St Kilda Marina New Long-Term Lease Submissions

Breakdown of Submissions

Residency and Background/ Level of interest	No. Submissions
Resident CoPP	**15**
Interested Party	7
Trailable Yacht Submission	8
Residency Unknown	**19**
Interested Party	4
Trailable Yacht Submission	15
Non-Resident CoPP	**23**
Interested Party	3
Trailable Yacht Submission	20
Grand Total	**57**

Background/ Level of interest	No. Submissions
Interested Party (including SKM tenant, Unchain, Residents and Others)	14
Trailable Yacht Submission	43
Grand Total	**57**

Breakdown of how / when submissions were received	No. Submissions
Submissions received by closing date	52
Late written submissions	5
Speakers at Council meeting 2 September 20	9 – all submitted written submissions

Submissions

No.	Resident	Background / Level of interest	Organisation (If applicable)
1	Resident CoPP	Interested Party	
2	Residency Unknown	Trailable Yacht Submission	Australian Sailing Ltd on behalf of Melbourne Trailable Yacht Club (MTYC)
3	Non-Resident CoPP	Interested Party	Interested party and St Kilda Visitor.
4	Resident CoPP	Trailable Yacht Submission	Stores boat on trailer on hard stand at SKM
5	Non-Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
6	Non-Resident CoPP	Trailable Yacht Submission	Stores boat on trailer on hard stand at SKM - Member of MTYC
7	Non-Resident CoPP	Unknown Relation to Marina	
8	Non-Resident CoPP	Trailable Yacht Submission	Hartley TS18-21 Yacht Club and an owner of a trailer sailer yacht
9	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
10	Residency Unknown	Trailable Yacht Submission	Owners of a trailable yacht, members of MTYC and heaving summer user of the marina
11	Non-Resident CoPP	Trailable Yacht Submission	Trailable yacht owner
12	Non-Resident CoPP	Trailable Yacht Submission	Geelong trailable yacht club (Secretary) GTYC members sail from SKM as participants in events organised by MYTC which uses SKM as its home base.
13	Resident CoPP	Interested Party	Community Panel Member, and frequent attendee at Council Meetings.
14	Resident CoPP	Interested Party	UnChain Inc - Secretary
15	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC) and Long term tenant of the Marina
16	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC) with boat stored at SKM
17	Non-Resident CoPP	Trailable Yacht Submission	Owner of a Trailable Yacht
18	Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC) with boat stored at SKM
19	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC) with boat stored at SKM
20	Non-Resident CoPP	Trailable Yacht Submission	Hartley Yacht Club Committee – with Trailable Yacht Membership
21	Non-Resident CoPP	Trailable Yacht Submission	
22	Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC). Travels with boat to SKM
23	Resident CoPP	Trailable Yacht Submission	Commander – Coast Guard St Kilda
24	Non-Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
25	Residency Unknown	Trailable Yacht Submission	Boating Industry Association of Victoria (BIAV)
26	Residency Unknown	Trailable Yacht Submission	Boat owner with boat stored at SKM
27	Non-Resident CoPP	Unknown Relation to Marina	
28	Resident CoPP	Interested Party	UnChain Inc
29	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)

St Kilda Marina New Long-Term Lease Submissions

No.	Resident	Background / Level of interest	Organisation (If applicable)
30	Residency Unknown	Wet Berth Tenant	SKM wet berth tenant
31	Non-Resident CoPP	Trailable Yacht Submission	Commodore - Melb Yacht Trailable Yacht Club
32	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
33	Non-Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC) with boat stored at SKM
34	Non-Resident CoPP	Trailable Yacht Submission	SunMaid SunBird Yachting
35	Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC). Travels with boat to SKM
36	Non-Resident CoPP	Trailable Yacht Submission	Chairman - Australian Sailing - Trailable Yacht | Supporting MTYC
37	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
38	Non-Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
39	Residency Unknown	Interested Party	Albert Part Yachting and Angling Club - Some members have their boats housed at the Marina
40	Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
41	Non-Resident CoPP	Trailable Yacht Submission	Trailable Yacht owner and uses SKM to launch
42	Residency Unknown	Trailable Yacht Submission	Trailable Yacht owner and crews a boat stored at SKM
43	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
44	Residency Unknown	Unknown Relation to Marina	
45	Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC) & owner of Trailable Sunmaid yacht and SKM user
46	Non-Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
47	Resident CoPP	Interested Party	
48	Resident CoPP	Interested Party	
49	Non-Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
50	Non-Resident CoPP	Trailable Yacht Submission	FARR Trailable Yacht Club – President. The club has used the boat launch at SKM.
51	Residency Unknown	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC) - Vice Commodore and Chairman of the Trailable Yacht Division of Australian Sailing (TYD) Currently stores yacht at the Marina.
52	Resident CoPP	Trailable Yacht Submission	Melbourne Trailable Yacht Club Member (MTYC)
53	Residency Unknown	Interested Party	Mjet Aviation
54	Resident CoPP	Interested Party	Elwood Angling club
55	Residency Unknown	Trailable Yacht Submission	Sonata Yacht Association
56	Non-Resident CoPP	Trailable Yacht Submission	Trailable Yacht Supporter
57	Non-Resident CoPP	Trailable Yacht Submission	Trailable Yacht Supporter and Member of MYTC

PLAN FOR RE-DEVELOPMENT OF ST KILDA MARINA – AND PROBLEMS ENVISAGED FOR LOCAL RESIDENTS OF ELWOOD REGION

To: Michelle Rysanek,
St Kilda Marina Project
City of Port Phillip
skmproject@portphillip.vic.gov.au

Dear Ms Michelle Rysanek

Thanks for the opportunity to put forward comment on your miraculous projects plans.
What follows is my submitted comments re same.

Re: The St Kilda Marina Re-development Action Plan and its contexts.

SUMMARY OF THESE ISSUES

- New bus needed for along the beach front
- Need for alternative cheap accommodation rental to address the needs of younger style tourism from overseas and interstate.
- Injudicious redevelopments at former Gatwick Hotel, plus peppercorn rental for LGBTQI communities encouraging frequent visits from decadent Kings Cross area.
- Elster Creek and Elwood Canal Environmental degradation needs Reviewing to enable fish life to continue to breed and with enhanced possibilities for survival – thus potentially re-invigorating the coastal marine life of this area
- Effects on local Real Estate prices and potential for over-developments to occur and more frequently – rendering the local suburb less friendly for its residents to remain in and with increased insecurity from external pressures – eg of Real Estate Industry engaging with local Councils to promote escalation of unwanted High Rises - needing continual fights for local residents to protect themselves against (without any additional safeguards in place)
- Need for additional police in the area – in context of young people's gatherings through summer months. And to police drone usage on Bike and Walking Trails!
- How will original flora and fauna seen to have existed historically – be reintroduced – eg encouragement to wide varieties of birdlife which frequently inhabit these fringes during the hotter summer months? Will newer and appropriate experts be engaged re this part of the project?

As a local I am concerned with the local context and the implications of that for all locals residing in Elwood Streets immediately adjacent to the foreshore eg Ormond Esplanade, and Point Ormond areas to be precise.

- **Potential Requirement for Extra Bus Servicing Along the Beach and Esplanades**

Submitted by [redacted] July 2020
Address of: [redacted]
E: [redacted]

PLAN FOR RE-DEVELOPMENT OF ST KILDA MARINA – AND PROBLEMS ENVISAGED FOR LOCAL RESIDENTS OF ELWOOD REGION

- My first thought relates – not to the new planned concept as such – but to the area being swamped by frequent users – many tourists from overseas localities. Already small groups of young people are seen alighting the No 246 bus at Point Ormond and redirecting themselves towards the Elwood Beach area.
- As such – do the current transport needs require a semi-permanent service along the various Esplanades – possibly starting at Port and ending somewhere south of Brighton Beach or beyond that even? For local tourism who are mobile – this is not terribly important but if we are wishing to welcome **young (backpackers** for instance) or tourists alighting from the massive **Ocean Liners berthed overnight at Station Pier** – to this potentially pretty significant newer version of a former Marina (more specifically addressing boat owners needs than the rest of Melbourne)? Such a service would also no doubt have frequent local residents facilitated needs also = and make a walk from St Kilda Beach to Station Pier a very enjoyable prospect (with ensured safe return via PTV methods)

- Enhancement of local leisure pursuits. Such as longer walks along the cities beachside fringes.

➢ **Need for forward planning re additional Accommodation Options – And Addressing a range of Finances.**

- A point to keep in mind = was the recent closure of The Gatwick – on a substantial piece of prime real estate – with its redevelopment brought down an 80 room vacancy to a 6 room vacancy – and did not address the scandalous rent taking of vast sums without due regard to cleanliness and hygiene. This is a serious neglect and waste of golden opportunities for redevelopment to a service that could address a far wider and much more considerate clientele... For example – what if it had been redeveloped as a "Women's Hostel" or a YMCA – giving enduring accommodation value to all forms of visitors from both overseas and interstate locations. What happened to The Gatwick was a serious flaw in need of rectifying.

- There is a dirth of suitable alternative cheap accommodation prospects in the area.

➢ **Redevelopment of the Elwood Canal or Elster Creek (Elster being the former indigenous word for magpie)?**

- Locals who have histories connected to this area – tell of swimming and/or paddling in the Elster Creek; before that is – it got used as a tip for various unwanted bits of furniture, supermarket trollies or etcetera.
- Currently – when the waters start warming up a bit – the Canal becomes **brim full of small fish** – what sort are they = and how can their shelf life be prolonged – giving young people occasions for enjoyment of natural sea life in the proceeding generations?

➢ **Affects on Local Housing – Potential impetus for Higher Rise Developments – Reduction in Local Residents Permanency – Need to Constantly Address Council Demands for Higher Develts?**

Submitted [redacted] - 18 July 2020
Address of: [redacted]
E: [redacted]

PLAN FOR RE-DEVELOPMENT OF ST KILDA MARINA – AND PROBLEMS ENVISAGED FOR LOCAL RESIDENTS OF ELWOOD REGION

- How will the Planned Marina Re-development and its Invitation to become a Tourism mecca on a major scale –will affect **local property prices** – and the need for local residents – to have their concerns regarding potential future over-development at the behest of the Real Estate industry – into increasingly **High Rise developments** (eliminating small but eco-friendly domestic gardens in the process – How will local residents (who value their current quiet neighbourhood living arrangements be given added protections against this sort of ongoing **developmental hazards** and the need for **prolonged fighting** against same?
- – For instance the Ormond Road Elwood Shopping precinct - a small boutique shopping arrangement which has already been subject to a growing number of higher rise apartment developments – post the unique Elwood RSL Club closure – which used to be an entertainment venue for many locals and where cheap food and drinks could be had in a very **safe and friendly environment** (now no more)?

- Who plans these escalated scenarios – which affect local communities so detrimentally??

➢ **Potential for escalation of Crime in this Region**

- Policing **drone**s use along Beach fronts and Bike and Walk pathways? Threatening use of local residents during their leisure pursuits on their established trails existent already there
- Summer parties along St Kilda Beach – extending further south to the Marina
- And an Influx of totally **unpredictable and uncontrolled young people** both from inner and outer suburbs as well as overseas during the summer season – extending even longer than usual in this region
- Use of the peppercorn rental being handed over to the LGBT **Gay and Lesbian communities** – inviting predictable levels of crime being exported from Sydney's Kings Cross for use of these facilities by these communities – and leading to heightened potential for drug users and **drug addicts** entering the area. Already – there appears to have been a serious attempt to enhance this type of drug user element – by opening commercial enterprises with names such as the Hemp Café – providing an open invitation to that type of person to enter the area particularly in St Kilda area?

- Who plans this, and who polices same?

➢ **Lack of built heritage sites directly impacting on the Marina site – in terms of historic architecture?**

- When the St Kilda Junction and its Five Ways was replaced by the Princes Highway to Dandenong Freeway – much of the quaint historic precinct went with it. Even given that St Kilda was once considered to be the Toorak of the rich for Melbourne – most of those historically majestic edifices have also **disappeared.** What we are left with is small beach

Submitted b[redacted] 18 July 2020
Address of: [redacted]
E: [redacted]

PLAN FOR RE-DEVELOPMENT OF ST KILDA MARINA – AND PROBLEMS ENVISAGED FOR LOCAL RESIDENTS OF ELWOOD REGION

front housing with its frequency to bayside walks and use – but not so much historic facades as once would have existed here?

- So how will this region's history – of beach front dwellings and bayside usage – be highlighted?

➢ **How will former fauna and flora of the area – be renegotiated**?

- Will expertise be engaged for this side of the project? Already bird life has been reduced to the almost insignificant – apart from the larger birds – of **ravens and magpies**. And the occasionally small flocks of **rosellas** over summer.
- Will Elwood Residents be encouraged to keep their cats indoors overnight for instance? – so that bird life is not directly threatened by introduced domestic animal life?
- How do you balance the **ecologies of constraint** when bird life numbers evolve out of all proportions to their original formats and numbers? ie with small but beautifully coloured rosellas – who tend to threaten farmers crops if left to **multiply uncontrolled**?

- Please do not relegate such tasks to **volunteer conservation groups** who already dominate too much – eg the St Kilda EcoCentre based at the corner of the St Kilda Botanical Gardens, run by the same management for eons and where exclusive users are promoted with regards to its community advantages? A bit similar to Ceres in fact – which has become subject to dominance by bullying. Plus also the Shakespeare Grove Residents Garden Plots (and their unique Club House – and an established little **clique** who hang out there frightening any relevant new comers away? Only the initiated need join in...and anyone else is scared off – as if all its more frequent users have scare crow characteristics!???! If it's not good for all its just not good enough!??

CONCLUSIONS

As it stands – it consists of excellent forward planning for a re-vamping of what was once exclusively for boat owners usage – to engage the entire community – and enhance its tourism aspects – thus engaging to contribute wholly to a more economically sound Victoria in years to come.

But with a few minor niggly little issues that still need routing. As above.

Submitted [redacted] - 18 July 2020
Address of: [redacted]
E: [redacted]

PLAN FOR RE-DEVELOPMENT OF ST KILDA MARINA – AND PROBLEMS ENVISAGED FOR LOCAL RESIDENTS OF ELWOOD REGION

Cc Victorian Planning Minister, MP Richard Wynne

Submitted by [redacted] - 18 July 2020
Address of: [redacted]
E: [redacted]

29 July 2020

Australian Sailing Limited
ABN 26 602 997 562

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Australia

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Michelle Rysanek

City of Port Phillip

Dear Michelle,

Re - **PROPOSED ST KILDA MARINA REDEVELOPMENT**

I understand that the City of Port Phillip is considering the redevelopment of the St Kilda Marina. After viewing the proposed project Australian Sailing (the governing body of the sport of Sailing in Australia) would like to make the following submission.

The Melbourne Trailable Yacht Club (MTYC) is an affiliated club with Australian Sailing. It has been sailing out of the St Kilda Marina since 1983 to cater to its membership's demographic and as a club is over 50 years old. MTYC is an active community focused club that sails, both recreationally and competitively, with crews that span 3 family generations.

Many of the club members have known each other for decades and have crewed on each other's boats, attended Tall Ship Festivals together, both in Tasmania and in East Gippsland, and undertaken sailing expeditions as groups both in Australia and overseas. This strong sense of community within the club has fostered and supported family values, long friendships, exercise, good health and camaraderie and all this stems from them having a settled home at St. Kilda Marina. It cannot be understated how large an impact the current redevelopment plan will have on the club's membership and their ability to continue in a sport and community recreation that they love.

The two key aspects of the proposed redevelopment that, in their current design, will negatively impact the club are:

- Redevelopment of the current hard stand into car parking
- Installation of a bridge over the entrance to the marina

Redevelopment of the current hard stand into car parking

The ability to store trailable yachts with their masts up in a secure area is paramount to the club's ability to attract and service the requirements of new and current members. Twilight sailing is now the largest and most popular form of sailing in Australia. In an ever-changing recreational marketplace where, cost, lack of time and social connectedness are the key drivers of participation, twilight sailing has become increasingly important to our sport. The removal of the hard stand at St Kilda Marina would ensure that this facet of our sport was no longer able to be delivered by the MTYC.

In the sailing off season the club members also have instituted a "Men's Shed" type event (Men on a boat to be accurate) for members of the club who meet on one of the boats to talk, swop sailing stories, drink coffee and where required help each other with repairs and maintenance of boats. The boats are easily accessible on the hard stand and allow for these meetings and necessary maintenance to be done. It allows members, particularly older male members, to remain both connected and useful. This connectedness will only become more important as we move out of a COVID society.

Installation of a bridge over the entrance to the marina

It is my understanding that council has proposed the development of a bridge across the mouth of the marina. While I have not been able to find any proposed dimensions for this bridge, I would like to make the following submission. Unless the bridge is of sufficient height to allow trailable yachts, coast guard vessels with communication equipment and large power boats with high fly bridges to pass through, it will destroy the diversity and community focus of the marina.

If the Council really supports the vision statement and the stated outcomes of this proposal, then the plans should be amended to accommodate the continued use of the marina as a working base for trailable yacht racing and recreational sailing activities that have been a significant asset to this marina since 1983.

On behalf of the MTYC I would ask that the council looks to amend their proposal to ensure the continued success and vibrancy of this sailing club, who have been a tenant since 1983.

If you would like further information or to discuss this further, please contact me at any time.

Yours Sincerely

[redacted]

[redacted]
Australian Sailing Regional Manager - Victoria

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina Project - Section 190 Lease Submission
Date: Wednesday, 29 July 2020 2:41:23 PM

Re: St. Kilda Marina Project - Section 190 Lease Submission.

I wish to forward my submission for the re-development of the St. Kilda Marina and in particular the Riva Bar And Restaurant.

One suggestion is to add another level to Riva, so Reception, Bar and the Restaurant would each have their own level.
The levels would consist of,
A) **Ground Level** would be The Reception Area, for Weddings,Engagments and Parties or other special occasion
B) **Level One** would be The Bar
C) **Level Two** would be The Restaurant.
Having a separate level for the restaurant would be added privacy for Diners.

I do not believe adding another level to Riva will obscure any views or increase the noise level as Riva is so far inland from the street and homes. In fact, the extra level if added would be lower than Boat Storage Area itself. Why, you may even able to add 2 more levels! As for the increase in noise level, one suggestion would be to add Noise Reduction Cladding Materials to soundproof the building, so as to not disturb or annoy nearby neighbours. Someone is bound to complain! Remember The St.Kilda Marina opened in 1969 and has probably been there well before some of the residents that moved in the area. Motor powered boats can also be noisy. The St.Kilda Marina, including Riva is there to be enjoyed by everyone. And it is on Crown Land.

Another suggestion would be to add more off street parking for Riva Customers and Wedding, Engagements and Party Guests or any other special occasion. One suggestion is to have an underground car park under the actual parkland, near Riva, which would be free for Riva Diners and Wedding, Engagements and Party Guests or any other special occasion.

I also wish to see the use of Solar Panels to power the St. Kilda Marina including Riva.
The more lighting the safer the St.Kilda Marina and the surrounding areas will be.
I do not think it should be a 24 hour hub!

St Kilda needs more free parking, as it is the People who visit restaurants and bars that make St.Kilda what it is.
No people, no business! It is the people who support the area.

I also suggest that if businesses are to succeed once the redevelopment of the St. Kilda Marina is complete, offer free parking after 6pm, 7 days a week. This will bring more people into St.Kilda. After all St.Kilda is there to be enjoyed by everyone, not just by the locals. Visitors from outside the area are ones that probably spend most of the money.

