conversion to other uses.
- Design carpark infrastructure for temporary activation off-season, incorporate soft landscape elements.

Discretionary (nice to haves):

- Recognise in the provision of carpark infrastructure, the regional role of the marina site, and accessibility for non-local visitors.
- Preferred 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.
- Minimise the requirement for mechanical ventilation of carpark structures for energy use reduction.

Seawall and coastal resilience criteria

Mandatory (must haves):

- Protect and seek opportunities to enhance the natural environment, such as planting saltbush along sea-ward edge of breakwater.
- Repair or replace sea wall and internal marina walls for storm protection, and to accommodate projected sea level rise (0.8m by 2100).
- Establish inter-tidal areas for habitat as part of the breakwater reconstruction for at least 10% of the breakwater length.
- Provide water quality systems (including WSUD) for stormwater outfalls within the marina lease area to meet current standards.
- 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 environment protection policies.
- Provide effective litter control through avoidance of wind-blown litter, regular litter sweeping of water, or sea bins.
- Design, construction and use must minimise environmental impact on surrounding coastal environment.

Discretionary (nice to haves):

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

Environmental design criteria

Mandatory (must haves):

- Provide on-site renewable energy supply sufficient to meet or exceed site requirements.
- Provide waste management system (separation, litter reduction, sewerage pump-out or interceptor pits)
- Demonstrate low carbon efficient building design and operations.
- Sustainability Plan demonstrating how Council targets will be achieved or exceeded.
- Environmental Management Plan (lease condition).

Discretionary (nice to haves):

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

Appendix E: Community Panel Process Outcomes

This document formed the basis of the Community Panel's presentation to Council at its final session on 10 December 2018. The document is included on the following pages.

St Kilda

Marina Project



Community Panel process outcomes

10 December 2018

Community panel process outcomes

Dear Community Panel members

The development of this pack has been an iterative process as we moved through the different stages and progression of the Community Panel sessions, with modifications being made along the way in response to feedback provided by you, technical experts and Council staff.

The purpose of this pack, Community Panel Process Outcomes, is to:

1. support panel members in their conversation with Council on the intention for the St Kilda Marina site, assisting Council with its decision making
2. act as a basis for the final Site Brief.

Originally this pack commenced as the culmination of an iterative options analysis process where site layouts were used to determine and assess possibilities for the site. The information was presented to the Community Panel, with the Panel having the opportunity to provide feedback on what had been presented.

The document later evolved based on detailed discussions with the Community Panel, and was used to respond to queries and address challenging issues that remained outstanding at the last panel session on 8 November 2018. The Updated Reading and Voting Pack moved us closer to the 'sweet spot' representing a balance of required economic, environmental, social and place identify imperatives of the project. The information was used to assist panel members to answer and complete a survey on the key elements of the site.

This document now summarises the outcomes of the Community Panel process, picks up on certain comments that revealed some ambiguity, and forms the basis for a Panel presentation to Council in the final panel session on 10 December 2018.

Next steps

Following the Community Panel presentation to the Council, a workshop will be held with Councillors to obtain their feedback on the outcomes for the key elements of the site. This feedback will be used to further inform this document.

An opportunity will be created for the Community Panel to be informed of these outcomes.

This final document will be used as a basis for the Site Brief, which will be developed from now until April 2019. The Site Brief will be presented at an Ordinary Meeting of Council. Should Council decide to endorse the Site Brief, it will be subsequently released to the market as part of the procurement process for a new lease arrangement.

We will inform the Panel once the date for the Site Brief to be presented to Council is confirmed.

Thank you

We would like to take this opportunity to acknowledge you, our Community Panel members. This work could not have been done without your dedication and valuable contribution. Thank you and we look forward to seeing you on 10 December 2018.

Blue text are items modified in response to 21 November voting and comments.

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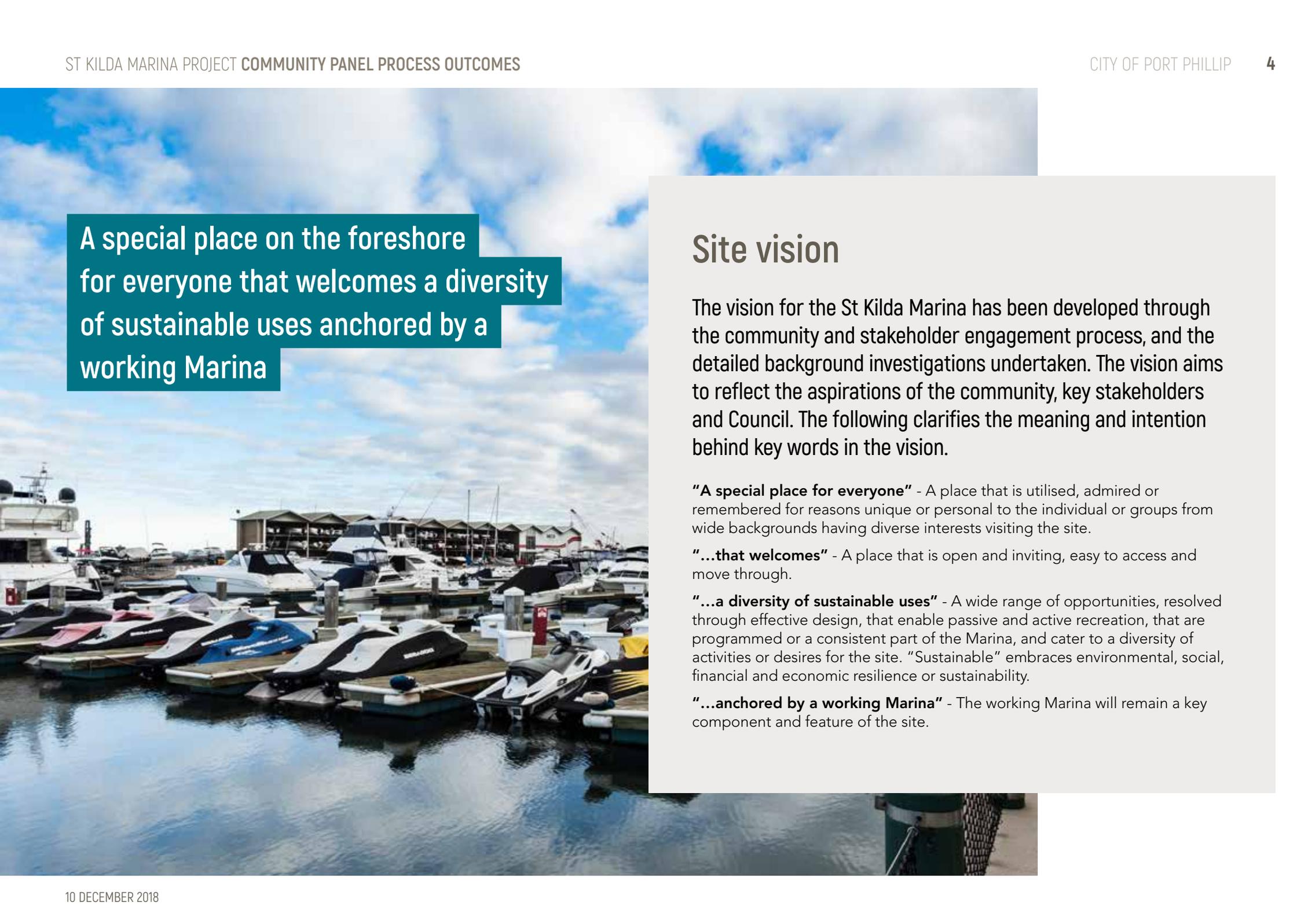
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A special place on the foreshore
for everyone that welcomes a diversity
of sustainable uses anchored by a
working Marina

Site vision

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:

- creating a destination along the Bay Trail that complements 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 and cultural

Improve the social and 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.

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 landscape 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.

Note - Achievement of these objectives assumes compliance with all relevant legislative and planning requirements, including the requirements for coastal consent.

Linking the opportunities and constraints to the site objectives

The opportunities and constraints below are not ranked or prioritised. The colours show how the opportunities and constraints have informed the Site Vision and Objectives.

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	✓	✓			

Opportunities	Place identity	Social and cultural	Economic	Environmental	Financial
Effective relationships with Victorian Government to work through site options and implications for applicable property related legislation and processes	✓	✓			
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 seawalls 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, and longer and shorter options) 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 bicycle 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			✓		✓

The draft site brief

The rest of this document starts to set out the criteria for the site and its components. The components have been grouped together under the following categories:

Views and movement

Looks at the current site and identifies **key views** and **connections** (including the **Bay Trail**) required for the future site.

Marina function

The functional components of the working Marina, including the **dry storage**, **public boat ramp** and wet berths.

Open space, public realm and carparking

Public open space and the public realm, including the **peninsula** and **carparking**.

Complementary uses

What supporting **uses** are required, other than the Marina and the requirements for their **built form**.

