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Proposed C171port

SCHEDULE 2 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO2**.

ST KILDA MARINA REDEVELOPMENT

1.0

Objectives

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To enhance the long-term operational function of the marina, promoting it as a destination for active public use and enjoyment.

To ensure a master-planned approach to the redevelopment of the marina.

To ensure that the redevelopment achieves innovative and sustainable design excellence and high-quality architecture, public realm and landscaping outcomes.

To ensure the redevelopment is responsive to the site's significant coastal landscape, biodiversity and environmental context.

To ensure development respects and enhances the marina's cultural and heritage significance.

2.0

Requirement before a permit is granted

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A permit may be granted before a development plan has been prepared for the following:

- Any buildings and works associated with the remediation of the land in accordance with or for the purpose of obtaining a Certificate or Statement of Environment Audit under the *Environmental Protection Act 1970*.
- Minor works or demolition involving the maintenance and repair of existing buildings and structures on the land.
- Dredging works.
- A temporary use or single storey temporary building no greater than 500sqm.

Before granting a permit, the responsible authority must be satisfied that the permit will not prejudice the preparation of a development plan and the future use and development of the land in an integrated manner and in accordance with the vision and objectives for the site contained in this schedule.

3.0

Conditions and requirements for permits

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A permit must include a condition, as appropriate, to give effect to any relevant requirement of an approved development plan.

4.0

Requirements for development plan

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The development plan must be generally in accordance with the Concept Plan shown at Figure 1 and include or make provision for:

- The following vision for the site: *'A special place on the foreshore for everyone, that welcomes a diversity of sustainable uses anchored by a working Marina'*.
- The following principles and objectives for the site:

Land use

- Ensure commercial uses demonstrate a coastal or tourism dependency reflecting the site's coastal foreshore location or recreational marina function.
- Provide for a mix of uses, including community uses to activate the precinct year-round.
- Design spaces so that they are also suitable for temporary event.

Character and built form

- Require built form to achieve design excellence and respond to its prominent coastal location and significant historical context of the site.
- Encourage smaller interrelated built forms to create diversity of public spaces and to protect and enhance sightlines as shown on the Concept Plan (Figure 1).
- Design new buildings to be adaptable to a variety of future uses.
- Activate building frontages where they adjoin key public spaces.

Open space and public realm

- Allow for views of the activities of the Marina from public spaces.
- Encourage the provision of additional high quality publicly accessible open space and a diversity of public spaces including passive, active and viewing spaces.
- Improve the site's interface with Moran Reserve.
- Maintain and enhance the landmark role, destination and setting of the Beacon.
- Celebrate the cultural heritage and the history of the Marina through design, photographic material and the provision of public art.
- Design the marina water edge to encourage a diversity of public uses, accessible to a range of users, including places for young people and places of quiet contemplation.
- Provide for clearly legible separated walking and cycling paths in high traffic areas, where appropriate.
- Encourage retention of vegetation identified as high value.

Parking and access

- Design for flexibility within the car parking and boat trailer parking area for alternative temporary uses in the boating low season.
- Ensure car and trailer parking areas are visually softened through the provision of suitable landscaping and/or screening, particularly when viewed from streets and pathways.
- Relocate the Bay Trail to remove existing conflicts with Marina operations.
- Minimise vehicle entry points to the site to avoid conflict points with the Bay Trail, where possible.

Environmental design

- Apply Water Sensitive Urban Design (WSUD) principles to increase surface permeability and improve place amenity.
 - Plan for sea level rise and incorporate flood mitigation techniques through an integrated water management approach.
 - Maximise opportunities for innovate environmental sustainability design initiatives across the site.
 - Identify methodologies for construction and uses to minimise environmental impact on surrounding coastal environment.
- The following requirements for use and development:

Table 1: Specific Requirements

Element	Specific requirement	Development outcomes
Key views shown in Figure 1	<p>New built form must not obstruct key views to and from the marina including:</p> <ul style="list-style-type: none"> ▪ From Point Ormond Lookout ▪ To Station Pier ▪ To City ▪ To Palais Theatre ▪ Towards the Bay and Marina activity ▪ To the Marina approach. 	<p>Built form that:</p> <ul style="list-style-type: none"> ▪ Retains and enhance key sightlines to and from the Marina.
Built Form Envelopes 1 and 2 as shown in Figure 1	<p>Maximum building height of 11 metres for Built Form Envelope 1 and 12 metres for Built Form Envelope 2 (inclusive of all roof structures).</p> <p>Minimum 15 metres setback from the crest of the seawall.</p> <p>Minimum setback of 4 metres from Bay Trail on Marine Parade.</p> <p>Built Form Envelope 1 only:</p> <ul style="list-style-type: none"> ▪ Built form to occupy a maximum of 50 per cent of the Marine Parade frontage to allow for sightlines and site permeability as shown on the Concept Plan (Figure 1). 	<p>Built form that:</p> <ul style="list-style-type: none"> ▪ Allows for sightlines between Marine Parade, key public spaces, and landmarks and Marina Activity Area. ▪ Provides sufficient area for sightlines, entries, walking, cycling, events and landscaping. ▪ Responds to the scale and rhythm of adjacent built form along Marine Parade. ▪ Is set within a landscape setting which allows for effective integration with adjoining parklands, Port Phillip Bay and Marine Parade. ▪ Minimises overshadowing of Moran Reserve between 9am and 3pm at the solstice (June 22). ▪ Does not become visually dominant within the Marina complex. ▪ Maintains and enhances the contributory and valued natural landscape and native vegetation along Parkland edges.
Built Form Envelope 3 as shown in Figure 1	<p>Maximum building height of 15 metres.</p> <p>Architectural features such as domes, towers, masts and building services, including enclosed stairwells can exceed the height of the maximum height specified above to a maximum of 3 metre. The floor area of these features must not exceed 20 per cent of the gross floor area of the top building level.</p> <p>Maximum building width of 40 metres.</p> <p>Minimum 15 metre setback from the crest of the seawall.</p>	<p>If possible, provide for a smaller building footprint than the allowable envelope.</p>
Kiosk (outside of Built Form Envelopes 1, 2 and 3)	<p>Allow the provision of a single storey kiosk of a maximum of 50 square metres plus storage for stand up paddleboards and canoes at the end of the Peninsula Promenade, adjacent to the Beacon.</p>	<p>Built form that:</p> <ul style="list-style-type: none"> ▪ protects views to the Beacon, identified in Figure 1 Concept Plan.
Dry boat storage building	<p>The building footprint must not exceed 6,500 square metres with a total maximum volume of 97,500m³; unless:</p> <ul style="list-style-type: none"> ▪ Complementary uses are provided, where the maximum building footprint 	<p>Built form that:</p> <ul style="list-style-type: none"> ▪ Ensures elements of dry storage operations are visible from key public spaces, connections.

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Element	Specific requirement	Development outcomes
	<p>size can increase up to 7,000sqm provided the volume of the dry storage facility has a total maximum volume of 97,500m³</p> <ul style="list-style-type: none"> ▪ Maximum capacity is 300 boats, with option to increase to 400 boats with evidence of sustainable market demand. <p>Buildings must showcase the working Marina either through active frontages or visual connections between the interior of the buildings and key public spaces and promenades, and primary and secondary connections, shown on the Concept Plan (Figure 1).</p>	<ul style="list-style-type: none"> ▪ Responds to the site's visual prominence and visibility from key public spaces in the Marina, built with durable and high-quality materials. ▪ Responds to its location within a significant coastal landscape.
Commercial and retail buildings	<p>The total leasable commercial and retail floor area must not exceed 5,000 square metres.</p> <p>Provide for a flexible space suitable for meetings of at least 100 persons, for regular and seasonal use.</p> <p>Buildings should provide active frontages where buildings front public space, key pedestrian connections, the Marine Parade frontage and the Marina Activity Area.</p>	<p>Built form that:</p> <ul style="list-style-type: none"> ▪ Provides for active frontages where adjacent to key public spaces and key pedestrian connections including Marina Parade. ▪ Responds to the site's visual prominence and visibility from key public spaces in the Marina, built with durable and high-quality materials.
Civic Heart Public Space	<p>Provide a publicly accessible and active 'civic heart' public space of a minimum 700sqm area, with shelter and a connection to the water and boating activities within the envelope shown on Figure 1 Concept Plan, or an alternative location providing an equivalent level of amenity, views and aspect.</p>	<p>A public space that:</p> <ul style="list-style-type: none"> ▪ Is accessible to the public with areas of solar access and shade with a minimum 50% of space accessing sunlight between the hours of 10am and 3pm at the winter solstice (June 22). ▪ Ensures connection to the water and boating activities. ▪ Ensures wind speed standards for siting and standing are achieved.
Publicly accessible open space	<p>Provide no less than 20 per cent of the site as public open space.</p> <p>Minimal fencing and obstacles to movement from Marine Parade and Marine Reserve to the Marina promenade.</p> <p>Enhance the public realm and if practical relocate the preferred vehicle route into the Marina, as shown on the Concept Plan (Figure 1).</p> <p>If practical, relocate electrical substation away from the primary entry at the Dickens Street approach.</p> <p>Provide publicly accessible amenities independent of those provided by the commercial operations.</p>	<p>Additional high quality publicly accessible open space across the site.</p> <p>Publicly accessible open spaces that:</p> <ul style="list-style-type: none"> ▪ Have good solar amenity and good passive surveillance. ▪ Minimise, where practical, the impact of vehicles. ▪ Endeavours to ensure appropriate wind speed conditions for walking in primary walking networks are achieved. ▪ Ameliorate adverse wind conditions at ground level on publicly accessible spaces both within and abutting the site. ▪ Street, promenade, walk and park level interface treatments contribute to high levels of pedestrian amenity and safety. ▪ Provide landscaping to reduce the visual impact of development and