I do not think it is fair for People visiting St.Kilda and supporting local businesses to be

penalised with the added expense of street parking.

Thank You,

[redacted]

From: [redacted]
To: St Kilda Marina Project
Cc: [redacted]
Subject: marina lease
Date: Saturday, 1 August 2020 11:00:51 AM

[External Email] Please be cautious before clicking on any links or attachments.

Hi,

I recently invested about $20,000 in a good-sized second hand cabin cruiser to use with my family and have just signed a 12 month agreement to keep it on a trailer at St Kilda Marina. As a Port Melbourne resident, having the boat local and the level of fees that apply for parking it in St Kilda were very important considerations in deciding to make the purchase. And as you would recognise, as a CoPP resident, there are very few options for parking a large boat on the street, compared to people who live in further out suburbs with large driveways and wide streets. So to be able to enjoy boating on the bay, Port Phillip residents really need affordable access to something like the St Kilda Marina.

There are very, very few options for mooring or storing a motor boat at this end of the bay. Pier 35 is the next closest, but it is several thousand dollars per year more expensive than St Kilda Marina, and it takes 20 minutes to get out to the bay up the river. Plus it is far away from anything (cafes, beach, shops etc.) so mooring there is very different (not nearly as fun). St Kilda Marina essentially has a local monopoly. Royal Melbourne is really for sailing not power boats, and there are no options to dry store.

While I can see the benefit for other stakeholders of having huge sums of money spent on upgrading the St Kilda facility, I am concerned about who is going to end up paying for it all and none of the information that I have seen addresses the fees. I am very concerned that the cost of all the largesse and expense of the plan will be shunted on to boat owners who are trapped with no competitive alternatives.

At the moment, I am paying about $3000 per year to store my boat at St Kilda. All I get for that essentially is an uncovered parking spot, access to the ramp and wash down bay (which has a coin operated jet washer) and a degree of site security. No power, no water at the parking spot. My boat is on a trailer that I purchased (additional cost to buy and maintain), and I have to launch and retrieve the boat myself.

The alternative option I had for dry storage was on an uncovered rack out on the hard stand, which would have cost me about $6000 per year. For that, I would not have to have a trailer, and the boat would be launched and retrieved by forklift which can be a convenience. There is supposed to be power at the parking site, but because of a fault that they do not want to spend the money to fix there was no power. There is a tap and hose. However I could not justify that high cost for the convenience so it made sense to spend about $8000 on a second hand trailer rather than pay $6000 in fees every year.

While it may true that boating is a hobby is frequented by some very wealthy of people for whom the expense is incidental, that is not true for the majority of people who wish to go

boating. So the marina fees absolutely matter to many people like me as to whether boating is an affordable way to spend time with your family or not. There must have been a business case put forward to support the very large sums of money proposed to be spent on the marina. That business case must have built into it assumptions about the marina fees to be charged by the new operators.

Given that the current boat owners are most likely to be the ones paying for the facilities, there should be absolute transparency about the fees that the business case assumes. Can you please ensure that the projected fees are tabled in the information session and on the web site?

Specifically, I would like to see a published comparison of fees between today's storage/mooring charges (which are on the Marina web site) and those proposed by the new operator before the plan is approved. The market (i.e. current boat owners) should be consulted on the fees against the benefits of the plan and feedback considered for viability. Nobody has asked me what I think. Why not??

The fees must remain reasonable to ensure that boat owners are not being exploited by a firm being granted a monopoly by the council, and to ensure that the business plan put up for approval is actually viable. Demand is not inelastic. It should be obvious that if the fees are too high, there will be no customers and the investment will be an embarrassing white elephant that also destroys a valuable and affordable amenity. Or it will only be affordable for million-dollar boats and therefore become out of reach for the majority of locals who just want to enjoy some family boating without spending a king's ransom on storage.

Thanks,

[redacted]

From: [redacted]
To: St Kilda Marina Project
Cc: [redacted]
Subject: St Kilda Marina Submission
Date: Saturday, 1 August 2020 4:42:07 PM

[External Email] Please be cautious before clicking on any links or attachments.

To Whom it May Concern,

I am a keen sailor, and have enjoyed sailing from St Kilda Marina for about 20 years both using my own trailer sailer and crewing for other trailer sailer owners.
I want to strenuously voice my concerns about the proposed Terms of Lease provisions relating to the form of development.
These provisions will greatly impact on users of trailer-sailer yachts, and of yacht users in general if a new pedestrian bridge is ever built.

There seems to have been significant consultation, but perhaps it has not involved many of the boating public outside the Port Phillip Municipality. The development documents refer to the regional benefit of the marina in recognition that not all people for whom St Kilda is a "local" beach live in the City of Port Phillip. I believe the wider population must be considered.

There are about 170 boats on trailers on the current open area within the private marina area to the west and north of the storage buildings. A significant proportion are trailer sailers.
Many people who keep their boats there do so because there is no room at their own property to keep these trailer boats. Many like the convenience or even for some it may be the only practical option.

Trailer sailers typically require up to about an hour to rig (stand the mast up and prepare lines/rudders etc. for sailing), and the same time after retrieval from the water to de-rig for towing on public roads.
The opportunity to keep a boat by the water near a ramp with the mast up, makes sailing this type of yacht accessible to more people than otherwise would be the case. Quite a few sailors of trailer sailers sail after work hours during summer. This would not be possible in daylight if they had to tow their boats from home or elsewhere and rig up before sailing.

I also have serious concerns about the layout of berths adjacent to the launch ramp in the Design Brief documents, and the lack of pontoons nearby (there is only one right beside and that is around a corner), to aid in launching and retrieval.

If a bridge is eventually built, access and egress by any sailing boat will be prevented completely. There is reference within the documents to the facility being and "All weather Safe Haven. Not if the vessel in trouble has a mast and can't get under a bridge!

In these days of climate change awareness, promotion of sailing over powerboating should be encouraged by responsible governments.

One last point I note is that the St Kilda Land Act 1965 provides that the land may only be leased for the purposes of a marina. I do not see the link to a skydiving business.

There are few launching ramps at the top end of the bay. If development of the St Kilda

Marina precludes many existing users from one of the few available, it will have a significant detrimental impact.

Sincerely

[redacted]

Melbourne Trailable Yacht Club Member

[redacted]

[redacted]

4th August 2020

Ms. M. Rysansek
St. Kilda City Council
Private Bag 3
P.O St Kilda Vic 3182

Dear Ms. Rysansek

Re: St Kilda Marina Development

As a member of St Kilda Marina I participated in the Q&A session on Thursday 30th July and asked a question in connection to the open storage for trailer sailors with masts up. I was subsequently disappointed in Mr. [redacted]s response that basically this is not a consideration in the development.

As someone who has stored my trailer sailed at the marina for a number of years it is sad that I will be forced to vacate St Kilda Marina. [redacted]suggestion that those of us with trailer sailors will be able to use dry storage and will have to drop the mast is nota practical option for me and I'm sure, other trailer sailor members of the marina.

The reasons this is not practical are

- It takes time to rig and unrig the boat
- It would not be possible or safe to step the mast while the boat is on the tines of a fork lift
- If we were expected to do this on the water it would not be an easy task if other boats passing on the water were creating a wake.
- Personally as I suffer bursitis in the shoulder lifting and lowering the mast every time I want to sail would be restrictive as well as an undesirable situation, one of the reasons I have opted for the current storage arrangement.

Due to storing my boat at St Kilda Marina I became aware of and subsequently became a member of Melbourne Trailable Yacht Club, MTYC. This club was founded 47 years ago and since 1980 has used St Kilda Marina as a base with both twilight sailing on Thursday night's, during daylight saving, and fortnightly sailing on Sundays throughout the year.

The participants of Thursday twilight sailing are mostly members who store their boats on the hardstand at the marina. If there is no longer mast up storage for us in the new marina this will be the end of one of MTYC's activities.

MTYC is a family oriented club, active in the promotion of sailing for all age groups. Our Thursday evening sail collects a small donation each week from participants and at the end of the season a donation is then made to the Coast Guard. The club interest is not solely directed to boat owners but also promotes the recreational activity of sailing to the community by promoting non boat owners to come and crew, whered places will always be found for such people.

Personally I live approximately 70 Klm's from the marina and am happy to drive to St Kilda to participate in sailing and social activities as my boat is stored ready to sail after simply launching it. Obviously without having the facility of mast up storage I will not be able to follow my recreational activity , not only affecting me but also the two people who regularly crew for me.

Some may think that sailing is an elitist activity but our boats are not overly expensive and over the years I have pushed my budget out to include the cost of storage at the marina. The figure over the years would far exceed the value of the boat. It would be wonderful to be able to afford the luxury of a keel boat moored in a pen at some place like Sandringham Yacht Club but I think you would find this is way beyond the budget of most trailer sailer owners

Lastly for those of us advancing in years the mast up storage has given us the opportunity to prolong the recreational sport we have loved over the years.

I ask that the developers of the much needed improved working marina to include an aspect of many working marinas, a hardstand mast up storage area for our boats.

Yours sincerely

[redacted]

From: [redacted]
To: St Kilda Marina Project
Subject: Objection to Pedestrian Bridge at St Kilda
Date: Thursday, 6 August 2020 12:06:47 PM

[External Email] Please be cautious before clicking on any links or attachments.

To whom it may concern 6th August 2020

I am writing to you to object to
"the proposal for plans to build a pedestrian bridge across the entrance to St Kilda marina."
The installation of this bridge will make access to the marina impractical
for trailerable yachts
If this walk/bike trail is moved to the other side (south) of the current car park it will not effect the ramp useage. This will bring in more tailerable yacht revenue and better safety to launching.

Your Sincerely
[redacted]

Sent from Mail for Windows 10

6 August 2020

[redacted]

Ms Michelle Rysanek
Port Phillip Council
Private Bag 3
PO St Kilda,
Victoria, 3182

Via email: skmproject@portphillip.vic.gov.au

Dear Ms. Rysanek

ST KILDA MARINA PROJECT

I wish to register my objection to the building of a bridge over the entrance to the St Kilda Marina.

I commend the decision to undertake the much needed upgrade to the precinct and to improve the facility to service the needs of the various user groups for today and into the future. In my opinion, the extensive planning process has been well executed and has addressed the various factors influencing the brief.

Whilst I look forward to the improvements to the marina and precinct, I strongly oppose the inclusion of the bridge over the marina sea entrance. The inclusion of this feature does not seem to have been given adequate consideration and whilst its inclusion will benefit some user groups it will be at the peril of others, namely boat owners.

Melbourne is fortunate to be located on one of the best bays in the world. Sadly, it has never been utelised to its full potential and for as long as I can remember, the matter of access to this great asset by the recreational boater has been a topic of debate and frustration amongst the boating community.

Apart from providing an all-weather access to the top end of the bay for boating enthusiasts, the St Kilda Marina also provides a safe harbour for any vessel seeking shelter in inclement weather. If this facility was no longer available the next closest all-weather public boat harbour/launch facility would be Mornington Harbour on the east side of the bay and The Warmies in Spotswood on the west side of the bay. To deny access to the St Kilda Marina facility for boat owners would be a tragedy.

Being a member of the Hartley TS18-21 Yacht Club and an owner of a trailer sailer yacht, I have used the launch/retrieval ramp at St Kilda Marina on numerous

occasions. I enjoy the ability to launch and retrieve safely in all conditions. Knowing this marina exists to provide a bolt-hole when conditions turn nasty is a comfort when sailing at the top end of the bay. The feeling of sailing into the calm waters behind the marina breakwater after battling rough seas in the open bay is always a welcome one.

Whilst the inclusion of a bridge over the sea entrance to the marina would put paid to any future use by yachts it is not only yachts that would be impacted by such a structure. Many of the large motor cruises that are berthed within the marina would also struggle to pass under a bridge across the entrance.

Any bridge providing access for pedestrians would need to be designed to accommodate wheelchair access. Wheelchair access requires shallower gradients and more frequent rest areas than what is considered acceptable for able bodied pedestrians. To achieve a bridge that is high enough to enable large vessels to pass under would result in lengthy access paths to and from the bridge to enable compliance with disabled access. The practicalities of accommodating such lengthy access paths would be challenging within the limitations of the site which makes me question whether the idea of a bridge has been totally thought through.

Apart from site limitations there is also the matter of a proposed compliant bridge impeding on the visual sight lines that have been identified as being critical to be retained in any future development of the site. A bridge of suitable scale that would not impact on the function of the marina would no doubt be a sizeable structure that would invariably limit sight lines through the marina and beyond.

Based on the above, I strongly urge Council to please reconsider the building of a bridge over the entrance to St Kilda Marina. If it is deemed essential that a bridge is included in the proposed upgrade works then I suggest such bridge should be operable such as a swing type or draw bridge type so as not to impede the full function of the marina. Better still, to enable access from the peninsula to the Marina Reserve why not construct a tunnel under the entrance?

Kind Regards,

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina Project - Section 190 Lease Submission
Date: Friday, 7 August 2020 6:22:36 PM

[External Email] Please be cautious before clicking on any links or attachments.

Dear Michelle,

I am writing to the council following the Q&A session on the proposed redevelopment of the St Kilda Marina held at the end of July.

The session provided big emphasis was placed on community activities centred around the working marina. Initially, I was quite excited to see that there were going to be rooms for community groups. Perfect to enhance community activities club rooms maybe.....

However, in reviewing the proposal, I was extremely disappointed to realize that there was not provision in the development for the storage of yachts on the hardstand with masts up. Surely this requirement is part of a working marina. It enables this type of vessel to be easily and practically launched and retrieved with the minimal amount of effort. If it is easy to do then it will be used.

During the Q&A, in answer to the a question about what provisions were made for trailerable yachts, we were learned that requirement was not in the design brief (why not?) and if trailerable yachts were to be stored then they could be stored in the stack. This sounds good in principle, however, this solution is not practical. It shows a complete lack of understanding of the practical requirements for trailerable yachts. This is understandable as the panel do not have experience in this area. The solution provided, is equivalent to asking a power boat owners to remove the engine every time the vessel is launched and retrieved. It is simply not practical. Yes it can be done, but why would you as raising the mast takes 1+ hours and a similar amount of time for lowering the mast. It is too hard for an evenings summer sail for this to be undertaken and make sailing a pleasure rather than a chore.

Why is it essential to have mast up storage?

- There are extremely limited facilities that cater for mast up trailerable yacht storage close to the city. The nearest are restricted large yacht clubs which do not specifically cater for trailerable yachts. We are looking at Sandringham or Mornington further down the bay. Where else in Melbourne has facilities that are as good those that already exist at the current marina.
- The vessels that are stored at the marina are regularly used during the summer for club events during the evenings.
- It provides a social community gathering for members of Melbourne trailerable yacht club who come from all over the Melbourne Region to actively participate in Sailing.
- Yachts on the hard provide a wonderful camaraderie amongst the club community in the yard area. Sort of a Men's shed where knowledge and practical experience is shared.
- Repairs and Maintenance to yachts are best performed on the trailer.
- Having mast up storage, from a club perspective, provides the foundation for a fleet to

enable participation in the annual Four Points Race – Some 50 trailerable yachts take part in this event held in May commencing at St Kilda Marina. This race is second is size to the Marley Point race on the Gippsland lakes that has been running for 50 years. (I guess that this should have been brought to the councils attention.) Vessels come from all parts of Victoria for this event. The traveller series through Australian Sailing.

- Support the 100 club members that participate in club events that regularly use the marina facilites.

One of the key Q&A discussion points centred around how great the proposal was going to be for the community. From my perspective, the reason to go to the marina at present is for the community that currently exists at the marina. The people working on their boats, the barbeques at the coast guard at the end of a summers evening sailing, the engagement with other trailerable yacht folks around Victoria. To me, you already have a great community! You already have community engagement. You have people actively engaged and dedicated to promote community activities. You already have a tight knit community that exists at the marina.

Surely, the new development without mast up storage is going to destroy one community. The trailerable yachting community. It will be sad that the opportunity of engaging with other like minded mariners will be foregone to others in the future should this community be lost. Surely, the idea of the marina development is to improve facilities for ALL. Surely, the yachting community would also engage with the proposed retail and food development.

In reflection, I went through the community consultation questionnaire to see why the need for mast up storage was not highlighted. It seems that the questions in this area were not asked. It was not understood by the community engagement team so the relevant questions were not asked. This is understandable if you don't know what happens in the community. The team most likely saw, power boats and fishing boats. I am sure that you got plenty of feedback on why the proposed bridge would be a problem to yachts and large power boats and hence the need to defer the decision relating to the bridge. These objections were obvious to the marina users. Mast up storage is not so obvious.

I can also see problems with the launching arrangements as there is limited areas for vessels to be tied up whilst trailers are being retrieved at the public ramp. A significant amount of public wharf room has been removed in the proposal which would result in congestion. Was there a boat traffic management study made? Can you refer me to the document?

As a general comment, I also would be extremely worried to be the owner of the vessels located directly behind the launching ramp as would my vessels insurance company. With the new arrangement, these vessels are going to be subject to wash from power boats being retrieved and leaving the launching area. You will have issues with the floating pontoons from wake from power boats loading onto the trailers and leaving the launching ramp. The proximity of the first row of pens does no look to provide suitable clearances for launching

particularly at low tide. This should be a red flag as it is a flaw in the design. Perhaps the solution will be to remove the launching ramp altogether. No dimensions are given to provide due consideration suitable. I am assuming that plan is an accurate representation of the proposal.

In summary, all I ask is if the development goes ahead, that provision is made for the sailing community that use these facilities, support the Coast Guard in kind and time so they are not just discarded for rock bands and ice skating rinks. The new design is not ideal and would have hoped to see an improvement for the boating public and this seems to be architecturally pleasing to the eye but functionally a retrograde step. I would be disappointed that sailing would be foregone for the sole purpose of Jetskis and powerboats. The development is supposed to be for everyone and not just for the perfect morning cocktail of exhaust fumes, noise, a cappuccino and a patisserie under the new scenario and consideration is given to the public launching facilities. There are limited all weather ramps on the bay and what you have at the moment is one of the best. Don't desecrate it. Improve what you have.

I look forward to your due reconsideration of the development or a practical alternate suitable for yachting as I for one cannot see any benefit of this type of development over the existing facility. I would sooner see the existing facility improved as it stands and the money saved.

Looking forward to your review of the proposal.

Yours Sincerely.

[redacted]

From: [redacted]
To: St Kilda Marina Project
Cc: "Melbourne Trailable Yacht Club"
Subject: St Kilda Marina Project - Section 190 Lease Submission
Date: Saturday, 8 August 2020 2:45:24 PM

[External Email] Please be cautious before clicking on any links or attachments.

Good Afternoon,
We are owners of a Trailable yacht and members of Melbourne Trailable Yacht Club who heavily use the facilities at the existing St Kilda Marina complex – both on weekends and Thursday nights during summer. This is our main base for most of our members in and around Melbourne. As our name suggests we are Trailable yachts, some being stored at the marina on the hard with their masts up, others stored at home, being launched from the boat ramp when we have sailing activities. We also run larger events from this venue that brings other Trailable yachts from much further afield.

The proposal, which appears to remove one of the launching ramps and eliminate hard storage would dramatically disadvantage Melbourne Trailable Yacht Club members.

The proposed remaining ramp would be more difficult to use safely with pens behind, reducing the manoeuvring area when launching and are retrieving.

With only one ramp and twice the number of boats, and less parking, it would be a great inconvenience to our members and other members of the public who wish to use the boat launching ramp.