Environmental design and coastal resilience

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

Views and movement

The St Kilda Marina is part of the foreshore open space that extends along Port Phillip Bay. However, it currently feels a little disconnected from the adjoining public spaces.

A new lease could address this and create an exciting new destination on the bay. What will make it different from other parts of the foreshore is the ability to look into the working Marina. Views into and across the Marina then become critical.

Similarly, connections to Marina Reserve and MO Moran Reserve need to be more open and permeable, but pedestrian and bicycle conflicts with the Bay Trail need to be managed. A bridge across the mouth of the Marina could be an exciting new connection, if affordable and doesn't interfere with the operations of the Marina.



Current site

There are a number of subleases within the lease boundary, in addition to boating-related uses.



- **Head lease:**
Australian Marinas (A'Asia) Pty Ltd
- **Buildings:**
Beacon
Boat sheds
- **Subleases:**
 - ① Australian Volunteer Coast Guard
 - ② Riva St Kilda
 - ③ BP
 - ④ St Kilda Boat Sales
 - ⑤ Sky Dive Melbourne
 - ⑥ The Great Provider
 - ⑦ Rollo's Kiosk
- ▲ Security gates
- Fences
- ▲ Boat ramp

Paths of travel at St Kilda Marina

Pedestrians, bike riders, motorists and boat users all use the Marina. Paths of travel are complex, with significant intersection points that present opportunities and challenges in managing movement.



- Lease boundary
- Buildings
- Travel modes:**
- Car
- Bike
- Pedestrian

Views and movement

Assumptions so far that have influenced criteria

- Key views and sightlines have been defined through investigations and community engagement discussions.
- Remove physical barriers, such as fences, to open up the site where possible.
- Main Bay Trail route to be streamlined to minimise vehicular and pedestrian conflict within the site boundary.
- The Beacon is an important landmark element along the coastal landscape from St Kilda to Elwood Beach.

Interrelated components and adjacencies

The criteria for views and movement will inform the location of all components of the site.

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Existing view and sightline examples



Landmark view example - from Point Ormond



Marina approach view example - from Marina Reserve



Landmark view example - from St Kilda Pier



Bay horizon view example - from public carpark

Views and movement



Figure 1. Landmark, horizon and Marina approach views

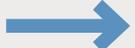
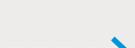
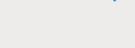


Figure 2. Outlook and Marina sightlines

Primary and secondary connections



Figure 3. Primary and secondary connections for pedestrians and bike users

-  Bay Trail (separated pedestrian and bicycle lanes)
-  Primary pedestrian connections
-  Secondary pedestrian connections through the site
-  Promenade along the Marina
-  Promenade along the peninsula foreshore
-  Important site links

Views criteria

Questions

Q1 How comfortable are you that the important views will be protected?

1. Not at all comfortable	13.6%	3
2.	9.1%	2
3.	4.5%	1
4.	31.8%	7
5. Very comfortable	40.9%	9

Q2 How comfortable are you that the views criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	9.1%	2
2.	13.6%	3
3.	13.6%	3
4.	31.8%	7
5. Very comfortable	31.8%	7

Mandatory (must haves)

- Protect and enhance views identified in figure 1 to maintain prominence of the Beacon as a landmark along the foreshore.
- Protect and enhance horizon bay views identified in figure 1 (page 14), for pedestrians from the east-west approach along Blessington Street and Dickens Street.
- Locate buildings to avoid obstructing sightlines as described in figures 1 and 2 (page 14).
- Create views of the Marina operations from within public spaces on the site to reinforce its place identity as a working Marina.
- Building design must respond with active frontages opening onto high quality public open spaces that contribute to the identified views in figures 1 and 2 on page 14 (in particular Marina approach, Marina activity and outlook sightlines).

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Bay Trail criteria

Questions

Q4 How comfortable are you that the bay trail criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	4.5%	1
2.	4.5%	1
3.	22.7%	5
4.	54.5%	12
5. Very comfortable	13.6%	3

Mandatory (must haves)

- Relocate Bay Trail to remove conflict with boat ramp circulation. Locate so that pedestrians and bikes can safely access key areas of the site identified in primary connections (figure 3, page 15).
- Provide **clearly legible**, separated pedestrian and bike paths in high traffic areas.
- Create separated paths for pedestrians and bike users with minimum 1.5m (per bike lane) width for each.
- Provide clear lines of sight for users.
- Incorporate wayfinding into a design that reinforces the legibility of public access.
- Support the future provision of a bridge at the Marina entrance and the possible alignment of the Bay Trail.

Discretionary (nice to haves)

- Upgraded Bay Trail to provide Marina water sightlines and link access.
- Minimise conflict between different users (pedestrians, bike users and cars) where possible.

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Other pedestrian and bike connections criteria

Questions

Q6 How comfortable are you that pedestrian and bike connections criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	4.5%	1
2.	9.1%	2
3.	13.6%	3
4.	40.9%	9
5. Very comfortable	31.8%	7

Mandatory (must haves)

- Remove fencing and provide high quality links from Marine Parade and Marina Reserve to the new promenade, as described in Primary Connections diagram (figure 3, page 15).
- Enhance pedestrian amenity and safety with a design that allows for a slower pace along the promenade between Marine Parade and the Marina's water edge (figure 3, page 15).
Incorporating passive design measures to restrict active travel users (such as bike riders and inline skaters).
- Create strong pedestrian and bicycle connections from Dickens Street into the site.
- Allow for future modification or relocation of traffic signals to St Kilda Marina access.
- Enhance pedestrian sightlines to the Marina, water and key public places, from identified approach viewlines (Figure 1, page 14).
- Improve the promenade alongside the Marina (identified in figure 3, page 15) by improving site entrances so they are easy to understand, and provide **areas of** shade along its length.
- **Designated bike connections through the site must support prioritised pedestrian connections and crossings.**

Discretionary (nice to haves)

- Reinforce access for pedestrian and bicycle connections from Blessington Street into the site.
- Improve bike riding amenity such as end of trip and bicycle repair facilities.
- Relocate electrical substation away from key entries.

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Bridge criteria

Questions

Q8 How comfortable are you that the bridge criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	36.4%	8
2.	4.5%	1
3.	9.1%	2
4.	31.8%	7
5. Very comfortable	18.2%	4

Q9 Indicate your preference below:

- I'd love to see a bridge on the site...
- I don't want a bridge on the site...
- I'm happy to let the market determine the viability of a bridge
- I'm still unsure about a bridge...

I'd love to see a bridge on site	40.9%	9
I don't want a bridge on the site	22.7%	5
I'm happy to let the market determine the viability of a bridge.	27.3%	6
I'm still unsure about a bridge.	9.1%	2
5. Very comfortable	13.6%	3

Mandatory (must haves)

- The opportunity for the future provision of a bridge between Marina Reserve and the breakwater by Council or another must be accommodated.

Discretionary (nice to haves)

- Preferred outcome is for the new lease to provide a bridge (pedestrian and bicycle) between the Marina Reserve and breakwater, if it is feasible and does not impact Marina operations.
- Design excellence for bridge and adjoining public realm (refer page 22).

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Marina function

Key considerations

There are few locations along the foreshore that 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 larger boats, building scale, and weather protection. The expanded dry stack building will influence the land available for other purposes, such as recreational access, habitat or other marina-related uses.



Dry storage

Assumptions so far that have influenced the criteria

- No increase in wet berth area due to site limitations.
- Key views and sightlines have been defined through investigation and community engagement.
- Need to accommodate future boat users' boat specifications, which will most likely include a higher percentage of larger boats being stored on site than are there now - longer dry storage vessels and longer wet berth vessels.
- The primary research indicates that there is expected strong forecast growth in boat sales and usage in the future, with the majority of growth in boats under 8m in length. Trends in boat sales are increasing in line with Melbourne's population growth.
- Possible demand has been mapped through extensive research, which includes the market sounding, and understanding population growth and corresponding demographics to gauge what the need might be over time for an increase in dry storage onsite. This includes a range of variables, which change over time.
- The demand data needs to be overlaid with what is right for the site - 'the sweet spot'.
- Hard stand boat storage is not the best and highest use for such high value land in this location, with a high proportion of land per boat required compared to other boat storage options.
- It is likely that boat trailer storage and boat hard stand storage will no longer be offered in a future redevelopment of the Marina. The market sounding feedback confirmed this position.
- Increase in dry boat storage on site has the biggest potential to allow the Marina to respond to increase in demand for boat storage over time.
- A staged approach will be required of proponents to demonstrate market demand beyond an upper allowable limit of 300 dry storage capacity. Proponents will be asked to prove what is needed in both the long term and short term.
- There are a number of examples of marinas that have staged implementation of an increase in dry storage capacity over time and so it is anticipated that this will be palatable to the market.
- The original design of the dry storage accommodated up to 144 boats, with a future plan for expansion to 200 in total. This has been modified over time to reduce the capacity through installation of office space down to 126.
- There are currently two classes of boats stored along the peninsula - boats stored on trailers and boats stored on 'hard stand'. There is a price and service difference between these two classes of storage. Some boats in the hard stand cannot be housed in dry storage due to their length.