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		enhance the microclimate within and abutting the Marina.
Marina Functions	<p>Provide storage facilities to support small craft (Stand up paddleboard/ kayak) with the provision of a safe launching area.</p> <p>Provide safe and efficient public boat ramps in a suitable location, for vessel launching and retrieval.</p> <p>Provide for additional capacity of the boat ramp and trailer parking in peak periods (summer) without compromising safety, queuing or safe water practice and functionality.</p>	Marina functions, including the boat ramp operations, designed and operated to provide for the safety of users and visitors to the area year-round.
Public boat ramp and trailer parking	<p>Provide a safe public boat ramp with a minimum 4 vessel capacity in a location which will provide suitable vessel loading amenity on land and marina water.</p> <p>Provide a minimum of 80 public boat trailer parking spaces within proximity of the public boat ramp.</p> <p>Trailer parking area must include landscaping and WSUD principles to increase surface permeability and improve place amenity, when not in use.</p>	<p>Boat ramp design that:</p> <ul style="list-style-type: none"> ▪ Meets AS 3962-2001 Guidelines for Design of Marinas Safe Water, Vessel and Vehicle access. ▪ Ensures a safe, high quality environment for primary and secondary pedestrian connections in accordance with the Concept Plan (Figure 1). ▪ Optimises 'all weather' safe haven and reduce congestion of marina water. <p>Trailer parking that is proximate to the public boat ramp.</p>
Car parking	<p>Encourage the use of a shared use car-parking system.</p> <p>If a car parking structure is provided:</p> <ul style="list-style-type: none"> ▪ Ground Level minimum floor to ceiling height of 3.3 metres. ▪ Minimum of 3 metre floor to ceiling heights for other levels. <p>Where possible, carparking structures should be sleeved with active uses where there is an interface with public spaces.</p> <p>Minimise the need for mechanical ventilation in car parking structures.</p> <p>Provide for central car parking below grade if practical.</p>	<p>Car parking areas that:</p> <ul style="list-style-type: none"> ▪ Demonstrate design excellence and incorporate high quality screening. ▪ Allow for the future conversion of the space to other uses. ▪ Provide for active frontages where adjacent to key public spaces and key pedestrian connections.
Bike parking	<p>Provide adequate bicycle facilities for employees, marina users and visitors.</p> <p>Provide space for future bike share facilities for Marina visitors in key arrival points both for visiting vessels and visitors to the precinct.</p> <p>Provide short stay bicycle facilities adjacent to key hospitality destinations within the precinct.</p> <p>Provide secure bike storage areas for Marina users and staff of all uses within the development at benchmarks that demonstrate leadership in green travel solutions.</p>	<p>Bicycle facilities that:</p> <ul style="list-style-type: none"> ▪ Encourage sustainable transport modes. ▪ Include end of trip facilities and where possible, and cycle repair facilities.