Additionally the inability to store yachts with mast-up on site will increase the time and congestion around the launching ramp, especially with limited parking.

Trailable yachts are generally not designed to stored in pens in water.

The proposal seems very much geared to motor boats and actively discriminates against Trailable yachts.

We trust that you will give serious consideration to the impact that the proposal will have on a very large portion of the sailing community. Surely you would want your development to accommodate all modes of water sport.

Kind regards,

[redacted]
Members of MTYC

[redacted]

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina Project - Section 190 Lease Submission
Date: Sunday, 9 August 2020 9:31:57 PM

[External Email] Please be cautious before clicking on any links or attachments.

As a trailable yacht owner, I wish to lodge my objection to the lack of consideration for hard stand storage in this project. Trailer sailers have been stored at the marina for many years and it has also been the home of Melbourne Trailable Yacht Club for a long period, both of which will be brought to to an end.

I ask that that Council reconsider the proposal as it will effectively result in the marina becoming an exclusive precinct for wealthy power boat owners, particularly once the proposed bridge is inevitably progressed.

Thanks for your consideration in this matter.

[redacted]

Geelong Trailable Yacht Club Inc.

(ABN: 744 685 909 14; Reg. No. A8646)
P.O. Box 899 Geelong, Victoria 3220
email: secretary@gtyc.com.au
Club Phone: 0411 142 917
Web: http://gtyc.com.au

Date: 5th. August, 2020.

To: City of Port Phillip
Subject: St Kilda Marina Re-development

Geelong Trailable Yacht Club Inc. (GTYC) is a Geelong based sailing club catering exclusively for trailable yachts, which are distinguished by retractable keels and rudders so that they can be transported readily on purpose-built trailers. The yachts are typically between 5 metres and 8.5 metres length and have cabins with accommodation for crew. A trailable yacht is typically trailed to car/trailer parking area at a sailing venue where the mast is erected and the vessel launched via a boat ramp. Keel, rudder and small outboard motor need then to be deployed before the vessel can be motored away. On conclusion of sailing, keel, rudder and motor are stowed at the ramp before the vessel is retrieved onto its trailer, mast lowered in the car/trailer park and the vessel and tow vehicle driven away. Trailable yacht clubs typically use a boat ramp or marina with a boat ramp, as "home base" for sailing activities.

GTYC members often sail from St Kilda marina as participants in events organized by Melbourne Trailable Yacht Club (MTYC), which uses St Kilda Marina as its "home base". Difficulties and safety issues launching and retrieving at the existing Marina are a significant impediment for visiting trailable yachts. This prompts us to offer the following comment on the current marina, giving rise to suggested improvements to the re-development proposal.

1. Entry to the current marina is possible from one direction only, not obvious to visitors unfamiliar with the area and requiring a U-turn not easily executed for a large tow vehicle with long trailer in tow, on a busy road. We believe that inadequate separation of pedestrian and cyclist traffic from the car/trailer movement within the Marina, combined with a car/trailer park with inadequate capacity, force the requirement for left-turn-only into the marina. Improved management of pedestrians in the internal roads and paths would be an essential safety and amenity improvement and would improve the congestion near the entry and on the road.
2. Once in the marina area, tow vehicle and trailer have to compete with pedestrians and cyclists to access limited parking and to access the boat ramp. Safety considerations surely would require better separation of pedestrians and cyclists from cars and trailers in any new development, without limiting pedestrian movements around the jetties and the other venues and activities of interest to pedestrians. Permitting right turn into the marina, combined with a single, coordinated, traffic-light-controlled crossing for pedestrians and cyclists near the eastern end of the car park, would do much to alleviate issues 1 and 2. Directing pedestrians to the paths near the marina rather than onto the internal roadways would surely be an essential objective for the new development. The present objectives seem to prioritise mixing of pedestrians with cars/trailers

rather than the safety which comes with clearly designated separation. One suggested proposal is offered in Attachment 1.

3. The capacity of the car/trailer park is too small. Cars and trailers are forced to drive around or stop and wait, to find an empty parking space, adding again to the chaotic, unsafe congestion. Any increase in parking spaces would be a welcome improvement.
4. Unlike a powerboat, a trailable yacht, once launched, cannot be safely moved until a few minutes is spent lowering keel, rudder and outboard motor. Temporary tie-up is required to facilitate this. Presently, the yacht, once launched, has to be manoeuvred by hand, by at least two people, one being often the driver of the car, around the corner of the wharf with risk to vessel and operators, before it can safely be temporarily tied up. Any new development should include a short (10 metre or so) jetty addition in alignment with the ramp to make this process safe. (refer Attachment 2). The vessel can then be safely moved away under its own power and the car/trailer can be moved away from the ramp environs. Retrieval is the reverse procedure which would equally be made safe and quick. Congestion at the ramp would also happily reduced.
5. It appears that a pedestrian bridge is proposed across the entrance to the boat harbour. One of the referenced marinas seems to have a lifting bridge to facilitate the passage of boats. In the case of St Kilda Marina, we consider any blockage to passage of vessels to be unsafe. In the event of an emergency out on the water, such as equipment failure, sudden squalls or medical emergency, boats must have immediate access to the safe haven of the harbour and Coast Guard must have immediate access to the bay. Likewise, if a lifting bridge is not proposed, a fixed bridge would need to be impractically high to safely clear masts of yachts.

In our experience, trailable yachts can add significant interest to a boat ramp. The disincentives to participation in events at the marina are all safety related. In the interests of safety, we would hope that these suggested changes could be incorporated.

[redacted], Secretary, GTYC

Submission 12

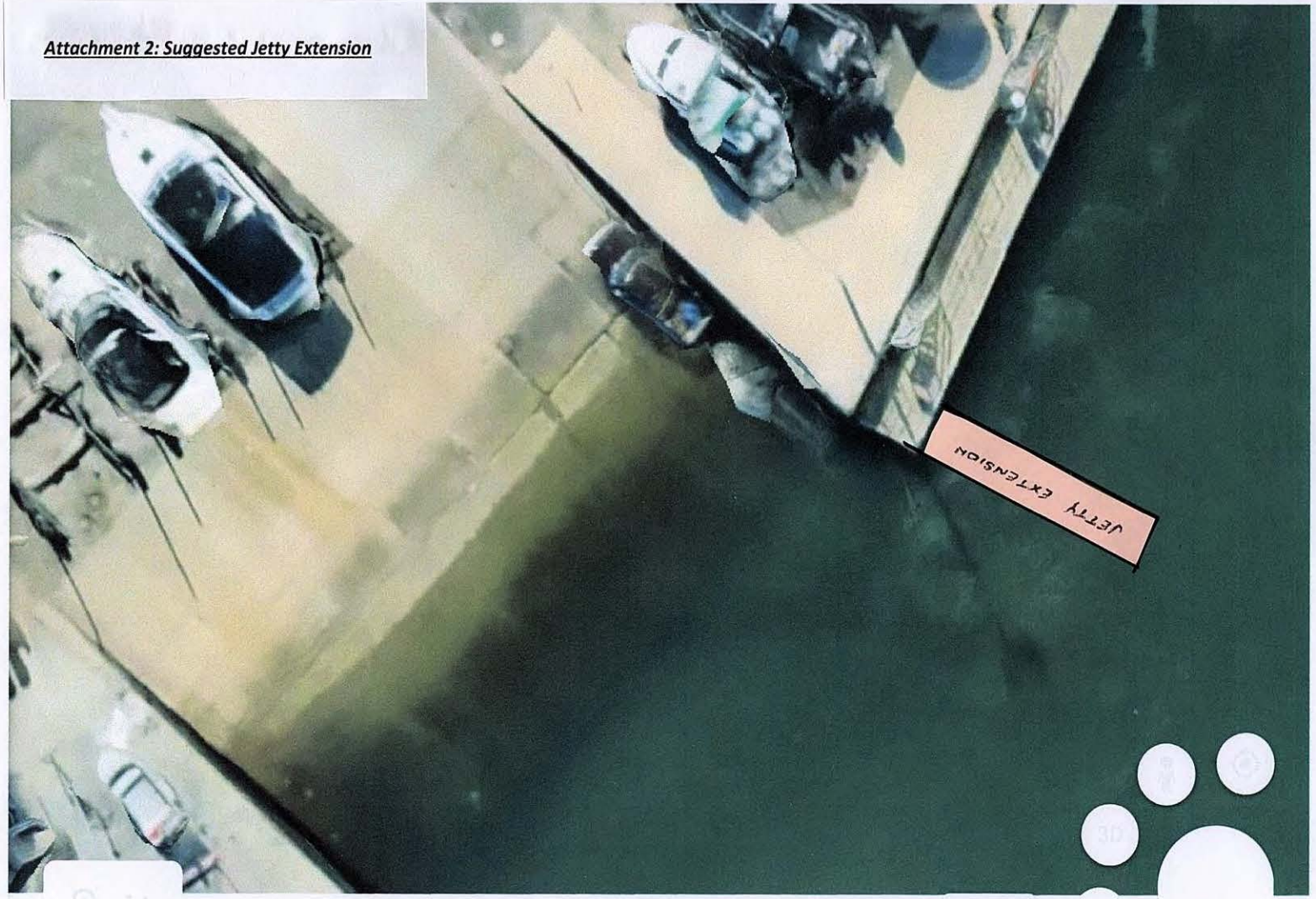
Attachment 1: Suggested Pedestrian Path

100%

Camera: 183 m 37°52'34"S 144°58'35"E 7 m

Submission 12

Attachment 2: Suggested Jetty Extension



10 August 2020

Port Phillip Council
Private Bag No 3
PO St Kilda
Victoria 3182

[redacted]

Sent via E/mail: skmproject@portphillip.vic.gov.au

Re : St Kilda Marina Project proposal

To: Michelle Rysanek,

The following is my written submission on the proposed "New long term lease" for the Marina.

As a member of the St Kilda Marina Community Panel and frequent public speaker at Council meetings, regrettably I have to say how disappointing the proposal is, for following reasons:

1. Shed Massing

Undoubtably the issue that generated the most discussion during the Community Panel sessions was whether the boat shed should be higher (15 meters) or lower (12 meters). The advantage of a higher structure was that it would cover less actual ground and therefore would have less impact on the Marina vistas and result in more open space.

The Community Panel voting on this issue **(refer attachment A)** was:

- Preference for high/short versus long/low: 13 high/short and 9 long/low.

The Community Panel by voting for a high/short option would have been expecting an approximate 120 - 160 meter foot print not a 200 meter plus as contained in the proposal. All of the design diagrams provided to the Community Panel gave the clear impression of an outcome, that focused on the "Dry stack shifts south to open up views across peninsula." **(refer B, B1, B2 & B3)**

Notably no vote was taken on a high/long version, that is the current proposal. If there had been, I am confident it would not have been popular.

The proposal contained within the "Redevelopment Concept Plan" page 16 represents a long building foot print, in addition to being a high one. An absolute worst case scenario. i.e. a long and high peninsula building foot print. The present boat sheds are 9 meters in height.

I would also note, that the positioning of the large Riva Restaurant (1900 sqm) during the Panel process was often suggested to be located at the southern end of the Marina, where the largest open space exists. By placing the Restaurant on the peninsula it significantly contributes to the length of the peninsula shed massing.

The Victorian Planning Panel report noted that Area 2 (southern end of site) will provide the most diverse functions, should have a 12 meter height limit and is the largest site. It however has no additional buildings under this proposal.

The proposal represents a poor outcome, namely a centrally peninsula located, high and long shed foot print, that will dominate this foreshore site. **(refer also section 3)**

2. BP Service station

As was reported within the final meeting of the Community Panel outcomes report, "The Majority of the Panel and Council agreed to discontinue the service station". **(refer attach C)** This was included within the "Site Brief" that stated "That the Service station use is prohibited. **(refer attachment D)** The Council also received advice from the Department of Environment, Land, Water and Planning (DELWP) noting that:

- A service station is a non coastal dependent use, Typically, DELWP encourage relocation of non coastal dependent uses.

After all this, it was surprising that the BP service station is be granted another 10 year lease.

3. Wind protection structure

If the proposed building foot print on the Peninsula is not long enough, it is made even worse by tacking on an additional structure at the northern end of the building. Presumably for some sort of weather protection. **(refer attachment E)**

The Community Panel at its final meeting on 10 December 2018 was provided with a paper on the Community Panel process outcomes, that included "Views and movement" details that show the "views to Bay horizon" that clearly show that the proposed peninsula boat shed and boat service buildings do not comply with the attached diagram. Particularly the structure attached at the northern end of the building. **(refer attachment F)**

I have also previously provided the council with pictures that show well protected the Marina is during storm activity. **(refer attachment G)** I would note that other Port Phillip Bay western facing marinas such as Mordialloc, Frankston and Martha Cove donot have any large buildings on their foreshores. As a 13 year Victorian boat licence holder and before that a NSW licence holder and frequent user of the Bay, I know that carefully checking weather conditions is a vital requirement that all boat users follow. If there is any suggestion of adverse weather you never go out. I have additional pictures, if required.

As a 29 year Marine Parade resident that has lived directly opposite the marina, I have yet to see any white cap waves within the marina site. I note that the "StKilda Marina Environment & Coastal Hazard Assessment" report notes on page 66 that "inside the Marina there is unlikely to be any significant wave action or sediment movement. The entrance faces north-west, and has very limited wave fetch, and is therefore not involved in any active coastal processes."

I don't believe that an additional barrier is justified and will have a negative impact on the bay and Marina vista.

4. Inconsistency with size of Commercial foot print

The site brief contained a mandatory requirement that "up to 3600 sqm of leasable commercial and retail floor area". This figure was based on current leases, where for instance 646sqm was the nominated area for the BP service station. **(refer attachment H)**

It is noted that within the proposal, the nominated figure for the BP service station is now reported to be 180 sqm a sizable difference of 466 sqm. This figure along with the already non compliant 3745 sqm results in a 611 sqm over the mandatory requirement of 3600 sqm.

5. Marine Parade buildings

One of the consequences of the exceeding the 3600 sqm mandatory limit, is the number of buildings proposed for Marine Parade. The proposal has 7 fixed buildings whereas the site currently contains 4 fixed buildings. The proposal contains too many buildings.

I would point out that the public surveys conducted by the council clearly indicated that the site felt private. This theme was supported by council public surveys i.e. St Kilda Marina stage two Community Engagement report and Broader Community engagement report.

The Community Panel was provided at its final meeting, with various Scenarios **(refer attachment i)** none of which included any thing like that is within the current proposal. The panel was also provided with a "Views & Vistas" study dated 12/10/18 that contained a detailed street level diagram that showed an open up Marine Parade eastern edge. **(refer attachment J)** This diagram also showed limited buildings on Marine Parade, not additional as within the proposal. In addition the panel at its 3rd work shop was provided with a document that suggested the approach, was to "Open up the edge of the Marina water berth area to the public through removal of fencing, buildings and pontoon access points." **(refer K)**

6. Public boat ramp

The proposal locates the public boat ramp next to and in between the "Civic Heart" and the large Riva restaurant. The site brief included mandatory requirements ensuring safety of walkers and minimizing congestion. By locating the boat ramp next to the Civic Heart and the Riva restaurant, where there will be crowds of people, will cause safety risks.

Once again the majority of the Community Panel supported the relocation of the boat ramp, by moving it closer to the mouth of the marina, has been ignored. **(refer attachment L)** I would also note that of the 5 criteria provided to the Community Panel, **(refer attachment L1)** only one is achieved under this proposal.

7. Financials

The total current revenue council receives from the current St Kilda lease is in the order of $170,000 pa **(refer attachment M)** whilst under the proposal the base rent is $750,000 pa
This quadrupling increase (4.4 fold) represents a commercial focus.

8. Conclusion

It is difficult to comprehend as to why a St Kilda Marina Project Community Panel was formed, if the majority outcomes of the panel were to be disregarded on the major issues.

[redacted] **FCPA** [redacted]

Attachment A

[redacted]

Submission 13

From: [redacted]
Date: Tuesday, 4 December 2018 4:49 PM
Attach: St Kilda Marina Project Community Panel Process Outcomes.pdf
Subject: St Kilda Marina Project Community Panel - Process Outcomes

Dear Community Panel members,

Thank you to everyone who completed the survey and provided their final feedback on the elements of the draft site brief. All the survey data has been reviewed and collated to inform updates to the draft site brief.

As you will remember many of the questions in the survey referred to a 1 – 5 scale to respond, where one recorded the lowest level of comfort and five the highest level of comfort. In considering the data, an assessment was made that those recording a mid-range score i.e. a score of three, are neutral and do not have a strong view that demonstrates they either 'love' or 'loath' a particular aspect of the proposal.

Across the survey results areas of high agreement were:

- Bay Trail criteria 20/22 (90.9%)
- Pedestrian and Bike criteria 19/22 (86.3%)
- Seawall and Coastal criteria 19/22 (86.3%)
- Environmental Design criteria 19/22 (86.3%)
- Dry Storage staged approach 18/22 (81.8%)
- Boat Ramp and Trailer Parking criteria 18/22 (81.8%)
- Public Open Space 18/22 (81.8%)
- Mandatory Open Space 17/22 (77%)
- Protection of Views 17/22 (77%)
- Views Criteria 17/22 (77%)
- Mandatory Height Limit 17/22 (77%)

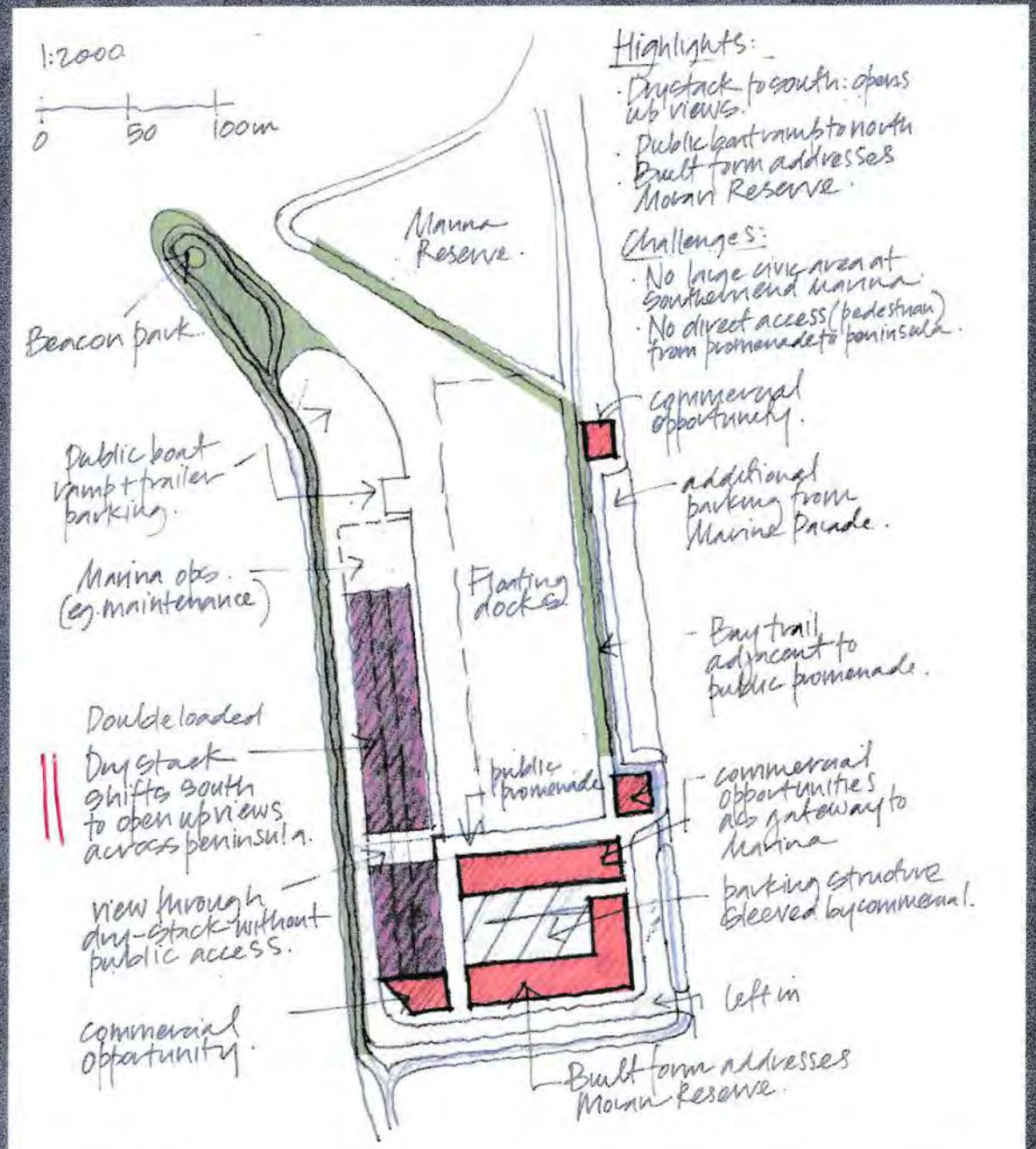
The areas with greater deviation across results were:

- Preference for high/short versus long/low 13 high/short and 9 long/low.
- Peninsula Open Space 15/22 (68%)
- Staged Approach to Commercial Footprint 15/22 (68%)
- Built Form Criteria 15/22 (68%)
- Car Parking Criteria 14/22 (63.6%)
- Car Parking Consolidation 14/22 (63.6%)
- Bridge Criteria 13/22 (59%)
- Preference for a bridge 9 in support, 5 against, 6 happy to let the market determine and 2 undecided.

