

**'Batavia Coast Marina Design Guidelines' local planning policy
Schedule of Submissions**

Number & Date	Submitter	Nature of Submission	Comment	Recommendation
1 (31-05-16)	Department of Water	Supports the objectives of the policy with particular support for the intent of the design guidelines to be a water sensitive City exemplar.		Note Submission
		<p>Section 4.6 Water Sensitive Urban Design (page 24) suggests the integration of green roofing as a development control option to retain stormwater onsite for lots not directly connected to the centralised or external system.</p> <p>As stated in the glossary of the policy the scale of green roofing can vary, however the DoW is concerned that to maintain green roofs additional potable water will be required to sustain the integrity of the treatment in Geraldton's drying climate.</p> <p>The DoW advises the City to further investigate the water requirements of green roofs prior to endorsing this treatment as a development control option in the policy.</p>	The options of green roofing and green living walls are provided as options only for future lot-purchasers to consider. They are not mandated and their viability will be further considered at the development stage.	Note Submission
2 (09-06-2016)	Department of Environment Regulation	No comment on this matter in reference to regulatory responsibilities under the <i>Environmental Protection Act 1986</i> and the <i>Contaminated Sites Act 2003</i> .		Note Submission
3 (22-06-2016)	State Heritage Office	<p>The policy has been reviewed in the context of the cultural heritage significance of <i>Geraldton Railway Station (fmr)</i> place reference P1052.</p> <p>The policy requires that development in Lot 23 provides "an appropriate response to the adjacent Railway Station" and that development overall reflects "Geraldton's unique culture and heritage". We are therefore satisfied that impacts on the cultural heritage significance of the <i>Geraldton Railway Station (fmr)</i> can be managed through the planning process.</p>		Note Submission
4 (24-06-2016)	Main Roads WA	The policy would have no detrimental impact on the level of service, amenity or safety of users of the Main Roads network and accordingly Main Roads has no objection or further comments.		Note Submission

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5 (27-06-2016)	WA Museum – Geraldton	<p>On assessing the draft document, the WA Museum would like to see that more consideration is given to the vision and objectives of the <i>1999 Batavia Coast Marina Structure Plan</i> document that pertain to the WA Museum Geraldton including:</p> <ul style="list-style-type: none"> • Integration of the proposed (now existing) museum with the marina complex. • Provision of clear traffic movement systems and clearly defined traffic movement system. • Increase tourist activity and spending. • Recognition of the Museum's status as one of the four key public open space nodes. 	<p>Reference can be included within section 1.7 "Relationship to Other Documents" of the design guidelines to the <i>1999 Batavia Coast Marina Structure Plan</i> and the <i>2012 WA Museum-Geraldton Site Masterplan</i>.</p>	<p>Uphold (in part) submission</p> <p>Include reference to the <i>1999 Batavia Coast Marina Structure Plan</i> and the <i>2012 WA Museum-Geraldton Site Masterplan</i> in section 1.7.</p>
		<p>The relationship between the Museum and the area's new spaces hasn't been explored during the consultation to date, and is not reflected in the new draft guidelines.</p>	<p>The 'Museum to Monument Link' is central to the design concept for linking the major landmarks within this precinct (refer to pages 10, 11 and 16 of the design guidelines).</p> <p>Further details of the regarding the Museum's 'relationship' with the area is contained within the <i>2012 WA Museum-Geraldton Site Masterplan</i>.</p>	<p>Dismiss submission</p>
		<p>The Museum is already a landmark destination for the city, and the Museum's proposed redevelopment of the Geraldton site includes outcomes related to place making. This is recognised slightly in the draft guidelines via Marina to monument (HMAS Sydney II Memorial) access, but the Museum must be more closely involved in the landscaping concept and links between the two spaces to ensure the best possible place-making outcome. To date we've not been included in this.</p>	<p>Consultants (REALM studio) had met with the Museum in 2014/2015 to discuss early concepts and integration of pedestrian links between the Museum and Station Square.</p> <p>While the detailed landscape concept plan relates specifically to Station Square, the overall intent is to create legible connections to and from the Museum.</p> <p>The City is supportive of an ongoing integrated approach to the design of the public realm with the WA Museum – Geraldton which can be progressed during the development stage.</p>	<p>Note submission</p>