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Element	Specific requirement	Development outcomes
	Provide bicycle repair station facilities for the use of visitors, employees and Marina users.	
Waste Management	Ensure core infrastructure services storage and collection points are fully contained within new building envelopes and located away from parkland, pedestrian spaces, walks and promenades, Marine Parade interfaces and are not visible in key views to and through the site identified in Figure 1 Concept Plan.	Minimise the visual, amenity and operational impact of waste management facilities and storage. Appropriately located waste recycling.
Peninsula promenade path as shown in Figure 1	<p>Minimum 4 metre pedestrian priority shared path (if no bridge is provided as part of the proposal).</p> <p>Ensure there is the ability to widen the path to 6m for the provision of the future bridge connection.</p> <p>Provide for siting areas at key locations along the path for comfort and amenity.</p> <p>If a bridge is provided a separated walking and cycling path is required:</p> <ul style="list-style-type: none"> ▪ Minimum 3 metre path for walkers. ▪ Minimum 0.5 metre separator ▪ Minimum 2.5 metre bidirectional cycle path 	<p>A new pedestrian connection that:</p> <ul style="list-style-type: none"> ▪ Provides access to the Beacon along a new Peninsula Promenade. ▪ Provides landscape improvements to the entire setback zone between Built Form Envelopes 2 and 3 and the water's edge. <p>Early delivery of the separated peninsula promenade path, if a bridge is not to be constructed as part of the proposal.</p>
Marina Promenade as shown in Figure 1	<p>Pedestrian ways must be designed to promote a slower walking environment along Marina promenade.</p> <p>Incorporate areas of seasonally-appropriate shade along the Marina Promenade.</p>	Enhanced pedestrian amenity and safety.
Potential pedestrian and cycle bridge as shown in Figure 1	<p>If provided, the pedestrian and cycle bridge should include:</p> <ul style="list-style-type: none"> ▪ Minimum 3 metre path for walkers. ▪ Minimum 0.5 metre separator ▪ Minimum 2.5 metre bidirectional cycle path <p>The provision for the possible alignment of the Bay Trail to utilise the bridge.</p>	<p>A new pedestrian and cycle bridge that, if provided:</p> <ul style="list-style-type: none"> ▪ Demonstrates design excellence in its contextual architectural response including through integration with adjoining public realm. ▪ Does not significantly impact on Marina operations.
Bay Trail	<p>Relocate the Bay Trail as shown on the Concept Plan (Figure 1). Provide for the following</p> <ul style="list-style-type: none"> ▪ Minimum path width of 3 metre for pedestrians. ▪ Minimum 0.5 metre separator ▪ Minimum 3.5 metre bidirectional cycle path. <p>Where the Bay Trail is adjacent to on-street vehicle parking, an outer separator of 1 metre is required.</p>	<p>A relocated Bay Trail that:</p> <ul style="list-style-type: none"> ▪ Minimises conflicts along the path between different users (walkers, riders, vehicles and boat ramp users). ▪ Provides clear lines of sight for trail users and walkers at pedestrian crossings. ▪ Provides sightlines to Marina.
Beacon	Maintain and enhance the landmark role, destination and setting of the Beacon.	<p>Built form that:</p> <ul style="list-style-type: none"> ▪ Maintains the visual prominence of the Beacon.

Element	Specific requirement	Development outcomes
Seawall and internal marina walls	<p>Repair or replace the seawall and internal marina walls for storm protection, and to accommodate projected sea level rise (0.8m by 2100).</p> <p>Use alternative treatment on internal marina walls to increase habitat amenity.</p> <p>Improve habitat for native flora and fauna through planting of native vegetation, including seaward edge of breakwater and vegetation connections with Elwood Canal.</p> <p>Design sea walls to ensure intertidal areas are not less than present day extent and are preserved for projected water levels in 2070 (anticipated seawall design life) to accommodate bird roosting.</p> <p>Provide water quality systems (including WSUD) for stormwater outfalls within the subject site.</p>	Appropriate protections measures for sensitive marine habitats potentially impacted by modifications to the seawall.

Content of Development Plan

The development plan must include:

- A **Site analysis plan** of the site’s regional and strategic context, including or explaining:
 - Existing coastal character analysis including landscape features, topography and significant vegetation.
 - Current movement networks in and around the site.
 - Existing uses and surrounding uses.
 - The historical and cultural significance of the site.
- An **Urban concept report** which includes or explains plans or diagrams demonstrating the following:
 - Any proposed demolition works.
 - Proposed land uses across the site.
 - Project Vision and Key Design Principles underpinning the concepts.
 - Conceptual elevations.
 - Building envelopes.
 - The location and dimensional attributes of primary and secondary pedestrian and cycling promenades, trails, paths and walks relative to buildings as described in the landscape plans.
 - Fully dimensioned cross sections of all proposed building envelopes, showing any level changes across the site.
 - View analysis including views from locations identified in the Figure 1 Concept Plan demonstrating realisation of key view ambitions.