The attached document summarises the outcomes of the Community Panel process including the results of the survey and where the pack has been updated to better reflect the survey findings. This document forms the basis for the panel presentation to Council in the final panel session on 10 December 2018. The document will also be used as a basis for developing the final Site Brief.

Final Session: Monday 10 December

We look forward to catching up with you all on the 10th and celebrating all your hard work. Please come to the



SCENARIO

RELOCATED DRY STAC

HIGHLIGHTS

- Dry stack shifts south to opens up vie

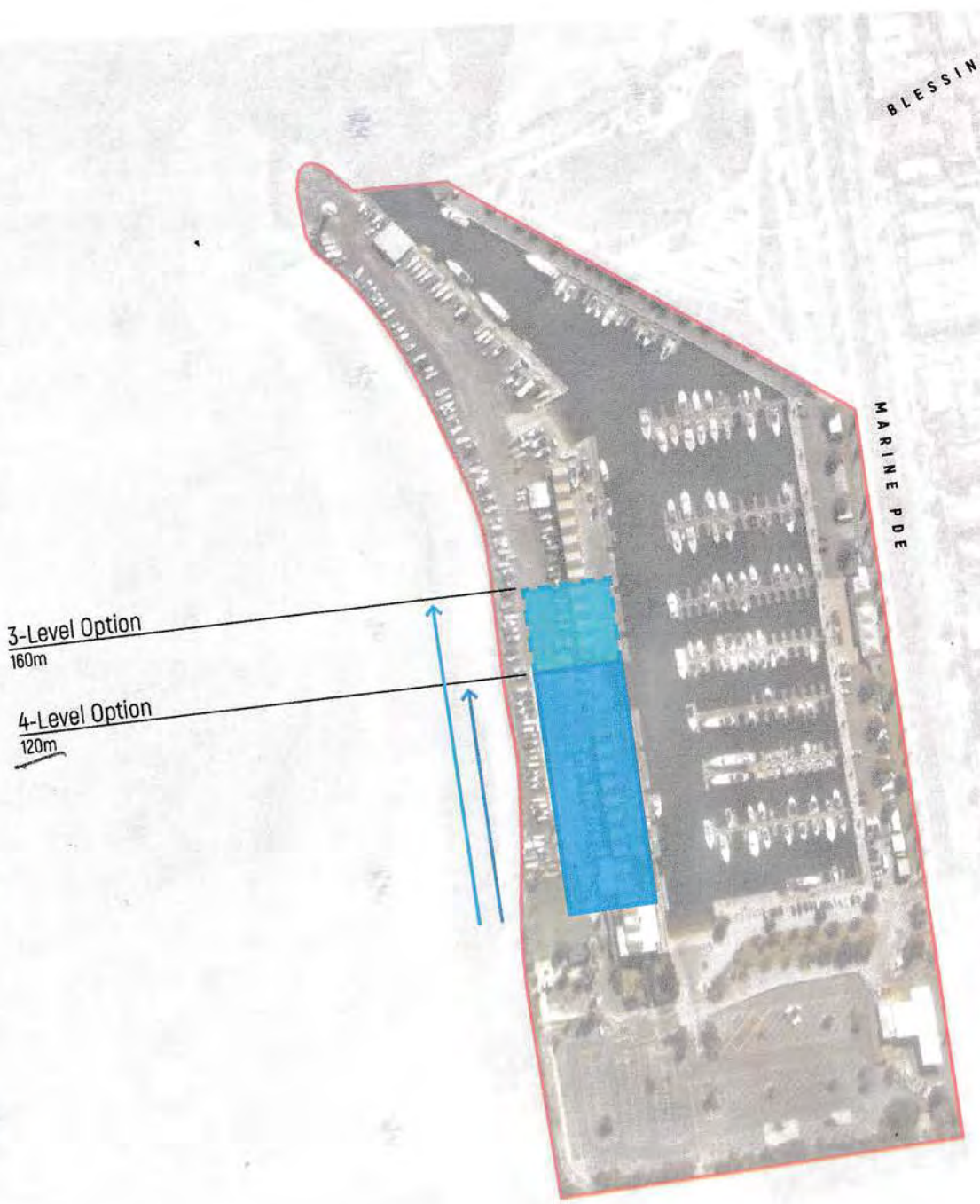
CHALLENGES

- No direct access (pedestrian) from pi sula because public can not cut thro ations
- No large civic space at southern end

DRY STACK
OPEN SPACE
MIXED USE

Attachment B
Submission 13

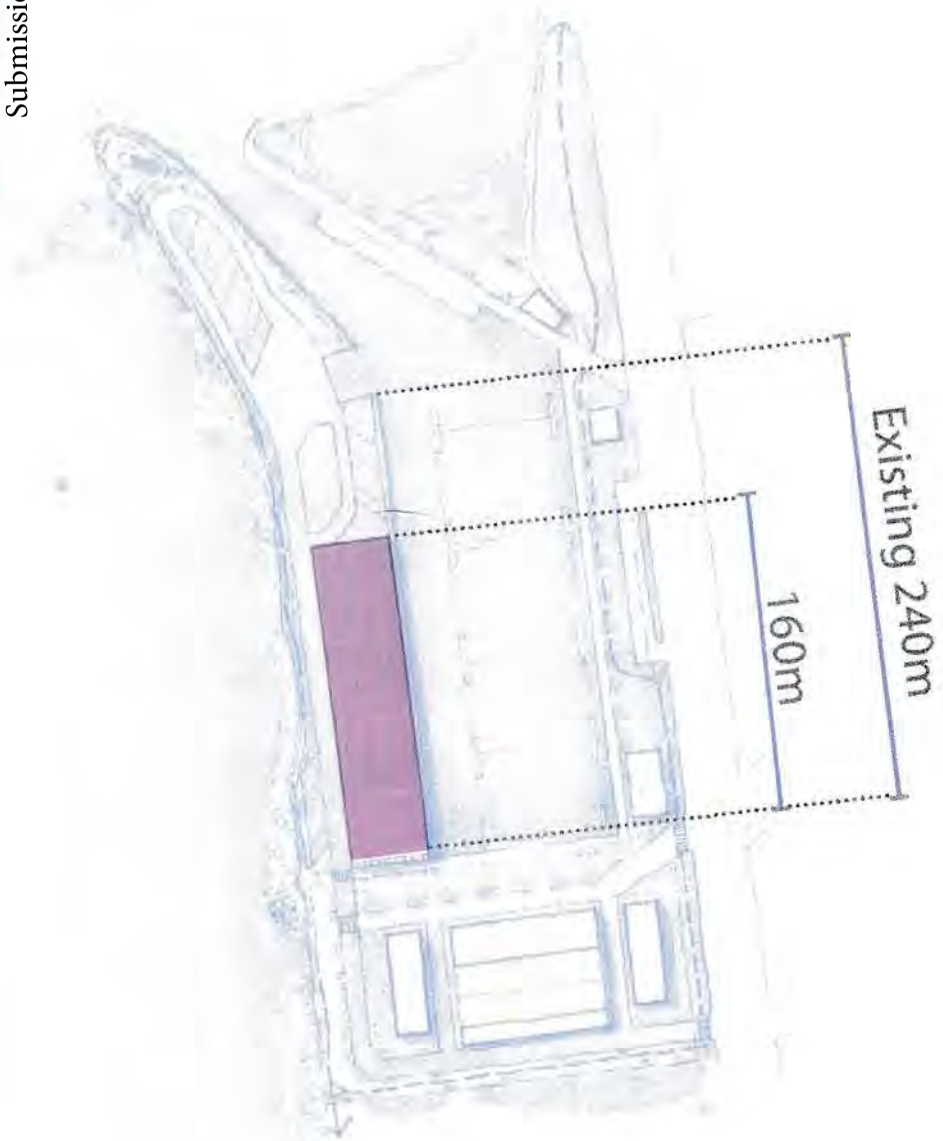
Shed Massing



Attachment B1

Attachment B2

Submission 13



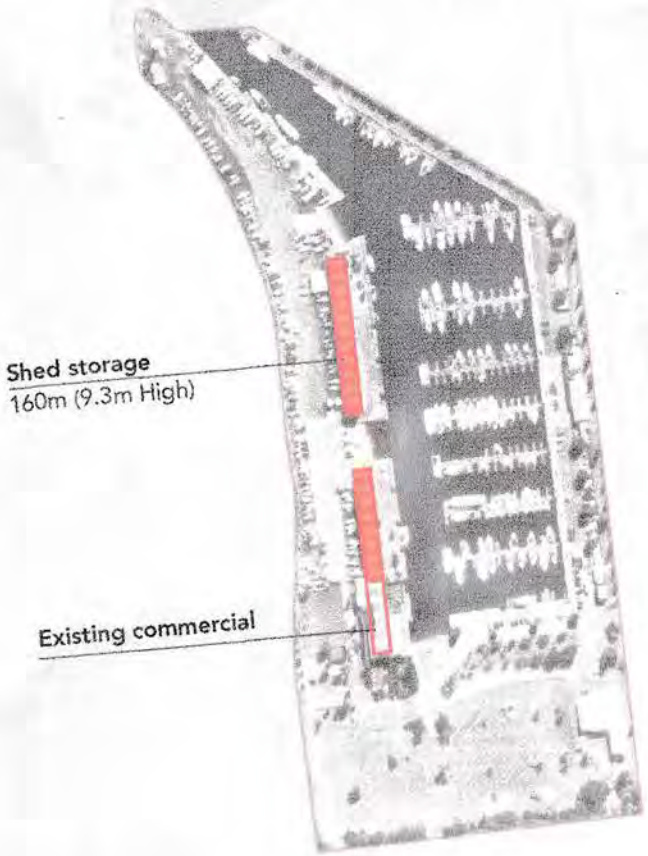
DRY STORAGE

BEST LOCATION BECAUSE:

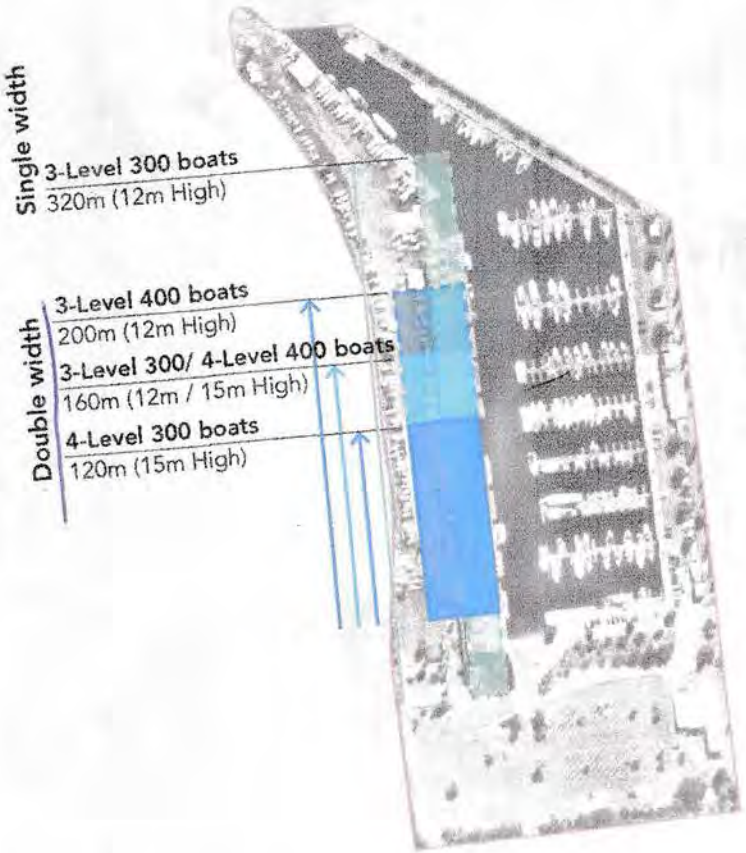
- Commercial activity will nc
  lated location away from M
  located behind drystack
- Drystack should not be th
  site

DRAFT – Work in progress sketches, for
information only. Community Panel workshop 3 – 13 Oct

Dry storage length and width



Existing



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

* Double width

Attachment B3

Submission 13

Submission 13

Attachment C

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 3600sqm 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, is it brought together and hidden by the other uses? This will have an impact on how large these buildings might appear.

P30 - 10/12/2018
Panel Outcomes

Attachment D

Submission 13

Key Issue Number	Summary of key issue raised in submissions	Submission numbers that raised this key issue	Council officer recommended position / changes to the amendment
			• No change to Amendment C171port.
9	**Removal of Service Station** One submission expressed support for removal of the Service Station. Other submissions questioned why Council thinks that a service station is not appropriate but a large commercial development is appropriate. Other submissions asked that the Service Station be retained. These submissions: • Noted the service station is valued by some local residents and Marina users and there are not many in the area. • Stated that it is commercially unrealistic to preclude the service station. *Note: Submissions also raised concerns with contamination associated with the service*	1, 3, 10, 12, 13, 17, 130, 131	**Response / Rationale:** The proposed planning scheme controls do not preclude a Service Station on the Marina site. The service station use is listed as a Section 2 use (permit required) in the SUZ4. An objective of SUZ4 is *"To provide for complementary commercial uses which are compatible with, and support the function of the marina."* The Site Brief states that *"Council has directed that the service station is no longer an appropriate use for this coastal site (p.61)*. This was to ensure that any future uses on the Marina site are compatible with the primary use as a marina and appropriate for the coastal location. While the service station is not supported, it should be noted that boat fuelling facilities associated with the Marina use are supported. The Site Brief states that the Service station use is prohibited, while the proposed SUZ4 lists "Service Station" as a Section 2 Use (a use for which a permit is required). This will allow for a transition period, for example if the development is staged. The removal of the service station from the site was subject to community consultation as part of the development of the Site Brief. 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. See P.35 of the Stage 3 St Kilda Marina Consultation and Engagement Report April 2019 In relation to the location of the Service Station on the foreshore, discussions with the Department of Environment, Land, Water and Planning (DELWP) highlighted the following: • A service station is a non-coastally dependent use. Typically, DELWP encourages relocation of non-coastal dependent uses.

Attachment E

Summary of key terms and and outcomes to be achieved

Attachment E

Views and movement

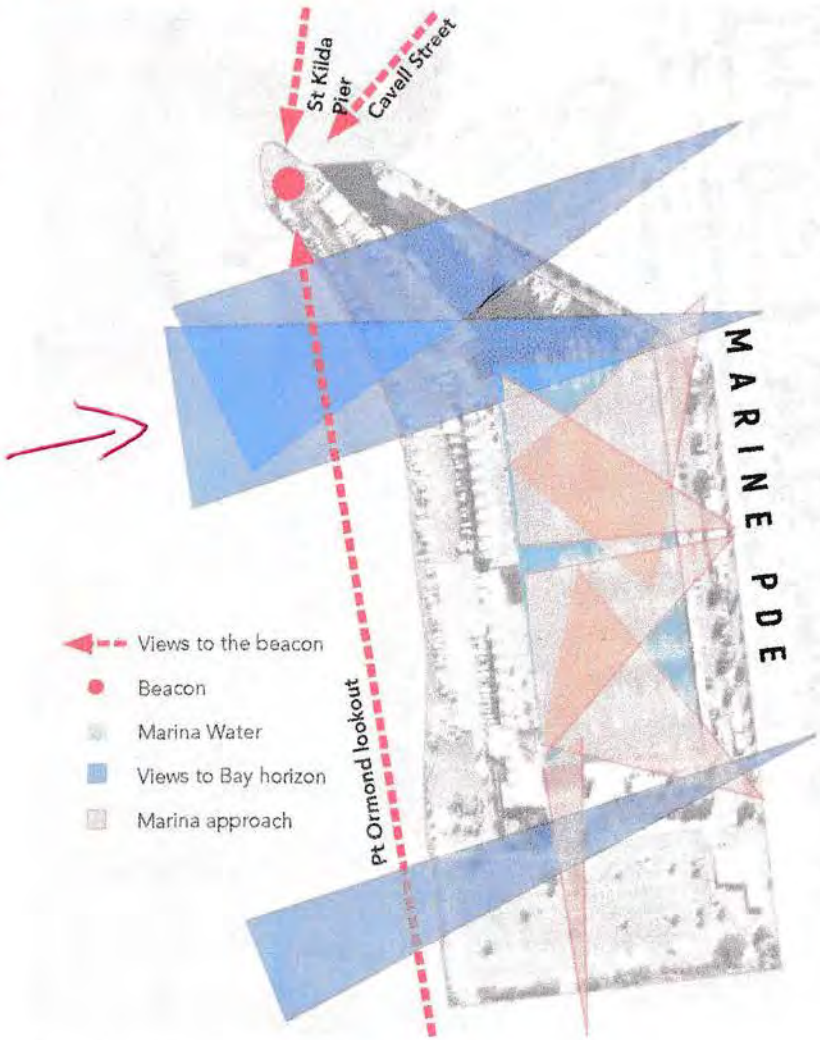


Figure 1. Landmark, Horizon and Marina approach views

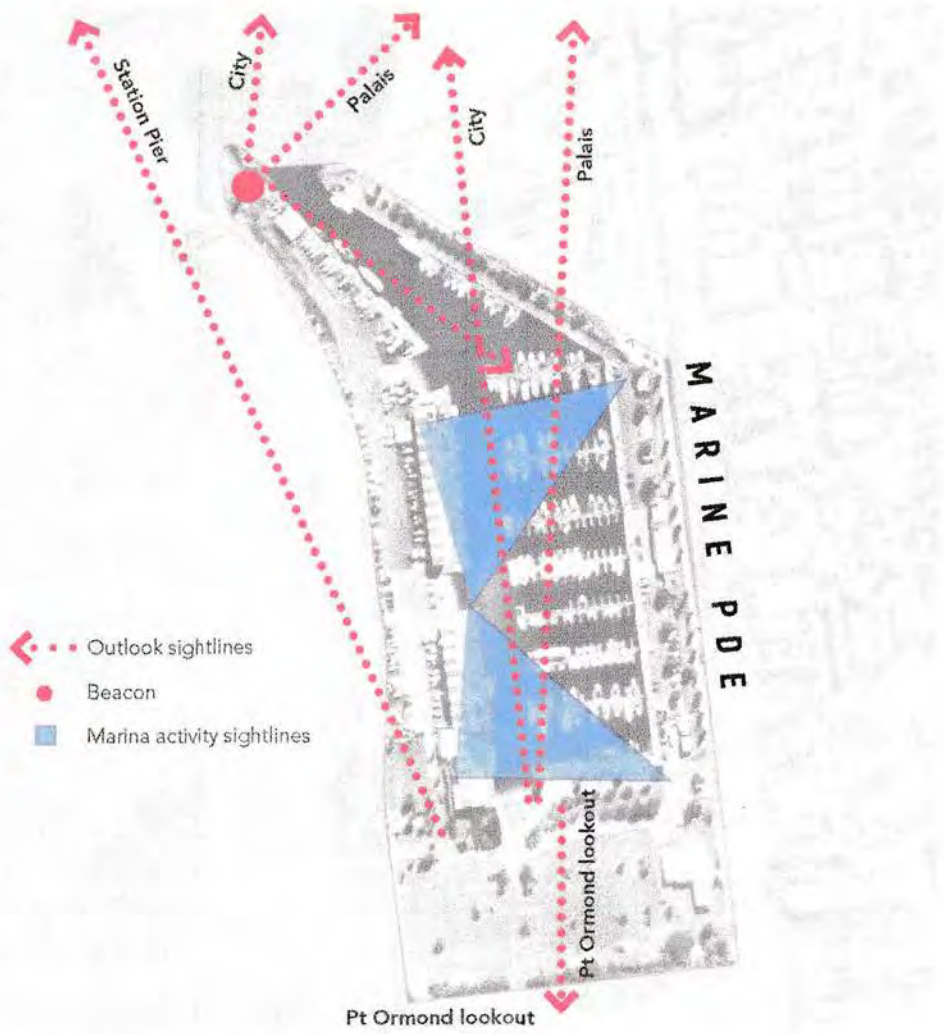


Figure 2. Outlook and Marina sightlines

Attachment G

Submission 13

Complementary uses - COMPARISON 5000 sqm*

What would approximately 5000 sqm* compare to using local foreshore comparisons.