- It is unclear how many of the boats in both categories would be able to physically fit within a new dry storage and how many would choose to, given the likely increase in cost of dry storage rather than either hard stand or long term boat and trailer parking. This needs to be factored into the uncertainty regarding future likely demand for dry storage.
- There have been different figures discussed regarding the current capacity and actual numbers of boats on site.
- A summary of the current vessel storage capacity at the Marina comprises the following, showing the range of figures that have been discussed (numbers mapped on site 21 November 2018):

Wet berth	125 no
Dry stack bays	126 no
Hard stand (boat on trailer)	134 no
Hard stand (boat only)	21 no*

* 11 occupied as at 21 November 2018

Interrelated components and adjacencies

The criteria for the dry storage will affect the following areas:

- peninsula open space area
- public boat ramp and trailer parking
- views.



Dry storage

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

What we mean by design excellence

“A key legacy offered by any government is the quality of buildings, infrastructure and the public realm that they produce. Well-designed buildings and places promote community pride and identity, and offer an enduring legacy. Over the life of a building, evidence shows that bad design ends up costing money, while good design ends up costing less and, at the same time, adds real value. Good design does not just happen: it is purposefully and carefully undertaken by skilled practitioners, valued by the client, and needs to be protected through delivery of the project.”

Government as Smart Client

by Office of the Victorian Government Architect

Designs will be measured by criteria such as:

- strength and clarity of design concept
- raises the expectations of built form
- degree of innovation and creativity
- sensitive use of new technologies
- a functional and enduring design
- displays qualities that contribute to sense of place and community
- forward thinking, inspires or educates
- innovative environmental sustainability.

Design Excellence process

The short-listing and selection process will include the input of suitably qualified representatives for objective opinion and technical advice to meet Design Excellence criteria.

Dry storage length and width



Existing



Potential future

Note: A longer 320m dry storage shed is not considered an appropriate site response.

Dry storage views of height and length



300 boat double width dry storage: 3 level at 12m high and 160m long



400 boat double width dry storage: 4 level at 15m high and 160m long



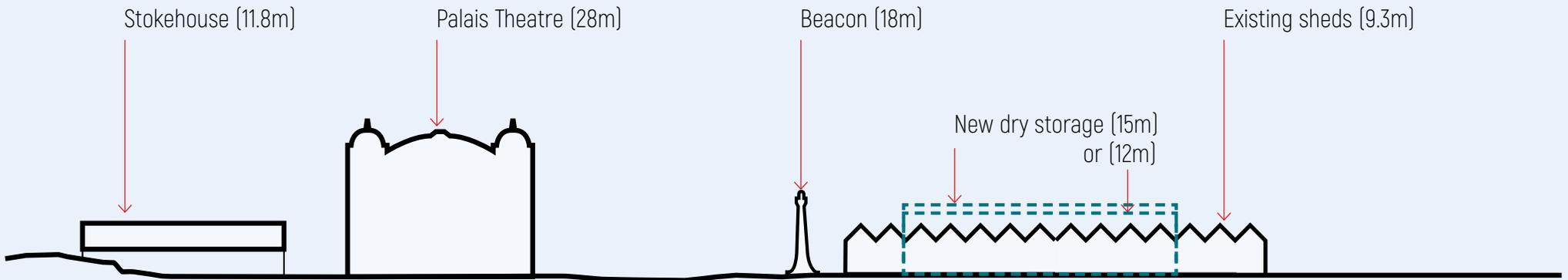
400 boat double width dry storage: 3 level at 12m high and 200m long



300 boat, single width dry storage 3 Level at 12m high and 320m long

Note: A longer 320m dry storage shed is not considered an appropriate site response.

Comparison of heights along the foreshore



Stokehouse (11.8m)



Palais Theatre (28m)



St. Kilda Marina Beacon (18m)

Dry storage criteria

Questions

Q11 How comfortable are you that the staged approach to managing the dry storage (where up to 300 boats is mandatory, and an additional 100 boats is only supported with evidence of sustainable market demand), contributes to the site vision and objectives being met?

1. Not at all comfortable	13.6%	3
2.	4.5%	1
3.	4.5%	1
4.	40.9%	9
5. Very comfortable	36.4%	8

Q12 What is your referred dry store configuration?

a) Higher and shorter to protect the shoreline views...OR

b) Longer and lower to reduce the height of the building..

Higher and shorter to protect the shoreline views	59.1%	13
Longer and lower to reduce the height of the building	40.9%	9

Mandatory (must haves)

- Dry storage facility to be a maximum of 15m high.
- A maximum of 6,500sqm in footprint area.
- Dry storage facility does not obstruct Horizon view lines (figure 1, page 13).
- Up to 300 boats (dry storage only).
- Up to a maximum width of 40m.
- Must use durable, high quality materials and design excellence (refer page 21 for definition).
- Must be designed in response to its location within a significant coastal landscape.
- Minimise overshadowing and visual impact of structure on open space and foreshore.
- Elements of internal operations are clearly visible from key viewlines from Marine Parade, from the peninsula on approaching the Beacon and other key public areas, to reinforce Marina identity.
- Expand the range of storage facilities to support small craft (SUP/kayak), with the provision of a safe launching area.

Discretionary (nice to haves)

- Highly desirable for smaller building footprint and envelope.
- Highly desirable for staged development approach, while maintaining design excellence.
- An additional 100 boat dry storage, subject to Council approval, with evidence of sustainable market demand.

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Public boat ramp and trailer parking

Assumptions so far that have influenced criteria

- Reduce conflict for pedestrians and bike riders with boat ramp users.
- Maintain number of public trailer parking spaces and locate near to ramp.
- Maintain and enhance current function.
- Maintain and enhance waterside safety.
- Allow seasonal opportunities to activate trailer parking area when not at high capacity.

Interrelated components and adjacencies

It is likely that the location and design of the ramp will affect the following areas:

- peninsula/Beacon park area and access
- boat storage
- activated public open space.



Existing boat ramp

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Public boat ramp and trailer parking



Figure 4. Alternative public boat ramp locations.
Current Ramp



Figure 5. Alternative public boat ramp locations.
Northern ramp

Public boat ramp and trailer parking criteria

Key questions

Q14 How comfortable are you that the boat ramp and trailer parking criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	9.1%	2
2.	9.1%	2
3.	22.7%	5
4.	27.3%	6
5. Very comfortable	31.8%	7

Mandatory (must haves)

- Provide a safe, minimum four-vessel public boat ramp, in locations identified at figure 4 and 5, page 28.
- Achieve boat ramp functionality to meet best practice outcomes as identified in the Australian Standards for safe water, vessel and vehicle access.
- Maintain a **minimum** 80 trailer parking spaces for users of the public boat ramp.
- Design for trailer parking area to be publicly accessible and activated during off-season.
- Trailer parking area must incorporate landscaping and water sensitive urban design (WSUD) principles so as to not look like additional carparking when not in use.
- Minimise vehicle and pedestrian conflict locations to support secondary connections for pedestrians (figure 3, page 15).

Discretionary (nice to haves)

- Provide a secondary public boat ramp for peak periods where this does not compromise safety, queuing or safe water practice and functionality.
- Improve the efficiency of boat ramp operations for vessel launching and retrieval.
- Reduce traffic congestion on Marine Parade during peak boat ramp use periods.
- Investigate shared trailer and carparking to increase efficiency of land dedicated to parking.
- Boat ramp design to optimise 'all weather' safe haven of the Marina water.

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Complementary uses and built form

Key considerations

A new lease is an opportunity to think about what types of complementary uses might be co-located at St Kilda Marina. The Marina already supports around 3,600sqm of complimentary uses, such as a service station and venues like

The Great Provider and Riva. The **majority of the Panel and Council** agreed to discontinue the service station; the food and beverage offer, and other businesses that support the Marina and activities on the bay could all be enhanced. Whether these are located

together or across the site needs to be carefully thought through.

From analysis, it is clear that this built form probably needs to be no greater than two storeys (except for the dry storage) and that it can be located so it does not impact on key views.

The parking is another consideration. Separate to the boat ramp and trailer parking and like complementary uses, it is brought together and hidden by the other uses. This will have an impact on how large these buildings might appear.