- The design quality and design language of building systems, building materials, treatments, including reflectivity requirements, and architectural styles throughout the site and the benchmarks of best practice guiding these choices.
- Guidelines for the interface responses and indicative sections of built form, movement networks and landscapes both externally with the adjoining Bay, MO Moran Reserve, Marina Reserve and Marine Parade and internally with the marina water, Civic Heart, Marina and Peninsula Promenade and primary and secondary pedestrian connections.
- Proposed movement networks through the site, including pedestrian, cycling, vehicle and boat launching and car and trailer parking.
- Details of any proposed reorganisation or changes to wet berths.
- The location of heritage buildings and infrastructure and significant vegetation to be retained (where applicable).
- Shadow diagrams between 9am and 3pm on 22 June and 22 September.
- Details of any infrastructure works required on adjacent land including traffic management works.
- A **Heritage impact assessment** prepared by a qualified person explaining how the development plan responds to the cultural heritage significance of the Marina and which:
 - Identifies how the site heritage is to be interpreted in the future development of the site.
 - Identifies how the fabric of the original dry boat storage facility will be retained, repurposed, integrated or interpreted.
 - Provides guidance on the ongoing maintenance and management of the heritage places to be retained.
 - Identifies how the scale, form and location of any new buildings or structures will ensure the prominence of the 'Beacon' as a local landmark is respected and maintained.
- A **Staging plan**, if relevant, detailing proposed sequencing of the development and which includes details of:
 - The indicative timing of development, infrastructure and services.
 - The overall integration with other development stages.
 - Vehicular access points, road infrastructure works and traffic management for each stage of the development.
- A **Landscape and public realm plan** prepared by a qualified person, identifying all structures and treatments and showing:
 - Landscaping concepts proposed throughout the site.
 - The areas of public or publicly accessible open space (including the proposed location and dimensional attributes of the Civic Heart) and the percentage of publicly accessible open space within the site.
 - Typical street, Marina Promenade, Peninsula Promenade, primary and secondary pedestrian connections and Bay Trail cross sections.
 - The management of landscaped areas, including sustainable irrigation treatments such as water sensitive urban design opportunities.
 - Details of how the Landscape Concept Plan responds to the Sustainable Management Plan.
 - Concepts for street furniture, landscaping and materials and finishes.
 - Location and/or details of public art to be provided.

- Location of wayfinding signage.
- An upward light output ratio less than 5 per cent for all external lighting.
- A **Signage and wayfinding strategy** to provide for:
 - The orderly display of signage integrated with the built form.
 - Signage that demonstrates legibility to and through the site for walkers, cyclists and drivers in the design response.
 - Signage in keeping with the character and sensitive coastal location of the area.
- An **Integrated transport and access plan** prepared by a qualified person, to the satisfaction of Department of Transport and the responsible authority, which includes:
 - Expected traffic generation and the impact on the existing road network over a 24-hour period.
 - Location of car and trailer parking, vehicle egress and ingress points.
 - The identification of active travel and pedestrian and cycle paths, bicycle storage and end of trip facilities.
 - The identification of appropriate traffic mitigation measures to be provided.
 - An empirical assessment to support the adequacy of the car parking provision and bike parking provision.
- A preliminary **Wind engineering report** prepared by a qualified person which reports on the functionality of the designs having regard to the range of intended uses and the amenity of public spaces.
- An **Arborist report** prepared by a qualified person outlining the proposed vegetation for retention and removal and identifying any high value vegetation.
- A preliminary **Wave climate and wave movement report** prepared by a qualified person, demonstrating the seawall restoration works meet the requirements specified in this Schedule.
- A **Sustainability management plan**, including a Water Sensitive Urban Design Response, by a suitable qualified person which identifies the environmentally sustainable initiatives to be included in the development and demonstrates, as appropriate:
 - Equivalent 5 Star Green Star Communities rating or higher.
 - Integrated ESD for water, waste and energy.
 - Landscaping and WSUD principles to increase surface permeability and improve place amenity.
 - Waste management systems.
 - An assessment which demonstrates how Council's sustainability targets will be achieved or exceeded.
 - Low carbon, energy and water efficient building design and operations.
- A **Stormwater and flood management plan** prepared by a qualified person.
- A **Construction environmental management plan** prepared by a qualified person.
- A report investigating and demonstrating opportunity for the future provision of a bridge between Marina reserve and the peninsula, including consideration of the indicative location shown in Figure 1 and the following:
 - The likely impact of the bridge on the marina operations.

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- The likely functionality of the bridge.
- The opportunities and constraints of realigning the Bay Trail to make use of the bridge.
- The likely impact of a bridge on views to the beacon.
- The likely public realm outcomes.

Figure 1: Concept Plan