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 ≈ 1162sqm
2 level

Riva
Area ≈ 1142sqm
2 levels

Stokehouse
Area ≈ 1300sqm
2 Levels

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

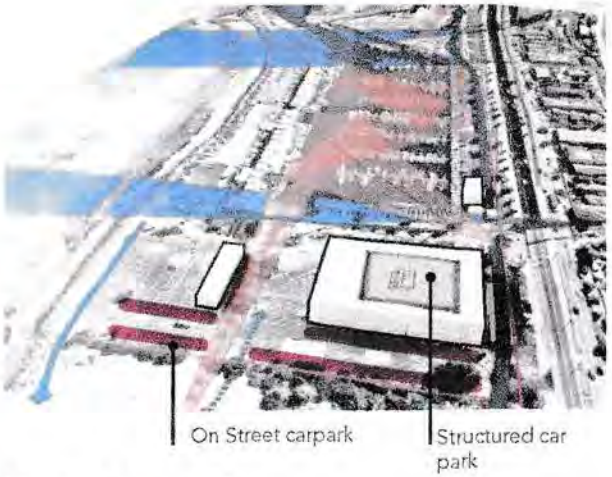
Attachment 11.

Submission 13

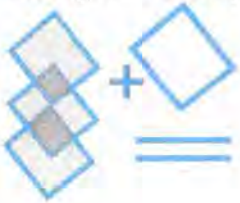
Massing and carparking distribution

Approximate massing for 5000sqm leasable area and 200 car parking spaces.

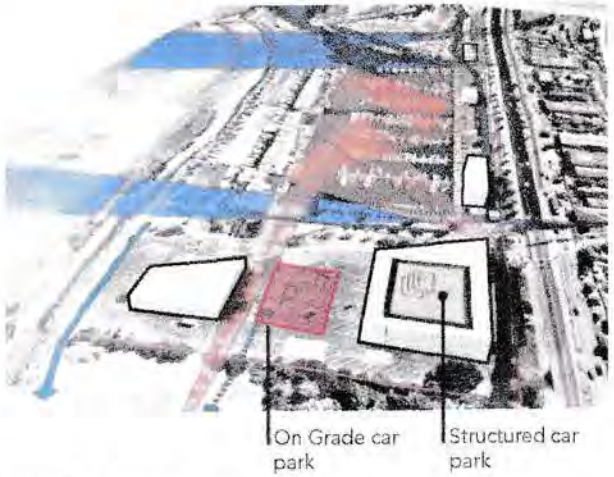
The diagrams below demonstrate how the most carparking could be consolidated and contained within a single building with active uses 'wrapped' around it. This is common practice in contemporary developments. The centralised carpark could have up to three floors, with the suggested height controls, and 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.



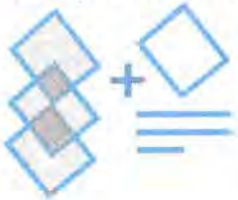
Massing Scenario 1:
Mostly centralised, minimal at grade



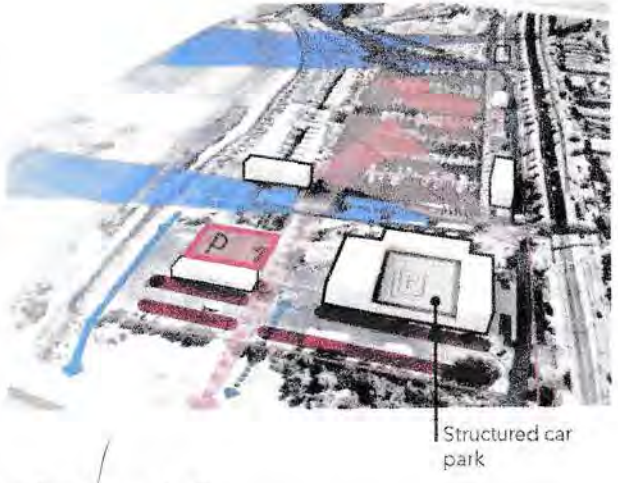
Structured ≈ 2000sqm (3 levels)
Street and at grade ≈ 800sqm



Massing Scenario 2:
Mostly centralised, some at grade



Structured ≈ 1700sqm (3 levels)
At grade ≈ 1200sqm



Massing Scenario 3:
'Campus' arrangement, most car parking at grade

Structured ≈ 1200sqm (2 levels)
At grade ≈ 3200sqm

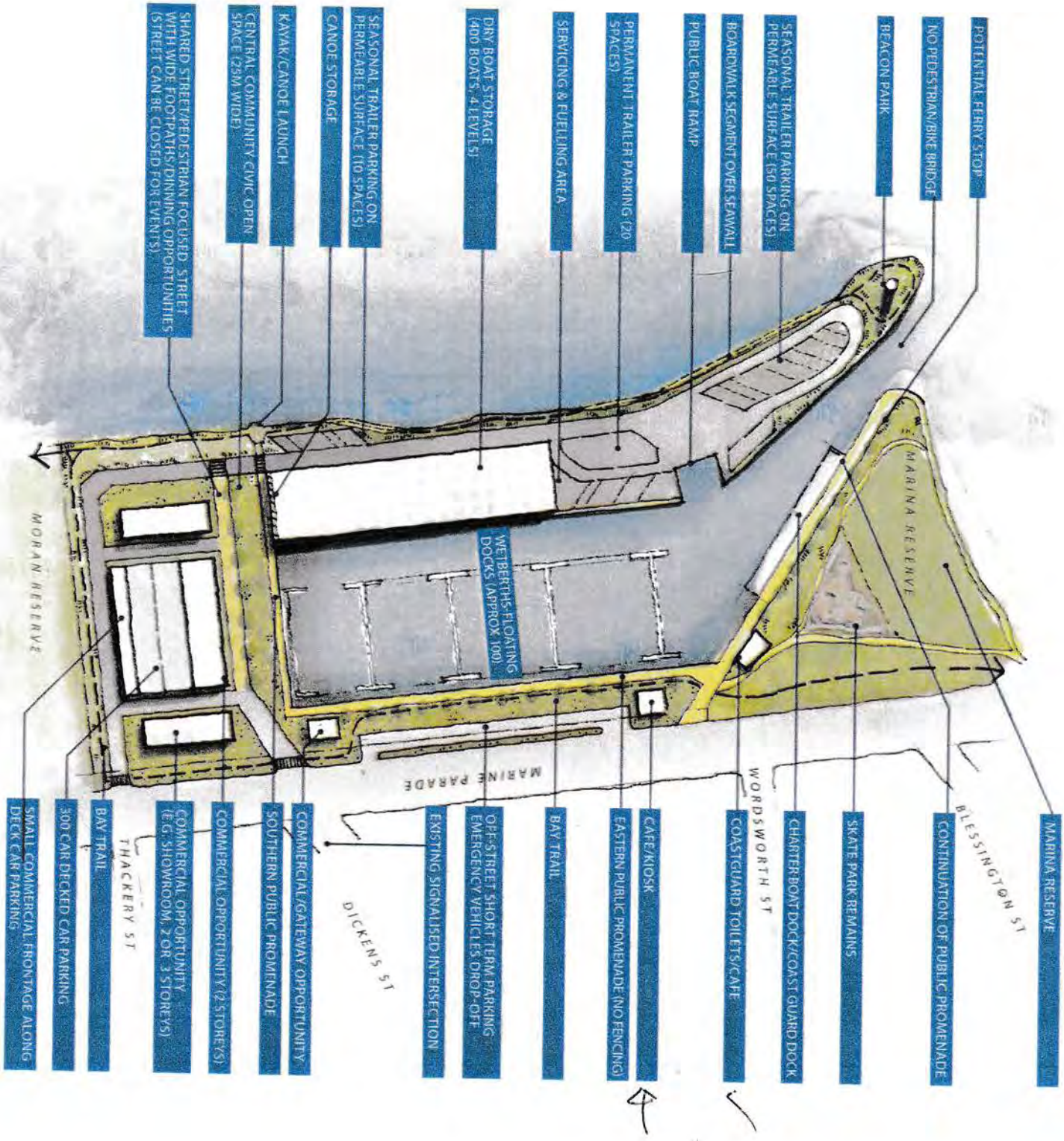
* Car bay numbers are subject to traffic engineering verification.

Community Panel Presentation 10/12/18

Attachment i

Attachment J

Submission 13



13/10/18

Site Brief – What will it include?

Less specific → More specific

Vision

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

Objective

Place Identity:
Develop the identity of St Kilda Marina through:

- Creating welcoming and accessible spaces that strengthen connections to, through and within the site.

Approach (Principle)

- Open up the eastern edge of the Marina water berth area to the public through removal of fencing, buildings and private pontoon access points.
- Relocate the Bay Trail to resolve conflicts and provide better access to and through the site.

Guideline

- Remove the existing buildings along the eastern edge of the site, including the restaurants and petrol station, and replace with high quality public open space.
- Provide appropriate levels of security for the working marina areas in a way that minimises restricted access areas for the public and visual impact.
- Connect the Bay Trail through the site along the eastern edge, framed by a high quality public promenade, avoiding conflicts with cars and the use of the boat ramp.

We need to confirm the approach to each change opportunity and then define the specific guidelines

Images and a reference map will be used to demonstrate intent of the guidelines

Workshop 03
13/10/18

Attachment K

Submission 13

The next iteration of the pack was the Reading and Voting Pack moving us closer to the 'sweet spot' representing a balance of required economic, environmental, social and place identity imperatives of the project. The Panel members were asked to complete a survey and rate their level of comfort that the design criteria of each component would contribute to the site vision and objectives being met. Council used the feedback from the Panel and broader community to refine the design criteria for inclusion in a Site Brief. The Site Brief will be a key document to inform the market in a competitive process to procure a new lease arrangement, and all proposals will be assessed against the criteria. It will also for the basis for a likely planning scheme amendment.

Broader community engagement

5.7 Council opened the conversation to the broader community in September 2018 (in the middle of the community panel process). The purpose was to test the ideas being explored by the panel and inform its deliberations.

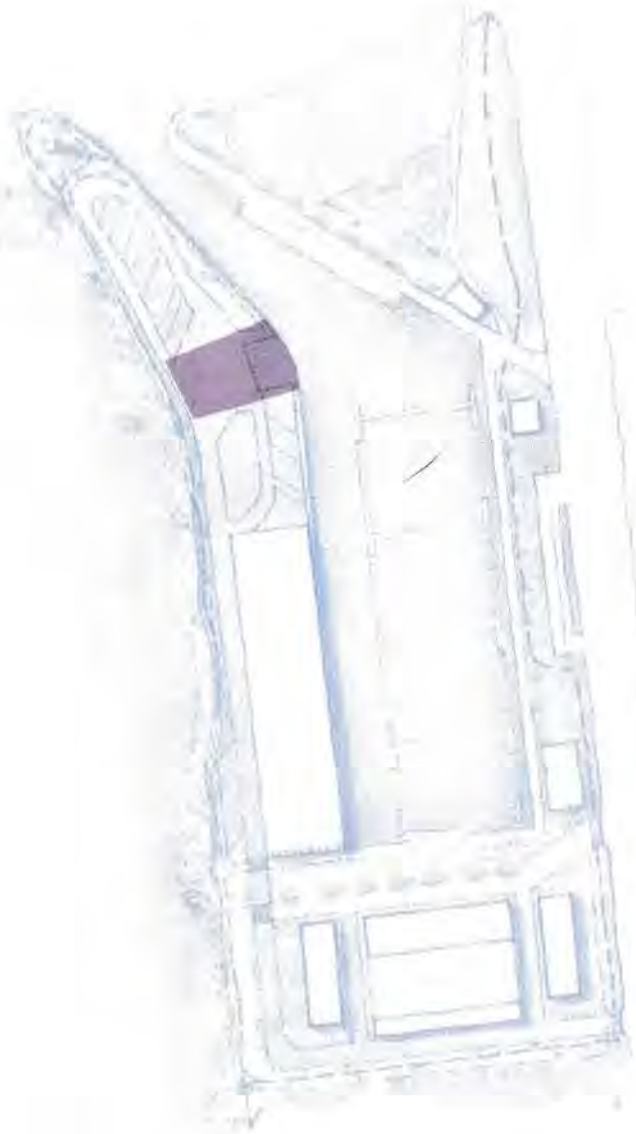
5.8 In total 368 people completed the survey, which was available via the project page on Council's Have Your Say website. Participants represented diverse connections to the Marina, including residents, boat owners, Bay Trail users, business owners and visitors.

5.9 While they did not have access to the same quantity and depth of information as the Panel, their feedback demonstrated broad community sentiment on the Panel's progress of design criteria development, and supported the Panel's ongoing deliberations. The following points summarise the survey responses:

- Responses showed strong support for improving the site's layout, reducing conflicts between site users and improving the design of the dry boat storage. Removal of the hard stand storage generated some concern with boat owners.
- Most of the participants supported opening the peninsula for passive recreation. However, realigning the Bay Trail to travel along the peninsula received mixed levels of support with concerns about how a bridge would affect boat users.
- There was mixed level of support for removal of the petrol station.
- Support for improving the interface between the site and Marine Parade was shown in the responses, particularly with regards to the removal of fences and reducing the commercial footprint along the interface. Some comments raised concern around security for boats.
- Regarding the use of public space for events, there was a mixed level of support – those opposed felt there was already enough space locally for events.
- The majority supported relocation of the boat ramp (moving it closer to the mouth of the Marina). However, many noted this was subject to understanding any safety implications for boats entering and exiting the marina to and from the Bay.
- There were high levels of support for the commercial ideas, particularly the provision of food and beverage outlets and recreation-focussed businesses.
- There was strong support for the environmental ideas. Many participants identified all ideas as important. However, improving water quality and waste management at the Marina received the most support, followed by Environmentally Sustainable Design and native landscaping.

Submission 13

Attachment 2.1



PUBLIC BOAT F

BEST LOCATION BECAU

- Close to Marina entrance
- Away from high activity
- Does not impact the Bay
- Allows a long queuing ar
- Close to drystack service (inc. fuelling)

DRAFT – Work in progress sketches, for information only. Community Panel workshop 3 – 13 C

CURRENT LEASES

The head lease

A 50 year lease between Council and Australian Marinas Pty. Ltd. was executed in March 1968, in the same year that the Australia Marinas Pty. Ltd. began construction.

Through a supplemental agreement, the current 50 year lease period was recorded as 1 May 1969 to 30 April 2019.

The lease was granted by Council as Committee of Management under Section 4 of the **St Kilda Land Act 1965**.

Under the lease, Australian Marinas Pty. Ltd. is required to:

- construct the improvements
- maintain all operations on the Marina site within the lease boundary
- keep all improvements in good repair, having regard to their age
- maintain the water depth in the harbour
- take adequate precautions to prevent contaminants entering the water
- at the end of the lease, return all tenants' improvements, which should be repaired and maintained in a safe, undefaced and fit-for-use condition. This does not apply to the wet pens, Rollo's Kiosk and relocatable structures, which the tenant is entitled to remove.

Subleases

Australian Marinas Pty. Ltd. has a number of subleases with tenants including BP petrol station, Riva St Kilda, The Great Provider, Rollo's Kiosk, St Kilda Boat Sales and Australian Volunteer Coast Guard. All subleases expire prior to the head lease expiry date, with the head lessee required to seek approval for any new sublease arrangements.

Revenue to Council

The total current revenue Council receives from St Kilda Marina lease is in the order of $170,000 per annum.

The base rent is $10,000 per annum. With the annual Consumer Price Index (CPI) rent reviews as stipulated in the lease applied, the current rent revenue is in the order of $40,000 per annum.

Additional revenue is received via turnover rent, being seven per cent of 'gross receipts' from the tenants' revenue derived from carparking, admission fees and boat storage. This amounts to approximately $130,000 per annum.

Submission on the Proposed Lease of the St Kilda Marina

10 August 2020

Michelle Rysanek

skmproject@portphillip.vic.gov.au

Council is inviting submissions by 15 August 2020 under ss 190 and 223 of the Local Government Act regarding its proposed long-term lease of the St Kilda Marina.

There is much to welcome about Council's proposal. After a long process, Council has selected a very competent and experienced operator, Australian Marina Development Corporation (AMDC). There will be a 35-year lease, with an additional 15 years conditional on meeting agreed performance criteria.

This submission broadly supports the proposed lease. It has four points.

1. What provision is there concerning infrastructure at the end of the lease and decontamination?
2. Council's rental income and a Future Bridge
3. The benefits for the general community
4. AMDC and Community Consultation over its Development Plan

1. What provision is there concerning infrastructure and decontamination at the end of the lease?

The previous 50-year lease did not provide that the improvements and structures became the property of the Crown at the end of the lease term (or alternatively that

the tenant be required to remove the structures). I understand that a provision to this effect is State policy and ask whether it is included in the proposed lease.