Complementary uses

Assumptions so far that have influenced criteria

- The existing total internal leasable area (3,600sqm) will be maintained as the minimum supported activity (refer page 34 for summary explanation).
- An improved mix of cafes and restaurants (food and drink) to those currently on site, intended to support public place activity that appeals to many users, including families.
- Building frontages to be open and inviting.
- Australia Volunteer Coast Guard (AVCG) requirements to be met.
- Spaces for community activities are required as part of the Marina site brief.
- **The current Public Parks and Recreation Zone (PPRZ) zoning and the St Kilda Land Act limit the acceptable uses permissible on the site.**

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Property economic background prepared by Urbis:

- **The Marina is identified as being of regional significance, and future development should create a recognisable Marina precinct.**
- **Year round activation should be encouraged through public paces supported by commercial and community activities. Both local users and regional visitors are to be encouraged.**
- **Scale of commercial use will support funding of infrastructure such as seawall enhancement and a high quality public realm investment.**
- **Scale of commercial use to attract interest of Marina and waterfront businesses.**
- **Scale of commercial use is in keeping with other City of Port Phillip foreshore destinations.**
- **Important to encourage tenancy quality and scale to create an identifiable public destination.**
- **Market sounding research identified restaurants and cafes, carparking, marine fuel and mechanics as important inclusions.**

Interrelated components and adjacencies

The criteria for complementary uses will affect the following areas:

- year round activation of public open space
- boat ramp interface and operation
- Marine Parade interface.

Complementary uses - existing - 3,662 sqm*



* Leasable areas estimated from aerial photography measurements

Rollo's
 Footprint ≈ 100sqm
 Ground level



Sky Dive Melbourne
 Area ≈ 133sqm
 Ground level



The Great Provider
 Footprint ≈ 356sqm
 Ground level

St Kilda Boat Sales
 Area ≈ 143sqm
 Ground level



BP service station
 Area ≈ 646sqm
 Ground level

Boat servicing | Offices
 Area ≈ 1,162sqm
 2 level



Riva
 Area ≈ 1,142sqm
 2 levels

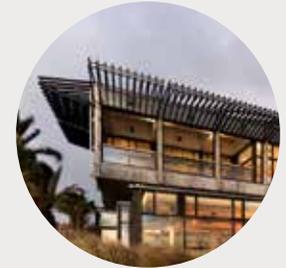
Complementary uses - comparison 5,000 sqm*

What would approximately 5,000 sqm* compare to using local foreshore comparisons?



* Comparison is inclusive of leasable area, excluding back-of-house and carpark areas.

Rollo's
Footprint ≈ 100sqm
Ground level



Sky Dive Melbourne
Area ≈ 133sqm
Ground level



Stokehouse
Area ≈ 1300sqm
2 Levels

The Great Provider
Footprint ≈ 356sqm
Ground level



St Kilda Boat Sales
Area ≈ 143sqm
Ground level



BP service station
Area ≈ 646sqm
Ground level



Boat servicing | Offices
Area ≈ 1,162sqm
2 level



Riva
Area ≈ 1,142sqm
2 levels



Complementary uses criteria

Questions from 8 November

Q16 How comfortable are you that the staged approach to managing the commercial footprint (where providing 3,600 square metres of leasable space is mandatory, and up to an additional 1,400 square metres of leasable space is approved only if need can be demonstrated), contributes to the site vision and objectives being met?

1. Not at all comfortable	18.2%	4
2.	13.6%	3
3.	22.7%	5
4.	18.2%	4
5. Very comfortable	27.3%	6

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Mandatory (must haves)

- Provide **3,600sqm** of leasable commercial and retail floor area.
- Provide Australian Volunteer Coast Guard (AVCG) facility with improved facilities, including vessel berth and vehicle access.
- Relocate AVCG facilities such as carparking to support search and rescue operations.
- **Commercial uses to demonstrate a coastal or tourism dependency and reinforce the site's coastal foreshore location and use as a recreational boating marina.**
- Mix of uses that **activate** the precinct, provide a unique experience different to nearby foreshore destinations, and provides a diversity of offers to support a wider demographic.
- **Provide uses that activate the site, in particular key public spaces, all year round.**
- **Maintain skydiving as a tourism activity based from the site.**
- Provide a flexible meeting venue for community and AVCG use, to suit 100 people for regular and seasonal events.
- The following uses are allowable:
 - restaurant and function space
 - cafe and takeaway
 - boat sales
 - sport/recreation activity based tenants
 - coffee kiosk
 - tavern
 - boat chandlery
 - kayak, SUP, dive centre
 - marina service centre
 - marina eat street promenade
 - commercial office -marina related
 - convenience store.
- Uses not permitted include (but are not limited to):
 - accommodation
 - gambling premises
 - adult sex product shop
 - beauty salon
 - bottle shop
 - dry cleaning agent
 - department store
 - hairdresser
 - laundromat
 - restricted retail premises
 - supermarket
 - brothel
 - cinema-based entertainment facility
 - corrective institution
 - display home
 - funeral parlour
 - Industry
 - Saleyard
 - Transport terminal (other than heliport)
 - Veterinary centre
 - Warehouse (other than store)

Complementary uses criteria

Discretionary (nice to haves)

- Additional 1,400sqm commercial and leasable area (in addition to 3,600sqm), subject to Council approval and demonstration of demand.
- Preferred alternative site locations for improved public access identified in Australian Volunteer Coast Guard (AVCG) functional brief.
- Creating a dynamic environment through a mix of uses.
- Increase in employment compared to current condition for local residents across a range of categories.
- Flexible buildings that allow for adaptation to suit a diverse range of different uses over time.
- Preferred design to include social enterprise businesses or community uses.



Rooftop dining



Temporary events



Sheltered meeting in a coastal setting



Unique waterfront retail



Maritime commercial use



Community uses for education and activities

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Built form

Assumptions so far that have influenced criteria

- Existing commercial and retail buildings on the site comprise a range of single and double level buildings. Two and three level residential buildings are located opposite the site on Marine Parade.
- No specific built form controls like height relate to the site. The St Kilda Foreshore Urban Design Framework (2002) boundary extends to the northern edge of the site. The policy requires built form of a one or two storey character, with permissible height increase at vista terminations.
- The brief uses a clear description of total building height (to either top of wall or roof) in metres above ground, inclusive of all roof plants and canopies.
- Building designs will require design excellence informed through a site specific response.

Interrelated components and adjacencies

The criteria for built form will affect the following areas:

- micro-climate design adjoining public open spaces
- view outlooks and primary approaches to the site
- carpark distribution and screening strategies.