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5 continued		<p>The Museum is one of the City's 'anchor' institutions across a range of deliverables – tourism, culture, arts, heritage, education, science, public access, equity and wellbeing. The design guidelines overly focus on the commercial and public spaces related to Station Square, with not yet the right amount of consideration given to relationship these spaces will make with the already established Museum.</p>	<p>The relationship between the Museum and Station Square has been addressed in the section 2.0 "Urban Context" of the design guidelines.</p> <p>Review of the urban context identified the Museum as a key landmark with view corridors to be preserved and highlighted the Museum as a clear destination within the precinct.</p>	Dismiss submission
		<p>If the design guidelines are to supersede the earlier documents, they must still engage and reflect the legacy of the Museum site and position chosen for the Museum better they currently do.</p>	<p>Reference can be included within section 1.7 "Relationship to Other Documents" of the design guidelines to the <i>1999 Batavia Coast Marina Structure Plan</i> and the <i>2012 WA Museum-Geraldton Site Masterplan</i>.</p>	<p>Uphold submission</p> <p>Include reference to the <i>1999 Batavia Coast Marina Structure Plan</i> and the <i>2012 WA Museum-Geraldton Site Masterplan</i> in section 1.7.</p>
		<p>If accessing the Museum becomes more difficult, or moving through these spaces does not support ease of access and interaction with the Museum, both the Museum and the City's reputation will be affected. It will have been a lost opportunity to remediate some of the legacy that through no fault of the Museum, presents some of the challenges in our environment that are already difficult to overcome. The Museum is seeking reassurance that the new guidelines and intended development of BCM2 won't present any more of these challenges or further exacerbate the existing ones.</p>	<p>The primary road network extending Marine Terrace to connect with Bayly Street has been provided for with both on-street and at-grade parking proposed, and the Museum is a key link to other facilities such as the Museum to Monument link.</p>	Note submission

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5 continued		<p>As the majority of the anticipated growth in tourism will come from land based visitors with vehicles, the Museum remains concerned at the extent to which there will be sufficient and well-positioned parking options for the visitors who want to drive directly into the Marina to access the Museum. We've consistently raised concerns with Landcorp about transport access to the area. We have never sought outside the front door parking, but it is concerning to us that the Marina doesn't appear to support access to recreational vehicles, coaches, public transport, as well as private vehicles.</p>	<p>The legibility of pedestrian journeys between the Museum, Station Square and the city have been reinforced within the design guidelines.</p> <p>As outlined in section 2.5 "Access and Parking" as new development occurs on-street parking will continue to be provided on Foreshore Drive along with dedicated bus parking.</p> <p>Discussions were held with PTA regarding the possibility of redirecting public transport via Foreshore Drive but this was dismissed by PTA.</p>	Dismiss submission
		<p>The Museum would like to see the retention of some public parking on Foreshore Drive, and the space indicated in Figure 9 would be acceptable. The Museum does not support the removal of all public parking in Figure 10 with at grade parking moving to Stella Maris.</p>	<p>As illustrated in Figures 9 and 10 – At grade car parking will be temporarily be provided on the south side of Foreshore Drive within the development area. It is then proposed to relocate this parking north adjacent to Stella Maris Drive near the bus stop on Chapman Road.</p> <p>It will be a similar distance to the Museum and the intent is to ensure legible connections are provided for pedestrians to link seamlessly from Bayly Street to the Museum.</p>	Dismiss submission
		<p>The Development Frontages in Section 3.3 have rated the Museum Place and Foreshore Drive as semi-active frontages. In the Museum's redevelopment plan, the water's edge of the Museum, Museum Place and the Foreshore Drive section of the road that is adjacent to the Museum must be considered as Active frontages.</p>	<p>In review of the <i>2012 WA Museum-Geraldton Site Masterplan</i>, it is understood that the future development of the Museum is to provide active frontages onto Foreshore Drive and Museum Place. Therefore, Figure 14 can be redrafted to support this.</p>	<p>Uphold submission</p> <p>Modify Figure 14 so that Foreshore Drive and Museum Place are shown as 'Active Frontage'.</p>