The failure to have a term regarding infrastructure at the end of the former 50-year lease led to an expensive frolic by Council in 2019. For various reasons Council decided to award an interim lease to the existing operator for three years. Council agreed to buy its wet berths and other infrastructure for $620,000. This was money thrown away as this infrastructure was not compliant with modern legal standards (then Australian Standard, AS 3962-2001 and now AS 3962-2020). The old infrastructure cannot be used in the new marina. Council must not make the same mistake in the new lease of failing to make proper provision for the end of the lease.

Responsibility for decontamination is an even more important consideration. This will involve millions of dollars. There will be significant contamination of the sea bed, the petrol station and the hardstand behind the dry storage. Is the existing tenant liable for decontamination? Are there appropriate provisions under the proposed new lease regarding decontamination at the beginning and the end of the lease?

2. Council's rental income and a Future Bridge

It appears that Council will receive an appropriate market rental, unlike the current position. AMDC will pay a base rent of $750,000 pa (indexed), about three times more rent than at present (after the initial four years at a reduced rent of $134,000).

Council is not free to treat this rental income as part of its general revenue. The St Kilda Land Act gives Council power to enter into a long term lease but imposes restrictions on what Council can do with its rental income.

Section 6(2) of the St Kilda Land Act states that:

> *The moneys received by way of premium or rent in respect of any such lease shall be applied by the council of the City of St. Kilda towards the maintenance and improvement of so much of the land which is subject to the Orders in Council referred to in this Act and of which it is the committee of management as is not leased under this Act or for such other purposes as the Minister in any particular case approves.*

It is appropriate that a significant proportion of the Council's rental income be pledged to the future construction of a bridge. Council failed to provide sufficient incentives for AMDC to include a bridge over the marina mouth. This was a 'nice to have', not a 'have to have'. I suggest that Council should hypothecate $100,000 for the first four years and $250,000 each subsequent year towards building a bridge in the future.

3. What are the benefits for the general community?

I support the proposed lease because I believe it provides for the general public as well as the boating community. The plan is for a modest, and welcoming, Harbour village that will provide significant benefits to Port Phillip residents and visitors.

There will be a slight increase in the commercial and retail floor area from 3,600 to 3,745 square metres. This includes a revamped Riva, new food and beverage establishments along Marine Parade and retention of the sky diving hub.

There will be a significant increase in public open space. About 50% of the site will be public open space.

The hardstand for boats behind the dry storage building is removed which opens up to the general public the peninsular leading to the beacon.

Buildings can take up a maximum of 50 per cent of the Marine Parade frontage, which protects views into the marina and access to the site. These include a food and beverage building and Skydive Melbourne.

There will be a free, publicly accessible 'civic heart' of at least 700 sq m, with a shelter and connections to the water.

The fencing that separates the marina from Marine Parade and the Marina Reserve will be removed or minimised.

There will also be a realignment of the Bay Trail to the benefit of cyclists and pedestrians.

4. AMDC and Community Consultation over its Development Plan

Assuming that Council approves the lease, AMDC should be encouraged to communicate with interested members of the public in the detailed formulation of its Development Plan.

The Independent Panel on the Planning Scheme Amendment proposed that this consultation be mandatory. While Council has not supported this, it is possible that the Minister may require it. In any case, AMDC should be able voluntarily to engage in some public consultation. There was an on-line discussion on 30 July moderated by the Mayor but this was no substitute as 80% of the discussion came from Council officers.

For example consider two possibilities: one regarding the Civic Heart and the other the beacon.

I would suggest activating the 'Civic Heart' with a children's playground featuring a replica of the Lady of St Kilda - the ship after which St Kilda was named. This would be very appropriate in a marina. This could be like the very popular ship at the end of North Rd that always has kids and families around it. There was also a very interesting (but temporary) Lady of St Kilda on the beach outside Beachcomber some years ago. There could also be two plaques there - one explaining the history of the name St Kilda (note no period after the St because there never was a Saint Kilda) and the other a history of the marina (contributing to AMDC's heritage obligations).

Another possibility is to incorporate a look out tower either in a renovated beacon or a replacement beacon. This would take advantage of the peninsular being opened up to the public and enable the public to enjoy the best views of Port Phillip Bay (before or after enjoying a coffee and a cake at the nearby kiosk).

The aim is to get a better Development Plan. There are plenty of people in the community who are cleverer than I am who may come up with better ideas. The key is to invite them to talk to AMDC while it is in the current phase of formulating its Development Plan. This in no way is a substitute for any consultation that Council thinks fit to help it decide whether to approve the Development Plan after it has been submitted by AMDC.

[redacted]

Secretary unChain Inc

[redacted]

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina Project - Section 190 Lease Submission
Date: Tuesday, 11 August 2020 7:48:24 PM

I wish to make a submission on the redevelopment of the St Kilda Marina. I am a long-term tenant of the marina with a sailboat sitting on its trailer. I will comment on my situation and how it will change my life and then move on to the wider picture.

I am a member of the Melbourne Trailable Yacht Club and like others I pay high rental for my boat because I do not have room for my boat at home. Taking the boat to the marina and preparing it for sailing is an enormous physical and time intensive job to undertake, especially as the majority of our members are in the 65 to 80+ range.

Members of the club attend the marina at each Thursday (sometimes other days as well) to sail when the weather is good enough or do maintenance. We also socialize with each as is like our Men's Shed. For some of us it is the only time for us to be out of the home setting. **Taking this away from us will cause social isolation and all levels of government understand the medical and mental results of social isolation.**

But you tell us that no submissions were made in relation to mast-up storage of boats. I am led to believe that your own documents indicate that well over 40% of the submissions were in relation to hardstand storage of boats. If none of these submissions referred to mast-up storage it would be because no-one in their right mind would think for a minute that the design of a marina would not have space for the boats to have the mast up.

You say that we can have the boats in the warehouse, or as I see

it the boat museum, if we take the mast down. Taking the mast down is one of the reasons we pay that high rent, as it is hard work.You tell us that the boats will be on racks in the "museum" and that the boats would be placed on the racks with a huge forklift. For us to take the mast down you would need to have a forklift driver on the property 24/7 so we could access the dock or at least until about 9:00pm as we sail in the evenings and only get the boats settled away by that time.**You would have to provide external racks so we could safely take the masts down**. If you think retirees can safely take the masts down on a boat in the water that rocks from side to side every time you move just a little you need to try it at least once.

If the boats were stored on racks in the warehouse we would not be able to carry out regular maintenance on them and that would lead them to becoming unsafe.You would be contributing to us going sailing on unsafe boats.

As there is no other marina that can have mast up storage in the northern half, or maybe all, of Port Phillip we will have to sell our boats. We have nowhere else to store them, we would not be able to sail them regularly and putting them in your warehouse is too unsafe for us.

Taking a look now at the peninsula.

You say that you want to save the heritage of the beacon but **the beacon would not be able to be seen from most of the marina complex because you are putting a 15 metre warehouse in front of it.**

You say you want to open up the peninsula's flora and fauna to the public and return it to the natural environment. Understand that it is not natural as it was man made. There is no flora and the only fauna are the seagulls you get every time you open a packet of chips and the water rats.

I understand that **Port Phillip City Council have stated that they will not move-on any rough sleepers or hippy campers from the council boundaries**. Can you imagine what nighttime will look like at the back of the buildings when the tent city moves in? No member of the public will feel safe there at night. On the bright side you may be helping to fix the affordable housing problem!

You say that the public will be able to look through the big window to look at the boats. Take a look at the boatsheds that are there now. All you can see is the backs of the boats and the outboard motors. That is all you will be able to see in the window- a wall of outboard motors.It will be a museum of outboard motors.

You say that you want a working marina.

The design you are showing us would have the boat ramp directly in front of boat pens so if someone lost control of their boat it would be ramming straight into another boat.If you don't think it will happen get onto YouTube and watch it happen. As it is now, launched boats have room for about half a dozen spots so the owners can park the cars and trailers but that space looks, in part, like it will be turned into a thoroughfare to allow the boat to pass near the proposed restaurants. Very impractical.As the boats travel toward the open bay they will pass by the passage way left to allow boats to be picked up by the forklift to go into the racks. This passageway is a wasted space as the current martialling area for the ramps is double use.

If we do manage to keep our boats elsewhere and want to sail them it appears that we may not have anywhere to rig the boats as the rigging area seems to be reassigned to other uses. During the winter we will need to park the cars and trailers somewhere while sailing but you are planning to turn the carpark into

netball courts or something similar.

The overall vision.

The docklands precinct is dead because it has no street life. It does not have the ambience that people want in their suburb. People go to a marina because of the ambience of the boatsotherwise they would use any of the thousands of cafes and restaurants across Melbourne. But you are taking away half the boats.You may as well block the entrance off ant turn the marina into a skate park or permanent home for the rock bands that you show in your brochure.

There is room for another restaurant or two but please do not create another white elephant that is a very private boat mooring for the very rich and the homeless camping behind the big shed **at the expense of the retirees who pay a high rent for the spots they have now**. You are destroying an existing society in the hope of creating another one that might not happen.

Dear Ms. Rysansek
Port Phillip City Council

10 August 2020

Re: St Kilda Marina Development

There is much to like about the marina update proposal and I agree it's good to include as many people as possible to enjoy the area. However, it's a bit bewildering to find out that the one group who will be excluded from the marina storage are those people who have sailboats with mast up storage, some who have been there for many years and use the facility on a regular basis.

"Mast up" is not just about storage. It's about being able to safely, easily and quickly get your boat on the water and go sailing (in our case 10-15 minutes once I do the 10-minute drive to the marina). This encourages much more use of the boat and also makes it possible to do shorter sails, say an hour or so, which encourages friends and family to join you to learn about and enjoy sailing.

Putting up a mast and rigging our boat can take up to 3 hours because of the amount of rigging that has to be done (see photo below). From experience this tends to mean that you tend to do longer all-day sails because of the hassle involved. Therefore, it's harder to encourage friends and family to join you because of the time involved and if they don't like it - a long sail can really turn them off.

On quite a few occasions I have checked the weather at lunch time and if it's good I will head off, pick up my daughter or friend on the way to the marina and go out for a pleasant short sail.

We work on our boats and maintain them regularly. It's a community where sail boat owners share knowledge and information and actually use the space every week, rather than just a storage facility.

Although it was suggested, (a bit half-heartedly in the Q&A) that it may be possible to hide the boats in a rack in the shed this really does not seem feasible or in fact practical for us with mast up storage because of the issues mentioned above. Also mast up costs $3,300 pa - Rack storage costs $5,500 pa. Only the wealthy can afford to put their boats on the water in the Marina (which by the way, hardly ever leave the marina)

Another Issue is the Thursday twilight racing held over summer by the Melbourne Trailable Yacht Club (MTYC). The boats with mast up storage form the backbone of this series because, as stated above its easy and quick to get the boat onto the water. Often the decision to race is left to the last minute (because of wind conditions) with the knowledge that it does not take long to get boats on the water.

This Twilight race series introduces a lot of new people to Racing/Sailing because it starts after work and you're only on the water for around 2 hours. Most weeks I have somebody different as crew.

With the boat in a rack I would have to allow 3 hours or so to rig the boat beforehand only to be informed that it's too dangerous to race because of high winds. So, the race is off, pack up.

It could also be dangerous to rig the boat on the water because of wash from other boats rocking the boat. To rig your boat on land there would have to be many boat stands available at the same time.

Also, how would de-rigging work. Would we have to de-rig on the water IN THE DARK. Doesn't sound safe to me. Also, would a fork-lift be there to lift the boats out at 10 -11pm?

So, it would seem that with this proposal as it stands Trailer sailers will be the losers. Having discussed with other members, nobody thinks the rack will be an option even if it were possible, some have said they would sell their boats and give up sailing, others would look at storage further afield at places such as the Gippsland Lakes.

St Kilda marina is the centre for trailer sailing in Melbourne. The effect on the MTYC could be huge. The Twilight race series would more than likely discontinue.

I don't know what I would do with our boat. I had my old boat on a swing mooring at Blairgowrie. Twice I took my youngest daughter down for a day sail. Both times we didn't get to sail as there were issues with the boat (like the mast over the side after a wire had snapped) two wasted days and she wasn't interested in sailing after that. I only recently convinced her to come out for sail down at the marina. On the water and out in 30 minutes, - Hour and a half sail then 30 minutes to wash down the boat and trailer and go home. She said she loved it and was "down for more" and remarked that while sailing she did not even think about looking at her phone – now that's a big win and that's what mast up storage is all about – safe, easy and quick

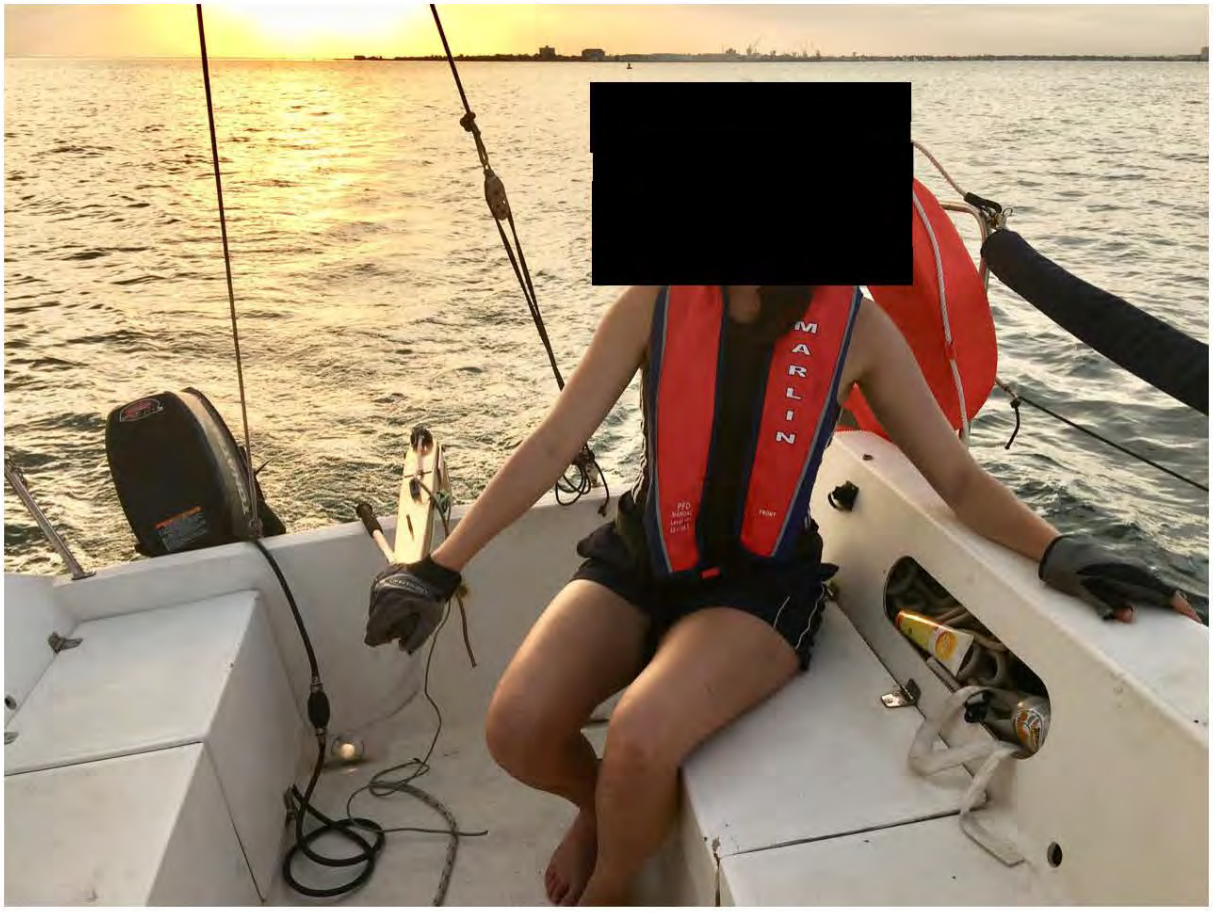
In the Proposal there is a lot of mention of including people who visit the marina, but little about those who actually use the marina. There is quite a bit of space at the marina and I think that the council should look at including affordable mast up storage for Trailer sailers in their plans.

Yours sincerely

[redacted]

-

Our Boat with [redacted]



[redacted] She' a sailor

Michelle Rysanek

Port Phillip City Council

Private bag 3

PO St Kilda, Victoria 3182

5/8/20

Dear Michelle

As a member of the boating fraternity I am extremely dismayed at the idea of a walking/cycling bridge over a working harbour entrance at the St Kilda Marina! I belong to a group of boating enthusiasts who like to sail, we have a big stick on our boat that is called a mast. These things can reach quite lofty heights to the point that most bridges can get drastically in the way! Especially at harbour entrances. Now I know a few of you only think of a boat as having an outboard on the back to zoom off to go fishing or skiing but if one sticks one's head up to look around you'll see dotted around the bay numerous Yacht clubs, in fact dotted right around the world making up well over half the boat users.

Also, St Kilda Marina has not only docking facilities but, a beautiful safe launching ramp, one of the only few at this end of the bay. As a result, it is going to make it very difficult for any Trailer Sailer owner, a large tax paying group of people, to launch and negotiate that bridge! Masts on these types of boats need solid ground to raise them. If you think they should be able to do this on the water after or before negotiating the bridge there will be accidents or worse, injuries and as happening to often nowadays, litigation.

From the beginning St Kilda Marina was designed for all types of boats and in the old days when it was well over half full of yachts of all sizes it was a lot busier and picturesque than it is looking today let alone when it will be closed off for only power boats. So, if we want to attract more tourists who want to look at a proper working little harbour, spend the money on dredging the entrance to attract back the yachts. Build a viewing platform at the end of the point but don't build that bridge which will destroy what a grand habour it could be again.

In the future with problems of fossil fuels and environmental concerns, you may be locking out from this facility the only clean environmentally friendly boats, yachts and electric powered large cruisers with masts for solar powered cell sails.

Yours sincerely,

[redacted]

Submission in support of retaining hard standing mast up storage for trailable yachts at St.Kilda Marina redevelopment.

We are writing to you as ratepayers of Port Phillip and as members of Melbourne Trailable Yacht Club in regard to the Project Plan for St.Kilda Marina.

TRAILABLE SAILING AT ST. KILDA.

Over the thirteen years we have been at the marina, we have enjoyed being part of the community of sailors, their families and boaters around the marina.

As I am now over 70 years old, the benefit of being able to drive to the marina, launch my boat, cruise or race, retrieve the boat, wash and put back in its place without having to raise or lower the mast is now under threat with the planned development. Trailable yachts have been given no provision for hardstand storage.

Our club has had its base at the marina for over 40 years and the financial contribution we have made collectively through our storage fees has made us substantial stakeholders in the enterprise. It is incredibly disappointing that after this long association our club, under this proposal, will be effectively excluded from the new project without any consideration from either developer or council.

We are not just a casual group of individual sailors. We are a long established sailing club with a full sailing and social calendar every year. We have a Summer Series, including a Long and Short Courses and Women's Skipper Series. We also have cruising events around the bay as well as hosting the Four Points Race, which has become the second largest trailable yacht race with entrants from regional Victoria as well as NSW. Our Thursday twilight series races are followed by a barbeque on the Coast Guard building verandah. A significant proportion of our fees are donated to the Coast Guard. At many of these events we get to meet new people who have been brought along to try sailing, and even people in the marina who would like to give it a go.