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Built form envelopes

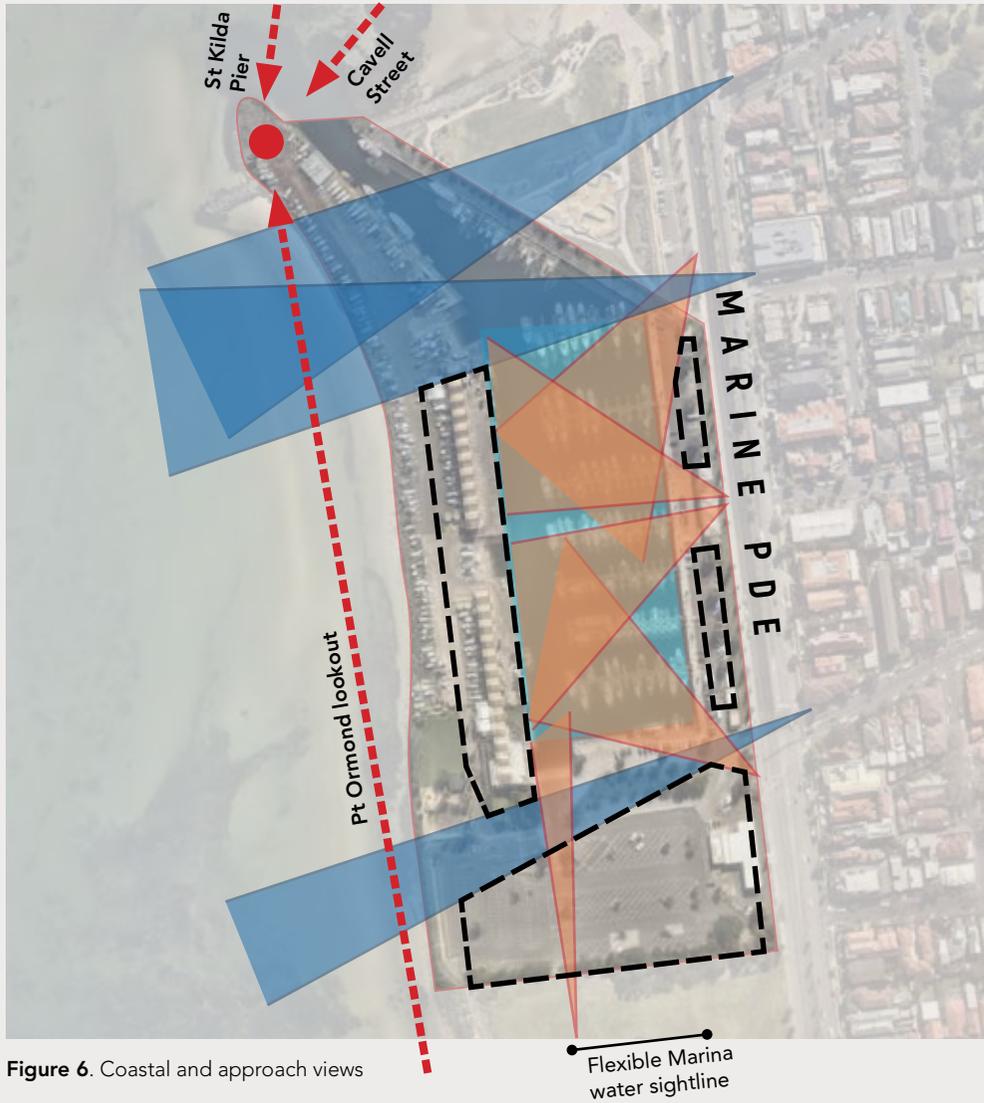


Figure 6. Coastal and approach views



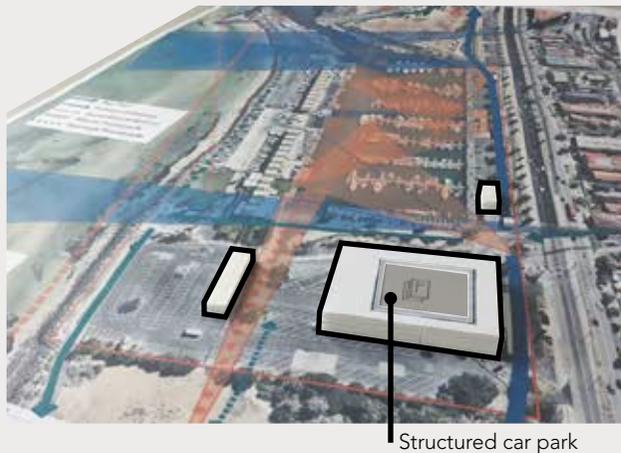
Figure 7. Outlook and Marina sightlines

Examples of how the massing could look on site

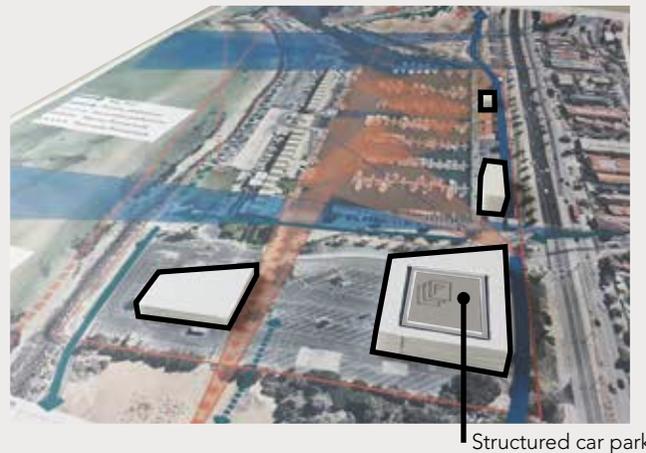
Approximate massing for 5,000sqm leasable area and 200 car bays*

These scenarios are illustrative of how the built form could look within the constraints set out by the key views and key connections.

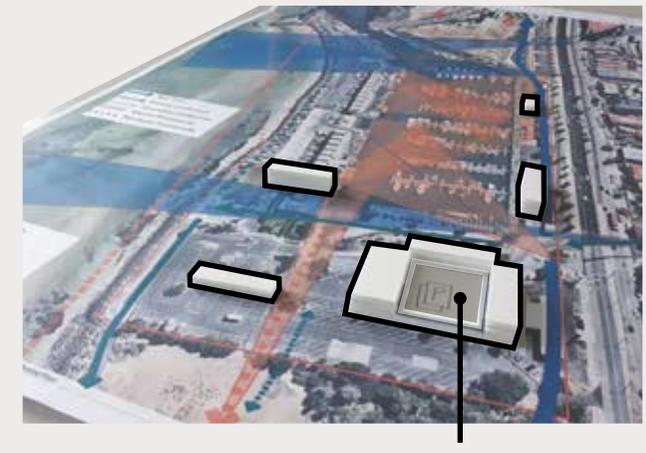
The massing studies do not describe the dry storage building.



**Massing Scenario 1:
Consolidated to southern end**



**Massing Scenario 2:
Diagonal alignment**



**Massing Scenario 3:
'Campus' arrangement**

* Car bay numbers are subject to traffic engineering verification.

Built form criteria*

Questions

Q18 How comfortable are you that the built form criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	27.3%	6
2.	4.5%	1
3.	27.3%	6
4.	27.3%	6
5. Very comfortable	13.6%	3

Q19 How comfortable are you with a mandatory height of up to 12 meters, inclusive of all roof structures?

1. Not at all comfortable	22.7%	5
2.	0%	0
3.	40.9%	9
4.	18.2%	4
5. Very comfortable	18.2%	4

Mandatory (must haves)

- Development is of an appropriate scale and design relative to its location, and minimises impacts on the surrounding natural, visual, environmental and coastal character.
- Commercial and retail buildings to be no more than 12 m (**exclusive of dry storage**) in height (inclusive of all roof structures).*
- Design must accommodate sea level rise.
- All built form to incorporate durable, high-quality materials and sustainable design excellence appropriate to its sensitive coastal location.
- Create fine grain frontages to reflect the scale of development in the neighbouring area.
- Create active frontages to commercial and retail buildings within the site (**excluding dry storage**).
- Any built form along Marine Parade must have active frontage to the site as well as to the water side.
- Maintain pedestrian connections as specified in figure 3.
- Minimum setback of 5m from current footpath on Marine Parade to accommodate sufficient pedestrian and bicycle movements along the Bay Trail.
- On the peninsula a minimum 15m wide setback from the crest of the seawall for any buildings.

Discretionary (nice to haves)