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5 continued		<p>Extension of Museum Place:</p> <p>The plans appear to present it as a street extension only. This misses the opportunity to extend the presence of the Museum, into the BCM Stage 2 area and to create an extended active frontage.</p> <p>Page 10 of the Public Realm Landscape Concept report proposes perpendicular parking, a colonnade, an art installation and a pedestrian crossing. I would like to raise other items such as an avenue of flag poles that we could use to advertise Museum themes / temporary exhibitions, surprise digital encounters and the like.</p>	<p>Section 2.3 "Pedestrian Links" of the design guidelines identifies the extension of Museum Place as a 'Primary Link' and it forms part of the 'Museum to Monument Link'.</p> <p>Items such as flag poles etc. can be further raised with the City as part of the development of the site.</p>	Dismiss submission
		<p>The current design sees the Museum being very road-bound and so the other issue is pedestrian safety, road and footpath surfaces, adjacent plantings are all critical to creating a comfortable and safe pedestrian experience in getting to the Museum.</p>	<p>The issue of pedestrian safety has been a key concern at the intersection of Foreshore Drive and Monument Place – to ensure a seamless and safe connection for pedestrians. This is proposed to accommodate a raised platform signalling cars to slow down and pedestrian priority at this crossover point.</p>	Note submission
		<p>This landscaping concept of Abrolhos Islands, railways, and Aboriginal heritage was created without any specific consultation with the Museum that I am aware of. If this is the direction the public space goes in, we would like to be part of the group in how it is executed to ensure that the Museum and this space are complimentary and cross-reference each other.</p>	<p>The WA Museum has been involved in early discussions with LandCorp and consultants (REALM Studios) around concept planning for Station Square.</p>	Note submission
		<p>Could all references to the Geraldton Museum be corrected to Western Australian Museum – Geraldton or WA Museum – Geraldton.</p>	Noted.	<p>Uphold submission</p> <p>Modify entire document to correctly reference 'WA Museum – Geraldton'.</p>

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5 continued		<p>In terms of document's reference to relationships to other planning documents (section 1.7), the Museum requests that the Museum's Site Master Plan is added to the list as it was adopted by Council (Nov 2012).</p>	<p>Reference can be included within section 1.7 "Relationship to Other Documents" of the design guidelines to the <i>1999 Batavia Coast Marina Structure Plan</i> and the <i>2012 WA Museum-Geraldton Site Masterplan</i>.</p>	<p>Uphold submission</p> <p>Include reference to the <i>1999 Batavia Coast Marina Structure Plan</i> and the <i>2012 WA Museum-Geraldton Site Masterplan</i> in section 1.7.</p>
		<p>The draft guidelines make no reference to consideration of the marina's waterfront itself and the Museum poses the question as to whether cruise ship tender boat reception, passenger orientation and movement needs to be referenced in this design document in some way.</p> <p>The section on pedestrian links (page 11) does not reflect the large amount of pedestrian traffic in Webbe Hayes Lane, Stella Maris Drive and Chapman Road (towards Northgate) on cruise ship days.</p> <p>If the plan is to encourage pedestrians to not use those routes on cruise ship days, then some stronger design guidelines about how that would be achieved could be indicated in the design guidelines with direct reference to the anticipated future behaviour of the cruise ship passengers.</p>	<p>At present there are options being explored as to the most appropriate location for cruise ship tenders and reception areas (which includes options not at the Marina).</p> <p>Until such time as a final decision is made on the matter it would be premature to modify the design guidelines.</p>	<p>Note submission</p>

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5 continued		Lack of consultation with the Museum.	<p>Comments throughout the submission regarding the apparent lack of consultation with the Museum are questioned.</p> <p>As part of the preparation of the design guidelines there has been extensive stakeholder and community consultation.</p> <p>Specifically, the Museum was part of:</p> <ul style="list-style-type: none"> • Stakeholder interviews in January 2011; • Additional interviews in February 2013; • Visioning workshop in April 2013; • Through the second half of 2015 and first half of 2016, LandCorp / consultants / contractors met on a regular basis with the Museum regarding Station Square; • LandCorp and consultants (REALM studios) met specifically with the Museum; and • A community consultation event, hosted by LandCorp was held at the Museum. 	Dismiss submission