In Winter we continue to sail with a Winter Series at the weekends as well as the weekly get together on Thursday mornings for our retired members where our senior members meet for a nautical equivalent of a Men's Shed. This is where maintenance, sailing (weather permitting) and general discussions take place. This acts as a support group for older, and sometimes younger, sailors where continuity of their community through the long winter months is very important for mental and physical wellbeing.

We are neither elitist nor exclusive and are a strong supporter of the Discover Sailing program which encourages all people to try this sport. Our own grandkids have started their sailing and seamanship training here and many have gone on to their own sailing careers. We enjoy considerable support from both the Trailable Yacht

Division and Sailing Australia as we are an integral part of both trailable yachting and yachting in general in Victoria.

A PROPOSAL THAT FLIES IN THE FACE OF COMMUNITY PARTICIPATION

The St Kilda. Marina Project document you have put out along with concept drawings of a large storage shed and a lot of carparking is contrary to wishes expressed during a process of community engagement.

In the section on Marina Function the document reports on ideas to enhance the marina as a working marina including the continuation of diverse storage options. On page 20 the document states:

"Many participant comments expressed concern about the removal of hardstand storage particular regarding trailable yachts as they cannot be easily stored in dry boat storage. This was a common response made by trailable yacht owners". (I was one of those yacht owners).

The document also states that of all the ideas explored as ways to enhance the working marina the idea of "improving the dry boat storage with an increased capacity to meet demand and removing the need for hard stand storage "received the lowest levels of support". Indeed it goes on to say that fully two thirds of participants "felt that diverse storage options would be ideal".

This proposal completely disregards the above and is pushing for a marina with no hardstand at all, and greatly increased shed storage for motor boats. There is no balance whatsoever and it is a truly arrogant move by council to sweep aside the communities wishes and push for its aims for the marina and not ours!

As we have said over and over again, mast down storage presents an insurmountable problem for our club and its members. Besides the fact that trailable yachts are not built to sit in racks due to their hull construction, our older members, some over 80, find raising and lowering the mast while perched on the deck over two metres above a hard stand a major hazard. This risk would increase after racing where we usually finish at sunset. It would be just plain dangerous. Additionally, many of our working members arrive just in time to launch their boats for the 1800hrs start, which would be impossible if they had to rig their boat which can take up to an hour.

By the time everyone had finished derigging after the race, it would be time to head home, effectively finishing the postrace presentation and socialising. Faced with the options, our members appear to have little choice between accepting unsafe and unworkable alternatives or leaving the marina and possibly selling their boat.

Being forced out of the Marina will inevitably lead to the demise of our club, denying many families the ability to participate in an environmentally sustainable, challenging, fitness promoting sport and social development activity. This is causing major stress and anxiety amongst members of the club at a time when they really do not need it. This pandemic is causing a lot of angst in our community as in every other and this it is a cruel blow to find that even when the crisis is over our sailing activities will not be able to continue.

A WELCOME FOR ALL

You refer to making this development a place for everyone and for diverse boating activities. You seem to be making provision for all existing users *except us* and making provisions for new users *over us*. We are not sure why we are being discriminated against in this way given our considerable long standing stake-holding in the Marina? We know the majority of hard-standing is occupied by power boats which can go into dry storage but we cannot feasibly do so. We would ask you allow a small proportion of the marina to remain hard standing to ensure our activities continue. This is not an unreasonable or large request and could be easily fitted within the Council's development plans.

As Sailing Australia has pointed out in their submission:

"The ability to store trailable yachts with their masts up in a secure area is paramount to the club's ability to attract and service the requirements of new and current members. Twilight sailing is now the largest and most popular form of sailing in Australia. {it has} become increasingly important to our sport. The removal of {their} hardstand at St. Kilda Marina would ensure that this facet of our sport was no longer able to be delivered by the MTYC".

THE PROPOSED BRIDGE

With regard to the possibility of a bridge at a later stage, if the intention is to force yachts out to make way for this, it must be recognised that your requirement for a working marina must take into account the large fly bridge cruisers currently in the marina and particularly the EMV vessels that use the marina for refuelling, survivor delivery and base for Search and Rescue operations. MFB firefighting boat FB2 Prometheus and VP02 Police boat require considerable clearance especially for radio aerials, light masts and radar arrays and Coastguard Boats CG02 and R302 based in St.Kilda Marina also require similar clearance for their equipment.

This marina was purpose built to be a working marina which has welcomed sailing activities since its inception. The Developers and Council appear to have gone out of their way to accommodate everyone in enjoying the activities in the new marina except for us.

4.

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina Project Attention: Ms Michelle Rysansek
Date: Wednesday, 12 August 2020 8:37:54 PM

[External Email] Please be cautious before clicking on any links or attachments.

I wish to express my strong objection and concern about the proposed developments to the St Kilda Marina. The whole marina is built on reclaimed land and the said beach area at the back of the present hard storage area is only there because of dredging and I strongly suspect that it would be highly polluted and extremely unsafe for the public to venture into.

I have a trailer sailer which I have kept at St Kilda Marina for over 25 years. I use my boat regularly during the summer and daylight savings hours independently and with the Melbourne Trailable Yacht Club every Thursday evening. I also go to my boat weekly all through the year to carry out maintenance and to have ongoing social connection with other boat owners.

I am a pensioner and this is my hobby and recreation and I would be unable to continue if I had to rig and de-rig my mast with every use. That would be totally impractical for most of the sailors who use this facility. The proposed new structure would be discriminating against boat owners like me who cannot afford a keel boat or a motor boat and who enjoy sailing. Also I would like to point out that sail boats are much more environmentally friendly to the Marina and the waters in general.

I acknowledge that some of the trailable boats in the area are not used regularly but many are, and therefore I firmly request that a hard stand area for the regulars be integrated into any future plans for ongoing storage. Surely a simple survey and check of records could indicate how much area would be required for the hard stand area. My boat storage fees have contributed significantly individually (multiplied by the many other boat owners) to the Marina facility and I think that us 'trailable boaties' deserve particular consideration. I look forward to many more years of sailing out of St Kilda Marina.

Yours faithfully,

[redacted]

HARTLEY TS18-21 YACHT CLUB INC

67 BROWNFIELD STREET, MORDIALLOC, 3195.

Michelle Rysanek
Port Phillip City Council
Private Bag 3
PO St Kilda, Victoria 3182

Dear Michelle,

As the committee of the Hartley TS18-21 Yacht Club, we submit that we are opposed to the construction of a bridge across the entrance to the St Kilda Marina that will stop our access to and use of the facility.

Our club was formed in 1972 and, in all the years since, the St Kilda Marina has been a regular launching point for many of our club cruises and activities.
Such events include:

St Kilda to Werribee River and return – overnight
St Kilda to Yarra River and return – day trip
St Kilda to Portarlington and return – overnight
Melbourne Trailable Yacht Club Four Points Race
Melbourne Trailable yacht Club evening series
Hartley TS18-21 Yacht Club Open Day (part of the Yachting Victoria Try Sailing Day event)
Top of the Bay Cruise in Company – day trip
Top of the Bay Evening Cruise
Hartley TS18-21 Yacht Club Championships
Richard Hartley Memorial Race
St Kilda to Williamstown and return – day trip

St Kilda Marina is the only safe, all-weather harbour on Port Phillip Bay's eastern side that is suitable for large trailable yachts, or trailer-sailers if you prefer, until Safety Beach. For our member's safety, it is essential that they can continue to launch and retrieve their boats from St Kilda Marina. For our club's future, it is hoped that development of any boating facilities is based on an understanding of the practicalities faced by the boating communities that actually use those facilities. Too often boating facilities are redesigned by people who do not themselves have any experience with boating of any sort, let alone trailable yachting.

Sincerely,

The Committee
Hartley TS18-21 Yacht Club Inc.

[redacted]

Michelle Rysanek
Port Phillip City Council
Private Bag 3
PO St Kilda, Victoria 3182

Dear Michelle,

I wish to register my objection to the building of a bridge over the entrance to the St Kilda Marina. My father launched his home-built trailer-sailer at the Marina and his children and grandchildren have used the launch facilities there for over forty years. A bridge over the entrance would take this wonderful facility away from us.

St Kilda Marina is the only safe, truly all-weather launching ramp on this side of Port Phillip Bay that is suitable for the larger trailer-sailers. You would have to travel all the way to Martha Cove, some 60 kilometres away, to find another. Launching your boat from other ramps is possible in perfect conditions, but weather does change and retrieval may well be impossible later in the day. As an example, retrieving our boat at the North Road ramp, in a typical summer's afternoon sea breeze, would be akin to driving it upon rocks.

I strongly urge Council to please reconsider the building of a bridge over the entrance to St Kilda Marina. I accept that the precinct needs updating and upgrading, however I don't believe that the launch facilities should be taken from the trailable yacht community of Victoria.

Sincerely,

[redacted]

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina Project - Section 190 Lease Submission
Date: Thursday, 13 August 2020 9:45:55 AM

To: Ms Michelle Rysanek
Port Phillip City Council

Dear Michelle,

Summary:

Thank you for the opportunity to comment on the proposed design and development of the St Kilda marina precinct.

I support the beautification and opening up of the area to the public, but it should not be done to the detriment of operating a safe working marina. Below I endeavour to explain certain aspects of the design which could have a detrimental impact, but which could be overcome fairly easily.

Further since, by law, the land must be used as a working marina, I implore the Council not to repurpose 50% of the marina precinct (per the Council's Q&A session) for non-marina purposes. Slight changes to the proposed design can achieve the parkland feel and opening up of the area that the Council is wanting to achieve, as well as retain some of the critical operations required at the marina for the boating community who use the public ramp.

I welcome an opportunity to discuss my submission should you have any queries.

My background:

I am a long-standing resident and rate payer in the City of Port Phillip. I moved from interstate in 1990, and straight away fell in love with the Bay. Since then I have made this municipality my home.

In more recent times, I have taken up sailing, having done several courses in Port Phillip Bay and Albert Park Lake. We are so lucky in Melbourne, and in the City of Port Phillip, to have these amazing resources.

Importance of the St Kilda Marina to me:

Throughout the year, I crew on a sailing boat which we launch at the St Kilda marina. Weather permitting, from October through to May, we sail every week. In the winter months, we still sail but generally only once per month for club racing. Our club does not have a club house. All the boats are trailable yachts generally ranging in length from 18 feet to 26 feet. Our community of 135 members centres around the St Kilda Marina. It isn't a rich or fancy club. Just very down-to-Earth, with members who really care about each other and having fun on and off the water.

The public ramp at the St Kilda marina is the safest launching and retrieval site I have seen in Melbourne and generally around Port Phillip Bay and elsewhere in Victoria. It ensures that we can safely launch the boats and get ourselves set up before we head out of the marina for a race or cruise. It also means that once we are returning to the marina, we are sheltered from the winds so we can get the boats out of the water more easily and safely.
There are some complexities to trailable yachts that makes them different from other

watercraft. Firstly, it typically takes us at least 1 hour to get the boat ready (rigged) before putting it in the water (launching). Although some preparation can be done before arriving at the marina, we cannot raise the mast until we are there, because we have to be clear of overhead obstacles such as power lines and trees. Raising the mast is generally the first step in the rigging process, and is quite hard work. Once most of the rigging is done, the boat is ready to be launched.

Like other watercraft, the boat is launched after the trailer is backed into the water. For trailable yachts, the trailers typically have to go some distance down the ramp (especially in low tide) to ensure the hull of the boat safely clears the bottom.
Unlike motor boats or personal watercraft (such as jet skis) which can drive off and on their trailers, no-one is allowed on a trailable yacht at this point. It is controlled by people on the floating pontoons / sides of the ramp manoeuvring it with ropes. This can be tricky in strong winds. With 2 pontoons to choose from at St Kilda marina, we have options and can more easily manage that process. Once the boat is tied up to one of the pontoons, we can then get onboard and finish the rigging process (ie lowering the outboard motor, the rudder and the keel). All of those parts of the boat need to be lowered before a trailable yacht can be untied from the pontoon.
The process is reversed when we need to get the boat out of the water.

Proposed new design of the marina and my concerns:
Firstly, I want to commend the Council on the concept of beautifying the area. Much of the design shows how stunning the marina development could be and I welcome that.
I understand from the materials at the Council's website that there is a legal requirement for this land to be maintained as a working marina, and that the Council is acting as custodian and manager of the land for the State Government. I assume it is a Council and State Government priority to ensure that, at a minimum, the marina is maintained at its current safety level.

In beautifying the area, it is still essential not to lower the safety and usability aspects of the working marina or its amenities. According to the Council's website, the marina is on reclaimed land, so it not accurate to say (per one councillor) that the land is being given back to the public. Further, I note from the Council's Q&A session on Thursday 30 July, approximately 50% of the current marina works is to be repurposed away from being a marina.

To keep the existing amenities referred to below would not require significant redesign. These existing parts of the marina are essential to the safe rigging, launching, retrieval and de-rigging of boats.

1. **The public ramp and the 2 pontoons**. In the Council's materials, it notes that there is 1 public boat ramp accommodating launching of 4 vessels.

   Trailable yachts cannot be launched or retrieved from the middle of the ramp. They need to be guided by ropes held by people on the land so the boats can be pulled safely on to a pontoon and then tied up to finish the rigging process.

   Currently, because there are 2 pontoons at the St Kilda marina, trailable yachts can be launched using either side of the ramp straight onto a pontoon. This is ideal and we really need it to be maintained.

The new design proposed only appears to have 1 pontoon (and, actually, it is the harder of the 2 existing pontoons for boat manoeuvring purposes). **Please keep both of the existing pontoons.**

2. **Rigging and de-rigging area and the trailer car park**.

Because of the locality, amenities and safety aspects of this marina, many watercraft launch at St Kilda, so it is very important to ensure that there is adequate area set aside for the safe rigging and de-rigging of boats, as well as parking for the cars and trailers (which are not allowed to be parked on public streets due to their length).

As mentioned above, it takes at least an hour to rig, as well as de-rig, a trailable yacht. Yes, it is a slow process and yes I'd prefer not to do it, but it is an essential process.

Although power boats are much faster to rig than yachts, they still require some time to prepare before launching and after retrieving.

The new design around the carpark area is a little unclear to me. But, it appears that there might only be 4 spaces for cars with boats on trailers to rig. That is not nearly enough for the boating community at this marina, especially outside the Winter months. As a working marina, there needs to be adequate room given to these activities.

This can be addressed fairly easily by ensuring adequate space in a dedicated trailer car park.

Many marinas around the country have an area set aside for trailer parking. That is where boats can be rigged and from there driven to the launch point. After launching the boat, the car and trailer are driven back to that designated area out of everyone's way. This process is reversed for de-rigging. This would be a good option for the marina.

Conclusion and offer:

I want to reiterate that I am supportive of the beautification and opening up of the marina. But, it is incumbent on the Council and the State Government to ensure that we continue to enjoy one of the best working marinas in Victoria. In particular, the Council and State Government need to support all of the boating community that uses the public ramp to access the Bay. We need the marina to continue its operations in a manner that reduces congestion between the different user groups, that enables safe operation of the marina including the launching and retrieval of boats and does not reduce vital amenities such as the 2 existing pontoons at the public ramp.

While many people have been on boats, many people have not had first-hand experience of the rigging, launching, retrieval and de-rigging process of a trailable yacht. We would welcome the opportunity to demonstrate what is involved in this process. Sailing is an amazing recreation and sport, and additionally it is a wind driven activity which has a very minimal fossil fuel footprint so is environmentally friendly. We hope we can continue to enjoy sailing on Port Phillip Bay with St Kilda as our home base.

Thank you for your attention.

Yours sincerely, [redacted]

Office of Origin:
VF 2 - St Kilda

31 July 2020

City of Port Phillip
Private Bag 3
St Kilda, Victoria, 3182

Submission 23

Attn:- Michelle Rysanek

Dear Michelle

Re: ST KILDA MARINA REDEVELOPMENT

We are aware that the Melbourne Trailable Yacht Club are making a submission to Council to seek an amendment of the current proposal before Council. They are asking for the plans to be changed to allow for the inclusion of space for the Club to continue storing their boats so that they can continue their sailing activities at the Marina.

The Club and the Coastguard have enjoyed a long association. Members of the Club have been and still are volunteers with the Coastguard flotilla at St. Kilda. In addition to the volunteer work done by members of the Club, we have also received significant donations from them on an annual basis for some years now. The Club has always been supportive of our activities and has chosen to make Coastguard the beneficiary of both time and money for which we are grateful.

We have always found the Club members to be good citizens of the Marina. They have always been willing to assist where necessary and when they are able to do so. They look after the Marina in as much as they do not pollute it or leave mess or cause any disturbance. We are very aware that it is family oriented Club with sailors ranging from children to senior citizens and that members enjoy close friendships.

In so far as our activities as Coastguard are concerned we have had minimal contact with the Club in so much as requiring assistance from us when sailing. Their yachts are always, so far as we aware, well equipped with safety gear and the sailors are experienced and cautious and therefore very rarely require any rescue involvement from Coastguard. .

Coast Guard St Kilda
PO Box 1168
St Kilda Vic 3182

Office of Origin:
VF 2 - St Kilda

Sailing is a sustainable and environmentally friendly pastime and apart from using small motors to enter and exit the Marina club members generally do not cause any environmental pollution to either water or air. The Club has a small environmental footprint.

As an organisation we would be sorry to see them depart St. Kilda. They have been around for a very long time and they add colour and movement to the place. They certainly have a strong sense of connection to the Marina and to Coastguard too.

We trust you will take the above into account when assessing their submission and that we can remain neighbours at St. Kilda Marina.

Yours faithfully,

AUSTRALIAN VOLUNTEER COAST GUARD

Commander VF2 St. Kilda

Coast Guard St Kilda
PO Box 1168
St Kilda Vic 3182

www.coastguard.com.au

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Development
Date: Thursday, 13 August 2020 2:00:23 PM

[External Email] Please be cautious before clicking on any links or attachments.

Dear Michelle Rysanek,

I am 71 and have sailed most of my life, and particularly on Port Philip since 1980. I have been a member of Yachting Australia and the Melbourne Trailable Yacht Club for the last eight years: I am a regular and committed crew member.

I have enjoyed the Twilight sailing series each summer, as well as many other races and social events, all based with the club at the St Kilda Marina.

It is with dismay that I learn of the proposed marina developments which purport to maintain an operating marina while at the same time excluding yachts! It excludes yachts because there is no provision for trailer-sailer yachts to be stored on trailers at the marina as currently, and the channel from the facility is seldom deep enough for keelboats which might occupy a wet berth. While there are several private yacht clubs within 10km of the marina, none offer off-water facilities for trailer-sailer yachts.
These yachts are stored with masts up to avoid spending up to an hour rigging, and again de-rigging, in order to sail.
Storing them in a stacked arrangement for launching by forklift is not practical for many reasons, and mast rigging on the water can be very dangerous.

The current facilities are looking tired and in need of attention, but I see a number of issues with the proposal, as published:

- The big white storage boxes are plain ugly. Ask anyone.
- Storing boats stacked in a big box does not create a "working marina" look. It looks more like a cargo facility.
- There look to be fewer launching ramps than currently.
- The wet-berths have been moved west so that all boats launched from the main public ramp will have to navigate around all the berths, rather than heading straight down the channel. Risky and crazy!
- The proposed promenade takes visitors beside the two big boxes thus halving a decent view.
- There seems to be far less short term dock space for boats to prepare after launching. All boats need this when first launched.