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

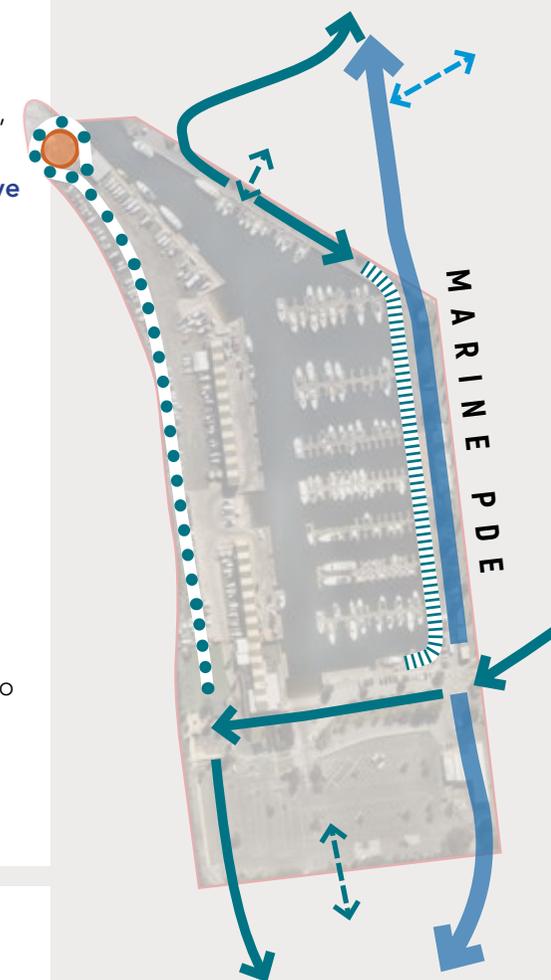


Figure 3. Primary and secondary connections for pedestrians and bike users

* Refer to page 26 for dry storage criteria

Open space, public realm and car parking

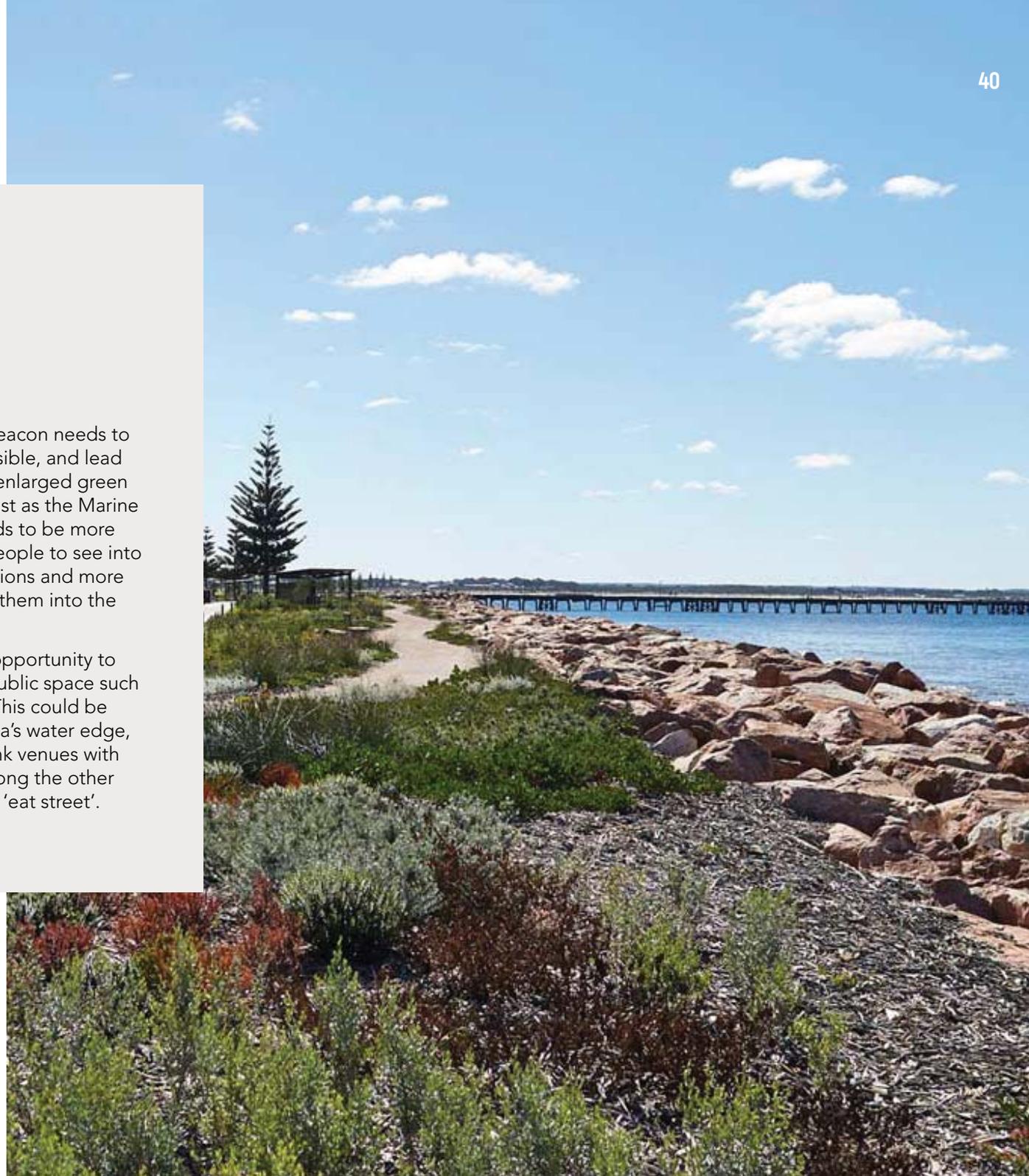
Key considerations

The Marina looks like it is largely open space, but it is often unclear what is publicly accessible. It is also not designed to support a wide variety of uses.

With careful site location of the dry storage building, boat ramp and carparking, removing fencing and the re-use of large extents of hard stand to create new green landscaped areas, there is an opportunity to dramatically increase public access and create more public friendly open spaces.

The path to the Beacon needs to be and feel accessible, and lead people out to an enlarged green parkland space, just as the Marine Parade edge needs to be more open and allow people to see into the Marina operations and more importantly, draw them into the site.

There is also the opportunity to create an active public space such as a 'civic heart'. This could be close to the Marina's water edge, with food and drink venues with outdoor dining along the other edge to create an 'eat street'.



Open space and public realm examples



Active frontages adjoining pathways and informal gathering



Clear hierarchy of promenade uses



Casual meeting places



Water based recreation facilities



Shared space and informal play



Sheltered micro-climate contemplation spaces



Shared streets and pathways



Young people meeting places



Community and cultural event space

Civic Heart open space



Marina activity views and public open space response

Promenade



Pedestrian amenity and safety

Streets and pathways



Bay Trail active recreation amenity

Leisure spaces

Peninsula open space

Assumptions so far that have influenced criteria

- Reduced conflict for pedestrians and bike riders with boat ramp users.
- Improve the public access to the Beacon as a key destination.
- Seawall restoration has the opportunity to benefit existing flora and fauna.
- A minimum of 20 per cent public open space site area excludes the seawall restoration and single use pathway areas.
- **Through design excellence (refer page 22) a holistic approach will integrate seawall restoration and public realm with improved Marina operations and buildings.**

Interrelated components and adjacencies

It is likely that the location and design of the peninsula open space will affect the following areas:

- dry storage
- boat ramp and trailer carparking
- provision for future bridge and Bay Trail realignment using the peninsula
- **seawall repair and habitat enhancement.**



Observatory places and destinations



Boardwalks, habitats and seawall



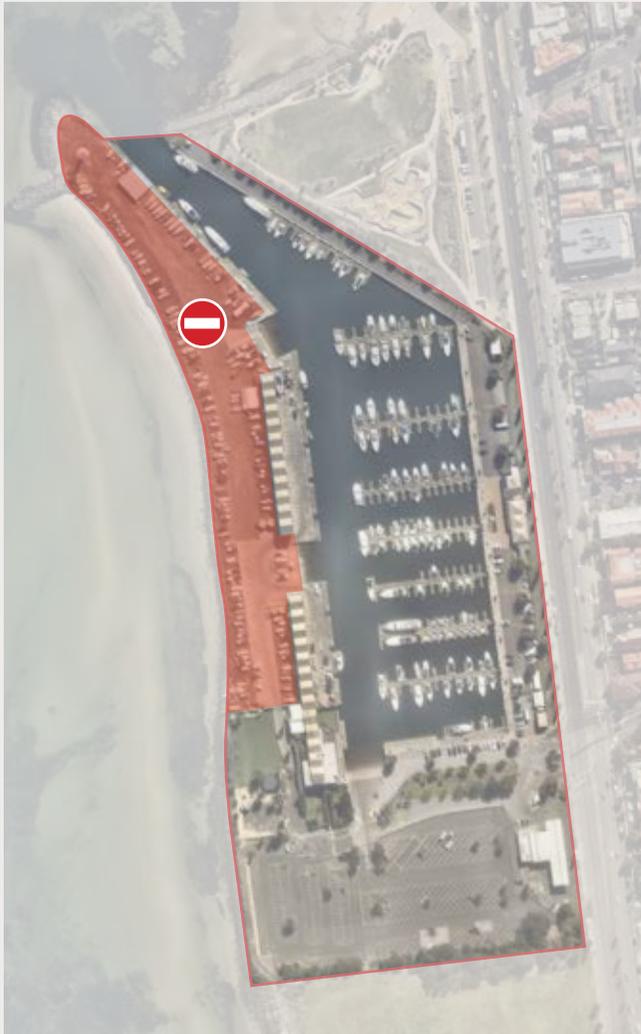
Multi-use public realm



Contemplation places

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Peninsula open space



Current - not publicly accessible



Potential future public space with pathway - minimum



Potential future public space plus - dependent on dry storage and boat ramp location

Peninsula open space criteria

Questions

9.1 How comfortable are you that the peninsula open space criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	13.6%	3
2.	18.2%	4
3.	18.2%	4
4.	31.8%	7
5. Very comfortable	18.2%	4

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

* As identified in the Foreshore Management Plan 2012 (by CoPP)

Mandatory (must haves)

- Maximise accessible high-quality public open space on the peninsula that incorporates the Beacon.
- Create a high-quality pedestrian and bike link to the Beacon as extension of the foreshore trail, with a minimum width of 4m.
- Reinforce the heritage significance of the Beacon, restore and maintain for the lease term.
- Maintain and enhance the landmark role, **destination** and setting of the Beacon and Marina water when viewed from coastal viewlines (figure 1, page 14).
- Establish and improve habitat for native flora and fauna throughout site, and a native wildlife corridor along breakwater.
- Establish intertidal areas along western edge of breakwater for at least 10 per cent of seawall length.
- Improve public accessibility, wayfinding and safety through design.
- Incorporate Marina heritage significance and local Aboriginal cultural heritage into design through wayfinding, infrastructure, information and art.
- Provide sightlines to the Marina water and key public places, from identified approach view lines (figure 1, page 14).

Discretionary (nice to haves)

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

Open space and carparking

Assumptions so far that have influenced criteria

- Consolidation of public and private (Marina, tenant) carparking is required to improve the functional usability of shared infrastructure; **the criteria requires the minimum feasible number of car bays to be proven.**
- **We have assumed a reduction in total car bay numbers from 236 to approximately 200 bays. This is highly encouraged in the criteria, subject to traffic engineering analysis.**
- **The provision of public boat ramp and trailer parking is separately identified on page 29.**
- The current at-grade carpark in the south-west corner is underutilised, whereas the smaller public waterfront bays adjacent the boat ramp are more frequently occupied.
- A reduction of at-grade carparking is required to improve public realm function, access to the Marina water and bay shoreline.
- Consolidation of carparking, and wrapping with buildings with complementary uses will improve the activation of key civic places.
- A consolidated carpark layout will enable reduced vehicle circulation through the site, reducing conflicts with pedestrians and bike riders.
- In coastal locations construction costs for basement carparking may not be economically practical, although some provision is a Site Brief preference.
- A consolidated carpark will assist a shared use of the facility by public visitors, businesses on site and Marina users.
- **Public carparking will be required at St Kilda Marina in support of a number of commercial and amenity factors:**
 - A. maintain facilities for public beach access**
 - B. there is poor public transport access**
 - C. supporting a range of businesses and Marina operations on site.**

Interrelated components and adjacencies

The location and design of carparking will affect the following areas:

- public open space location
- vehicle circulation (on site)
- boat ramp and trailer carparking
- Marina operations, in particular access for wet berth users
- restaurant and cafe operations, and pedestrian activity supporting the civic heart.

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Comparison of public open space



Note:
All % calculations of open space are inclusive of total leasehold land and water area.
Linear public pathways are additional to open space brief criteria.

Other public open space criteria

Questions

Q23 How comfortable are you that the public open space criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	18.2%	4
2.	0	0
3.	27.3%	6
4.	40.9%	9
5. Very comfortable	13.6%	3

Q24 How comfortable are you with a mandatory minimum provision of 20% of unencumbered land area for public open space?

1. Not at all comfortable	18.2%	4
2.	4.5%	1
3.	27.3%	6
4.	36.4%	8
5. Very comfortable	13.6%	3

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Mandatory (must haves)

- Provide a diverse network of public places to suit a variety of needs and user groups, including activity-based (strolling), events (seasonal) and quiet public places throughout the Marina site to a minimum of **20 per cent** of unencumbered land area*.
- Create an active public space as a 'civic heart' with a connection to the water and outdoor dining opportunities, and sheltered by built form.
- Encourage places that can be used for temporary event destinations, reaffirming the Marina identity.
- Reinforce an activated ground plane with the design of the Marina and associated business.
- The design of public places must provide water sensitive urban design (WSUD) systems to all stormwater runoff before entering the bay.
- Provide activated frontages to adjoining buildings with outdoor dining opportunities.
- Provide sense of connection to the water side through public seating and active uses.
- Incorporate wayfinding design strategies to reinforce the legibility for public access along the peninsula, and between the seawall and Marine Parade.
- Provide clear, legible connection to Marina Reserve and MO Moran Reserve through design.
- Provide sightlines to the Marina water and key public places from identified approach viewlines (figure 1, page 14).

Discretionary (nice to haves)

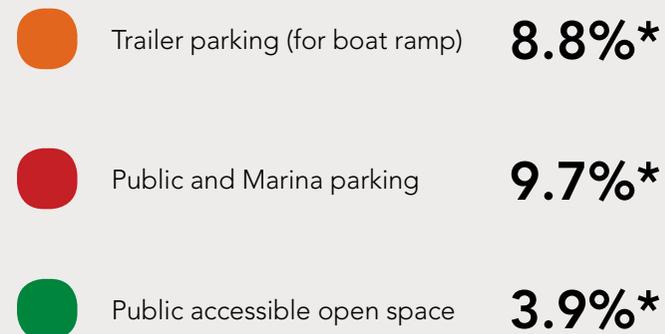
- Respond to micro-climate conditions in a coastal location, suitable for the functional use of each public open space.
- The Marina water edge design to encourage a diversity of public uses and user groups, including places for young people and places of quiet contemplation.
- **Provision of additional open space area and a diversity of spaces is encouraged.**

Public open space and carparking



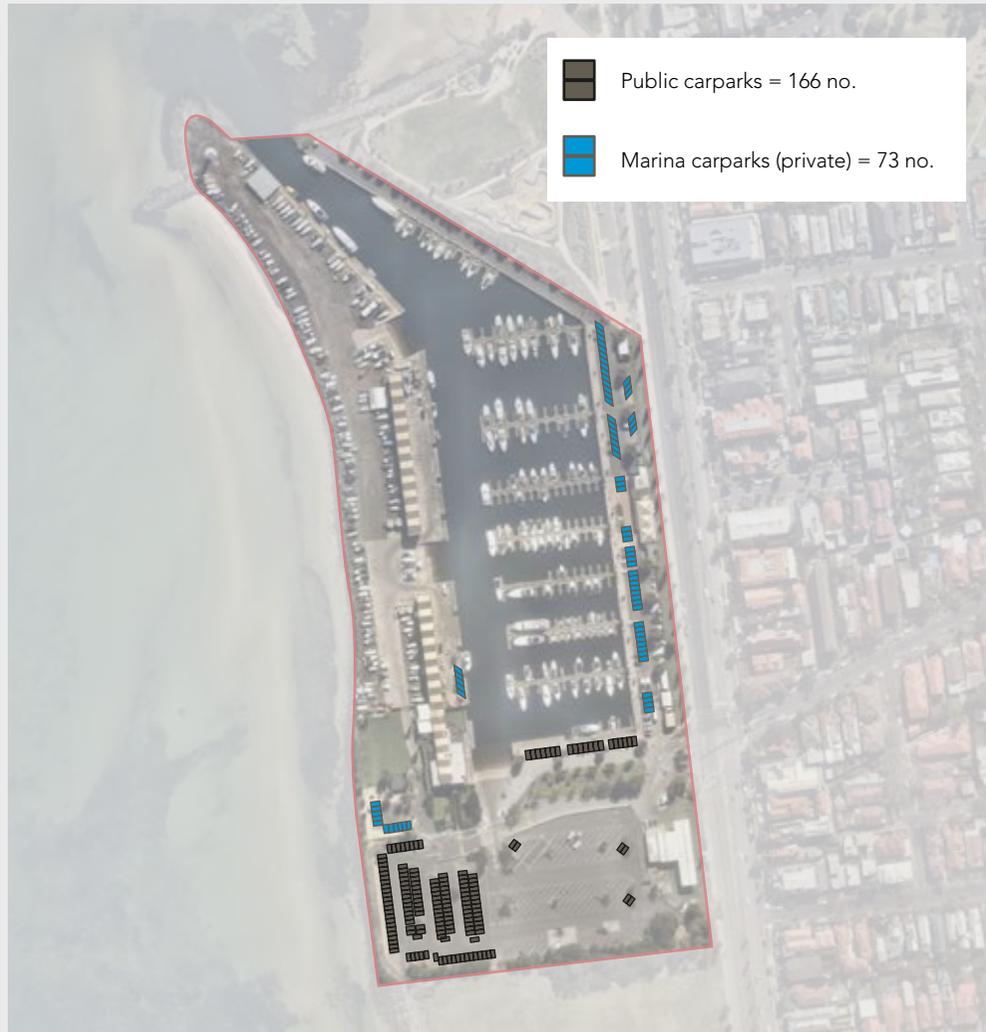
Current site area used for parking, with existing public accessible space

The majority of existing public accessible areas on site do not encourage community access and use, due largely to conflicts with vehicles and extent of single use car and trailer parking.



* Percentage of total lease area (land and water)

Existing carpark provision



Carpark requirements for up to 5,000sqm* leasable

The total number of carparks currently on the site is 239. That is not including trailer parking or boat parking on the peninsula.

The draft site brief proposes approximately 200 carparking spaces. This will be shared between Marina users and others coming for supporting recreational uses. The below table demonstrates how this has been calculated. This is in line with strategic Council documents such as the newly endorsed Integrated Transport Strategy: *Move, Connect Live*.

St Kilda Marina Carpark Yield Indicative Assessment*

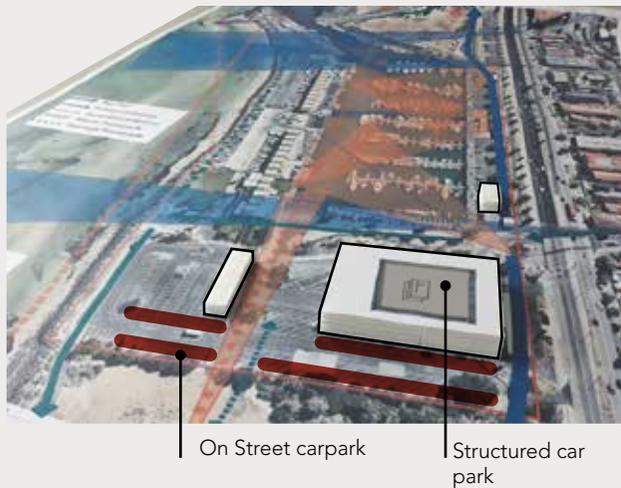
USE	Leasable area sqm	Planning Scheme per 100 sqm	P.S. Yield	Shared use rate	Shared use yield
LEVEL GROUND					
Retail (F&B, shop)	2,050	3.5	72	3.5	72
Office (including recreation)	450	3	14	0	0
Repair/showroom	1,000	3	30	0	0
Sub-total - Ground	3,500		115		72
LEVEL 1					
Retail	700	3.5	25	3.5	25
Office	300	3	9	0	0
Repair/showroom	500	2.5	13	0	0
Sub-total - Level 1	1,500		46		25
Total	5,000 sqm				
Marina	Boat yield (wet&dry)	Australian Standard		Shared rate	
	500	0.25		0.2	100
Total public and tenant carpark for leasable uses**		Planning Scheme	286	Shared	196

* Note the shared rates are indicative only and require transport engineering advice to confirm demand assessment
 ** Note parking for community multi-function space, public trailer bays and AVCG have not been assessed.

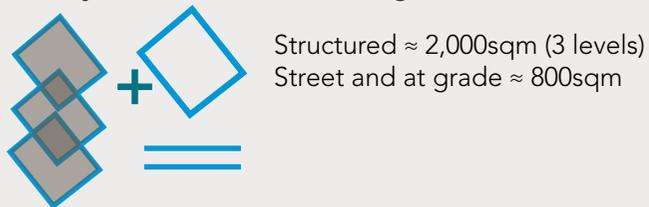
Massing and carparking distribution

Approximate massing for 5,000sqm leasable area and 200 car parking spaces.

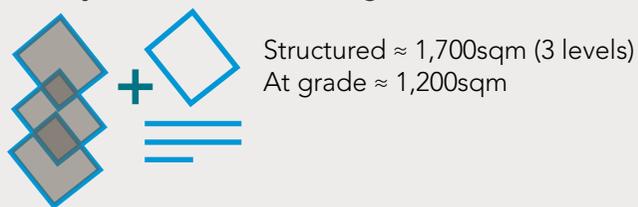
The diagrams below demonstrate how the most carparking could be consolidated and contained within a single building with active uses 'wrapped' around it. This is common practice in contemporary developments. The centralised carpark could have up to three floors, with the suggested height controls, and would not be visible from the ground in most of the site. Some at-grade carparking would be provided; the amount would effect how much quality open space the development could provide.



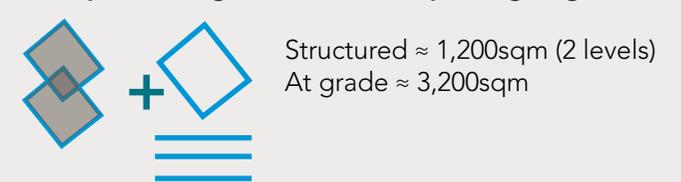
Massing Scenario 1:
Mostly centralised, minimal at grade



Massing Scenario 2:
Mostly centralised, some at grade



Massing Scenario 3:
'Campus' arrangement, most carparking at grade



* Car bay numbers are subject to traffic engineering verification.

Carparking

Questions

Q26 How comfortable are you that the car parking criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	22.7%	5
2.	13.6%	3
3.	22.7%	5
4.	22.7%	5
5. Very comfortable	18.2%	4

Q27 How comfortable are you with an approach that aims to consolidate car parking into a single structure on site to free up space for other uses?

1. Not at all comfortable	27.3%	6
2.	9.1%	2
3.	9.1%	2
4.	22.7%	5
5. Very comfortable	31.8%	7

(Where 5 is very comfortable and 1 is not at all comfortable)

Mandatory (must haves)

- Apply a shared user carpark management system to optimise total yield for public, business and Marina carparking.
- Maintain quality of views from new and existing public places, reducing visibility of carparking infrastructure.
- Design carpark for whole-of-life outcomes, future conversion to other uses.
- Design carpark infrastructure for temporary activation off-season and incorporate soft landscape elements.
- **Provide active frontages to screen carparking from key public spaces.**
- **Screen structured carparks where visible from streets and pathways.**

Discretionary (nice to haves)

- Recognise in the provision of carpark infrastructure, the regional role of the Marina site, and accessibility for non-local visitors.
- Preferred 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.
- Minimise the requirement for mechanical ventilation of carpark structures for energy use reduction.
- **Minimise visibility of on grade carparking where visible from streets and pathways.**

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Environmental design and coastal resilience

Key considerations

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

Council expects to see improvements in energy use and integrated water management across the site, and improvements to the seawall to ensure it remains safe and able to deal with sea level rise. More importantly, the Marina is a chance to enhance biodiversity by protecting marine and bird habitats, and creating opportunities to reintroduce coastal vegetation.

Seawall and coastal resilience

Assumptions so far that have influenced criteria

- A sea level rise (SLR) of 0.8m by 2100 or best available science (emissions are tracking above Paris targets, 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 coastal location assists to moderate the Urban Heat Island effect.
- Breakwater extension impact on coastal processes and marine ecology may be reduced using platforms on piles over water.

Interrelated components and adjacencies

It is likely that the location and design of the seawall and coastal resilience will affect the following areas:

- boat storage
- boat ramp and trailer carparking
- peninsula function and extent of public open space
- provision for future bridge and Bay Trail realignment using the peninsula.



Flora and fauna habitat restoration



Intertidal marine diversity seawall



Local planting

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Seawall and coastal resilience criteria

Questions

Q29 How comfortable are you that the seawall and coastal criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	4.5%	1
2.	9.1%	2
3.	18.2%	4
4.	36.4%	8
5. Very comfortable	31.8%	7

Mandatory (must haves)

- Protect and seek opportunities to enhance the natural environment, such as planting saltbush along seaward edge of breakwater.
- Repair or replace seawall and internal Marina walls for storm protection, and to accommodate projected sea level rise (0.8m by 2100).
- Establish intertidal areas for habitat as part of the breakwater reconstruction for at least 10 per cent of the breakwater length.
- Provide water quality systems (including WSUD) for stormwater outfalls within the Marina lease area to meet current standards.
- 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.
- Provide effective litter control through avoidance of wind-blown litter, regular litter sweeping of water, or sea bins.
- Design, construction and use must minimise environmental impact on surrounding coastal environment.

Discretionary (nice to haves)

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

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Environmental design

Assumptions so far that have influenced criteria

- Strong exposure to prevailing northerly winds in summer and southerly winds in winter will impact on external comfort unless considered carefully through design.
- Good exposure to solar radiation with extensive available roof areas will be maintained.
- The current pollution risk can be reduced through bio-filtration and WSUD.
- **Energy:** despite a greater built area, it is possible to reduce the yearly energy consumption overall (estimated from 360gWh.a to 290gWh.a).
- **Carbon:** it is possible to make the site net zero, and the export of energy could absorb about -190 tonnes of CO₂.
- **Water:** consumption is likely to increase by 33 per cent, and with 13 per cent of the total water needs covered by rainwater collected on site, water-efficient fittings are essential.
- **Waste:** it is possible to mitigate the overall impact of the development by composting and recycling.
- **Biodiversity:** over nine per cent equivalent surface will present qualitative opportunities for biodiversity corridors.
- Alternative uses for the service station site must comply with contaminated land remediation standards.
- Sustainability targets drawn from Council policies are:
 - zero net emissions (Council achieve by 2027/8; Community 2050) - Energy efficiency and use of renewables. Remaining energy use is negated through purchase of carbon offsets
 - 100 per cent renewables (Council achieve by 2027/28; Community 50% by 2027/8) - All energy is from renewable sources
 - potable water use reduction (Council reduce by 15 per cent by 2027/28; Community reduce by 13 per cent 2027/8) - Gained through efficiency and access to stormwater harvesting
- pollutant reduction targets (Nitrogen - 15 per cent, Phosphorous - 20 per cent, Suspended Solids - 27 per cent 2027/8)
- 10 per cent increase in tree canopy cover on public land by 2027/28
- 85 per cent waste diverted from landfill; 50 per cent less contamination and 50 per cent less recycled in waste bins (2022)
- mode of transport choice (walking increase 36 per cent, bike riding increase 151 per cent, public transport use increase 35 per cent, car use remains stationary)
- climate change - ensure buildings and site appropriately respond to expected climatic conditions (SLR 0.8m 2100, 5 per cent less rainfall over the course of the year by 2070, 1.2-3.1 degrees warmer by 2070).

Interrelated components and adjacencies

Environmental design will affect the following areas:

- layout and function of public open space on the site
- built form approach
- Marina operations.

Environmental design criteria

Questions

Q31 How comfortable are you that the environmental design criteria, to the best of its ability, contributes to the site vision and objectives being met?

1. Not at all comfortable	4.5%	1
2.	9.1%	2
3.	27.3%	6
4.	36.4%	8
5. Very comfortable	22.7%	5

Mandatory (must haves)

- Provide on-site renewable energy supply sufficient to meet or exceed site requirements.
- Provide waste management system (separation, litter reduction, sewerage pump-out or interceptor pits).
- Demonstrate low carbon efficient building design and operations.
- Sustainability plan demonstrating how Council targets will be achieved or exceeded.
- Environmental Management Plan (lease condition).
- **Provide cycle facilities to exceed 5 Star Green Star for staff, Marina users and visitors.**

Discretionary (nice to haves)

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

Blue text denotes items modified in response to outcomes from the 21 November Reading and Voting Pack.

Glossary

Public open space

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

Public accessible space

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

Public realm

The public realm comprises spaces and places that 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.

Outlook

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

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 above or below ground carpark multilevel buildings.

At grade carpark

Single level carparks 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 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 bathroom taps, shower, and laundry) and blackwater (toilet and kitchen) possess an inherent value.