Given the current great foreshore facilities along some kilometres of shared pathway (which I also have enjoyed) I doubt regular path users have a need or a wish to see this tiny addition to their perambulations. What is to be gained?

It seems the architect was not given an adequate brief and the result reflects this.

Various numbers in the proposal suggest that the accountants may be behind the development:

The annual rent seems to be king rather than having a great inclusive and accessible publicly owned Melbourne asset we can be proud of.

I live nearly an hour away in Glen Waverley and have always felt the marina was a great part of Melbourne, rather than a cash generator for the local council.

It is so sad if this is to change.
Please seek advice from all boating people before you destroy this facility.

Kind regards,

[redacted]

From: [redacted]
To: St Kilda Marina Project
Cc: Michelle Rysanek;
Subject: Submission
Date: Thursday, 13 August 2020 2:06:09 PM
Attachments: image001.png
BIAV Position Statement St Kilda Marina v3.pdf

[External Email] Please be cautious before clicking on any links or attachments.

Dear Michelle

The Boating Industry Association of Victoria (BIAV) is the peak body for the marine industry in Victoria. As well as servicing and supporting direct members of the association, BIAV is the voice for the state's 200,000 registered boat owners and 420,000 marine licence holders.

BIAV's submission with regard to the St Kilda Marina redevelopment and 35 + 15 year lease has many positive elements, however also some grave concerns. These are captured in the attached Position Statement and summarised below –

- There is planned to be a **halving of the wet berths** from the current number. Whilst revised Aus Standards, and the resulting space requirements have been outlined as the reason for this, BIAV remains unsure as to whether enough has been done to expand the wet-berth space and provide more opportunity.
- **All outdoor hardstand space appears to have been removed**. This is a major step backward in terms of a boating specific facility. This seems to have been the result of the desire to have an expansive open space and walk path on the beach side of the entire site. St Kilda and the remaining CoPP coastline has many thousands of square metres of such space. This space could and should be preserved for boating facilities, storage and water access as the number one priority. Not a walk path. We understand that this will eliminate some current users such as the Melbourne Trailable Yacht Club after decades of occupation.
- Reference has been made to the **car/trailer park being adjusted to cater for multi-use** and basketball was outlined as a good example. This really does not auger well for boating and for this site being preserved as a premier boating facility and destination. Whether this be proposed at this stage only for boating 'down-time' is still unacceptable as once an activity such as basketball sets in, chances are it will increase its demands and usage to the detriment of boating.
- Whilst the **bridge concept** is not yet finalised and only provisions for CoPP to include it later have been advised, this is also of concern. Similar to the loss of outdoor hardstand space, in favour of an elaborate walk path, this could be severely to the detriment of boating. Mast up yachts and motor boats with tall fly-bridges may become precluded from the site.

In summary Michelle, it seems that this premier boating facility is being nicely beautified, however diminished as a boating facility. All for amenity and walk paths. The CoPP foreshore space has tens of thousands of square metres of walking and coastal amenity space and this not have to be added to, to the detriment of a boating specific premier boating facility.

If you have any queries please do not hesitate to contact me.

Regards

[redacted]

[redacted]

CEO

[redacted]

[redacted]

[redacted]

BIAV POSITION STATEMENT

ADVOCACY ISSUE
St Kilda Marina Redevelopment

August 2020

OUTLINE

St Kilda marina is an iconic marina and boating facility in Melbourne, Victoria and Australia.

The marina sits on crown land and its Committee of Management is City of Port Phillip (CoPP).

The marina is of great importance and significance to the boating industry and boating in general.

City of Port Phillip over the past two to three years has undertaken an extensive process toward the sites new lease and redevelopment.

In late July 2020 CoPP advised that a new lease would be issued to Australian Marina Development Corporation (AMDC), for a 35 plus 15 year period, and at a 50 year value/investment of $160m. This has been communicated to the community, with an open briefing provided.

Click Here to the CoPP Project Webpage for Full Information

BIAV POSITION AND ACTIONS IF APPLICABLE

BIAV recognises the need and benefits of a new lease and redevelopment of this iconic and important site.

BIAV also supports the process undertaken to date and the extensive consultation.

BIAV also supports the majority of what is proposed and the redevelopment plans in principle.

However there are some major concerns, as follows –

- There is planned to be a **halving of the wet berths** from the current number. Whilst revised Aus Standards, and the resulting space requirements have been outlined as the reason for this, BIAV remains unsure as to whether enough has been done to expand the wet-berth space and provide more opportunity.
- **All outdoor hardstand space appears to have been removed**. This is a major step backward in terms of a boating specific facility. This seems to have been the result of the desire to have an expansive open space and walk path on the beach side of the entire site. St Kilda and the remaining CoPP coastline has many thousands of square metres of such space. This space could and should be preserved for boating facilities, storage and water access as

the number one priority. Not a walk path. We understand that this will eliminate some current users such as the Melbourne Trailable Yacht Club after decades of occupation.

- Reference has been made to the **car/trailer park being adjusted to cater for multi-use** and basketball was outlined as a good example. This really does not auger well for boating and for this site being preserved as a premier boating facility and destination. Whether this be proposed at this stage only for boating 'down-time' is still unacceptable as once an activity such as basketball sets in, chances are it will increase its demands and usage to the detriment of boating.
- Whilst the **bridge concept** is not yet finalised and only provisions for CoPP to include it later have been advised, this is also of concern. Similar to the loss of outdoor hardstand space, in favour of an elaborate walk path, this could be severely to the detriment of boating. Mast up yachts and motor boats with tall fly-bridges may become precluded from the site.

SUMMARY

BIAV supports the new lease and redevelopment however is very concerned by the above points. There seems to be an over-emphasis on the walk-path and amenity of the coastline, in favour of the overall boating facility aspect of the site. These will form BIAV's submission to CoPP with regard to the new lease and redevelopment.

From: [redacted]
To: St Kilda Marina Project
Subject: Submission
Date: Thursday, 13 August 2020 4:22:04 PM

[External Email] Please be cautious before clicking on any links or attachments.

Dear Michelle, as a boat owner in St Kilda Marina, I'm writing to you about my concerns of the future of the Marina.
I think the first and foremost objective of the Marina is to be exactly that, a MARINA.
It seems that the plans of the NEW Marina, suggest that the wet boat storage berths have been halved, from the present Marina layout.
I would think that increasing the wet storage would be part of the objective (as a MARINA) rather than decreasing the storage ?
If this is the case, would this mean that our yearly fees would double ?

Yours sincerely
Concerned boat owner

Malfab (Aust) Pty Ltd
[redacted]
Director
[redacted]

Michelle Rysanek

Port Phillip Council

Private Bag 32 PO St Kilda, Victoria 3182

Dear Michelle

I learnt recently with interest that there is a proposal before Council to build a bridge across the entrance to StKilda Marina. This bridge would prevent trailer- sailer yachts from using this facility.

The marina is the only suitable launching ramp for these vessels on the eastern side of the Bay until you reach Martha Cove. As such, it is also the only Safe Harbour from where vessels can be retrieved in the event of dangerous weather conditions. In these relatively small yachts, even getting over to Williamstown(the Warmies) may be out of the question in a strong south westerly. Masts cannot be safely lowered on the water in adverse conditions.

I strongly object to this proposal and wish this to be noted.

Yours Sincerely,

[redacted]

[redacted]0.

REFRESH - REIMAGINE

St Kilda Marina: non-compliant marina berths, contamination, infrastructure and full BOM weather station

Purchase by City of Port Phillip for non-compliant marina berths

Was the City of Port Phillip staff aware that Australian Standards were reviewing the standard, AS 3962-2001, for Marina Berths, from as early as 2 Feb 2015?
In Oct 2016, the Marina Industry Association had an article about the proposed changes. In its **Nov/Dec 2018** enews the MIA stated that the AS3962-2001 submissions had to be in early 2019.

In Feb 2020 the newsletter stated:

> ***MIA is informed the updated Marina Design Standard – AS 3962-2020 will be available to the public on 6 March. The Standard will be available for purchase from the website SAI GLOBAL INFO STORE. While long overdue; the review of AS 3962 involved extensive industry input with MIA members who have been on the front foot through the entire two-year process. A summary of key changes will be included in the coming edition of Waterline.***

Then the standard was changed and published on 3 June 2020.
see page 26
https://www.marinas.net.au/documents/item/1021

Whilst it was common knowledge in the Marina world that the standards were being reviewed, on the **21st November 2018,** The City of Port Phillip agreed to pay $620K+GST for

> ***Purchase of essential infrastructure: Council to purchase the wet berths, security gates and fencing and dry store boat mounts from Australian Marinas for the sum of up to $620,000 excluding GST at the end of the lease if Australian Marinas are required to exit the site at the end of the lease.***

And from an extract from the CoPP minutes report 1.1 St Kilda Marina Interim lease approach dated 21 November

> ***2.10 Further discussion with the head tenant identified the possibility of a 3-year term and purchase of the wet berth infrastructure, dry dock wooden boat mounts and security fencing and gates at the end of the interim lease for $620,000 plus GST. 2.10 An analysis was undertaken of both the condition of the wet berths and related marine infrastructure, and the financial merits of the offer to Council.***
>
> ***The assets were identified as being in good condition, with life left well beyond the term of the interim lease. Financially, it was deemed that purchasing the marine infrastructure presented good value to Council on the basis of an otherwise high replacement cost, the good condition of the assets, the flexibility afforded to Council by owning the wet berths, and the ability to keep the marina operating beyond the term of the lease with the current lease holder.***
>
> ***2.11 The recommended option is to enter into a new interim lease arrangement for a term of 3 years commencing immediately following the lease expiry in April 2019 with purchase of the wet berths, security gates and fencing and dry store boat mounts at the end of the***

interim lease (if the tenant exits the site) for up to $620,000 (excluding GST). This option secures the continuity of the current operations at the end of the existing lease, as well as at end of the short-term interim lease if a new operator takes over the site.

If CoPP had been tuned into the review of the marina berth standards, why would they purchase these marina berths which were subject to a review of the Australian Standard and soon to be non-compliant?

Given that Council was fully aware that a new wet berth design would be submitted by the new tenant why was old, outdated and redundant berths purchased?

As the current tenant is not recommended to get a new lease, the tenant will be paid $620K + GST, at the end of their lease in April 2022, for berths etc that now don't meet the standard.
These berths etc may be able to be salvaged, but I doubt it.
The proposed new tenant has stated that the berths will be replaced as they are non-complaint, the fence will be removed and the security gates not required.

It is usual in a lease for the tenant to be responsible for these capital items.
A non-compliant marina berth, a fence and security gates that are no longer required,

Q: What due diligence was done to justify paying for infrastructure, which was under review and subject to a new standard?

Contamination removal and cost
At the end of a lease it is usual for the tenant to remove any contamination which has occurred over the lease. It is highly probably the sea bed in the marina and the land on the peninsular is contaminated with diesel, battery acid and lead and unknown contaminates consistent with a working marina.

When the petrol station lease ceases, this site will also be required to be de contaminated.

Given this contamination, will the City of Port Phillip be required to pay for this de contamination or will the existing tenant be required to pay.

Infrastructure cost

What new and ongoing infrastructure will the City of Port Phillip be required to undertake at the City's cost?

References are at:
http://portphillip.vic.gov.au/november-2018-meetingsagendas.htm

These papers now on the site: see attached
Confidential report made public St Kilda Marina interim lease (PDF 185KB)
Confidential attachment made public St Kilda Marina interim lease (PDF 53KB)
Confidential resolution made public St Kilda Marina interim lease (PDF 607KB)

Full Bureau of Meteorology, BOM, Weather station

We understand that the weather station on site is only a partial station giving only wind speed and direction, http://www.bom.gov.au/products/IDV60901/IDV60901.95864.shtml.
Given the tourist role of St Kilda, it would be useful to have a full weather station information.
This weather information would also be useful for residents and publicity for St Kilda.

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina Project - Section 190 Lease Submission Thursday, 13
Date: August 2020 5:39:47 PM

[External Email] Please be cautious before clicking on any links or attachments.

Addressed to;

Michelle Rysanek.

Hi Michele,

I am a long time user of St Kilda marina (30 years +), I sail a Trailable yacht and I am a member of MTYC.
I store my Trailable Yacht at home and bring down to the marina to be rigged and derigged around its use on the water.

I note that your proposal limits the area which may be used while rigging especially when a high volume of yachts would arrive for a club event, as it stands we rig the yacht adjacent to the grassed area before driving to the ramp and on a club event day now this is currently very limiting.

The proposed marina access water way and ramp arrangement look to be very congested with limited room for tying boats up adjacent to the ramp. The typical length of our yachts is 7.5m even now 2 yachts nose to tail don't fit on the current floating docks.
To retrieve a yacht we have to man handle them onto the trailer, so we need good access and room for tying up. It is different for a power boat owners as most can motor their boat onto the trailer.

I see mast up storage as a great asset to have available for the general yachting community, the current arrangement isn't cheap, how ever it enables people to have easy access to the water with the convenience of the yacht being 75% ready for use.
Our club members that store their yacht there current, manage to use them very regularly in events along with casual day outing with friends etc. There are number owners and crew who just meet at the yachts for a regular catch up and coffee to maintain mental connections.

So to deprive the new marina complex of a mast up storage would be a huge injustice to the general public and yachting fraternity. There is no other facility like this on the bay for the general public to have access to and use. A few of the larger yacht clubs have limited on trailer storage with mast up and they are always full. Where do the current marina users go ?

With regard to stage 2 and the bridge, you would need a bridge of at least 12m plus high to give clearance for a yacht mast to pass under, remember that marina is the only safe all weather public launching and retrieval point on the eastern side and especially the top part of Port Philip.

Your aim to promote public access along the peninsular sounds good on paper, there is plenty of foreshore access in the area anyway. My personal belief is this area will be out of the way and out eyesight and promote a dead area for drug's,

rough sleepers and tourist's in old camper vans leading to a not very nice grotty area.

When the coast guard updated their building recently there was flak from local residents about its effect on the visual impact, now you want to increase the overall size of the sheds and especially increase the height of them, what view will this give ? NONE.

I am generally for development, however this seems to be a money grabbing exercise, which will only cater for the more wealthy with their larger and more polluting power boats which will be stored in the racks at the expense of current users.

Regards

[redacted]

From: [redacted]
To: St Kilda Marina Project
Subject: Submission / Comment Thursday, 13
Date: August 2020 5:29:51 PM

[External Email] Please be cautious before clicking on any links or attachments.

Greetings

As an existing (StKilda Marina) wet berth tenant and local resident, I listened to your Q&A session of 30 July with great interest.
The overwhelming impression I took away from that event was the seemingly severe reduction of the footprint for use by most Marina participants – commercial tenants and boat owners alike. Unsurprisingly, I'm particularly shocked at the (close to 50%) reduction of wet berths.

Rather than a Marina with suitable public amenity, the new plan is (in my opinion) an amazing public amenity with a Marina tacked on - and I sincerely mean "amazing". But I thought the whole idea was to give the community a world class Marina.

If I were a commercial tenant, be it retail outlet or marine maintenance etc, I would be very concerned about the significant decrease in custom, as a result of the (proposed) reduced Marina footprint. It's no secret that many boat owners are cashed up individuals and happy to utilise local purveyors but alas, boating is a very seasonal activity. Fortunately, during a Melbourne winter, some wet berth boat owners will entertain on board or have vessel maintenance undertaken but with only half the current catchment, in-house marina businesses may well struggle during winter ?

Thank you for your time.

[redacted]

MELBOURNE TRAILABLE YACHT CLUB & MEMBERS

SUBMISSION TO COUNCIL

PROPOSED ST KILDA MARINA REDEVELOPMENT

ATTENTION: Michelle Rysanek

This is a submission on behalf of the Melbourne Trailable Yacht Club (MTYC) and its members. We have been operating from St. Kilda Marina for 40 years and the proposal being considered will have an enormously negative impact on individual members and the club as a whole. Our submission has the backing and support of other boating organisations including *Australian Sailing* which is recognised by World Sailing as the governing body for the sport of sailing in Australia. (See Attachment).

BACKGROUND

In 2018 a process of community participation regarding re-development began. Members of the club participated and of particular interest to them was the issue of retention of some portion of the existing hard stand without which many of our activities and most particularly twilight racing could not continue. We refer you Page 20 of the *Marina Project* document released by Council. It demonstrates that many ideas were explored as ways to enhance the Marina as a working marina. On the issue of retention of hard stand and diverse storage options within the marina it states:

"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".

The document goes on to state that of all the areas identified and explored as ways to enhance the marina function the idea of *"improving the dry boat storage with an increased capacity to meet demand and removing the need for hard stand storage .. **received the lowest levels of support**."*

The document goes further and reports that **64%** of participants ***"felt that diverse storage options would be ideal."***

Despite the fact that members indicated on the surveys they completed that they wanted to be kept informed as progress of the re-development, members heard nothing until the release of this proposal along with concept drawings.

To our shock, horror and frankly disgust, the proposal being promoted by Council is the option with the "lowest level of support" that of increasing the dry storage at the expense of any hard stand storage. Furthermore, to do so in the face of fully two thirds participant support for 'diverse storage options". It seems Council is determined to pursue its vision of the Marina as a storage facility for motor boats only, regardless of community views to the contrary, and to provide no diversity and no balance whatsoever. This proposal rides roughshod over our community and 40 years of history and involvement at the Marina.

Melbourne Trailable Yacht Club Inc.
E: mtyc.au@gmail.com

Before making any further comments about this proposal it is important that Council fully understand that our submission is not just about a collection of boats stored at the Marina. Our submission is about a *community of people* who have been sailing recreationally from this Marina for decades. Ours is a community passionate about sailing and promoting sailing and supporting each other in good times and bad.

Our community, like all communities at the moment, is doing it tough. We are affected by a global pandemic in all aspects of our lives and cannot take solace in doing what we love most. We are not able to experience the enormous pleasure we get from sailing out of St. Kilda Marina with our kids and grandkids, family and friends. It is affecting the physical and mental wellbeing within our community. So, this proposal comes as a real blow to our community at a time when it is the last thing we needed.

Everyone is currently hoping and praying that we can all get back to some sort of normal once this crisis is over and to get back to sailing and socialising with our families and friends. But with this proposal our members are faced with the prospect of a future where it will be impossible to resume doing the activities they love when this health crisis is over because we are literally being forced out of the facility that makes it possible. Worse still, some members are faced with the very real prospect that they will have no choice but to sell the boats they love because they have nowhere to put them. For us this is a crisis within a crisis.

We make our submission to Council not only from the heart but also on the grounds of logic. It is all very good and laudable to talk about diversity, sustainability and a "welcome for all" at the new Marina but do those fine words stand the test of scrutiny when set against the reality of what this proposal will actually achieve?

Also, we want Council to understand our club and its membership and how valuable we are as a long standing fixture at the Marina so they may understand what they are jeopardising.

THE PROPOSED REDEVELOPMENT

The development plans before Council contains a "site vision" aimed at making "A special place on the foreshore for everyone that welcomes a *diversity* of *sustainable* uses anchored by a *working* marina". Yet, in seeking to achieve this vision the plans before Council have completely ignored a very long standing group of recreational sailors who have been using the marina, in a very sustainable way, as their home base for decades. This proposal "talks the talk" of recreational boating, communities developing strong connections with the marina, increasing the opportunities for a range of water craft and maintaining a working marina. But how can it said to be walking the walk of that vision if it plans to push out a community that has enjoyed very strong ties to the marina since 1980 and a community that uses it as a working marina every week the whole year around. Furthermore, the plans can hardly be described as diverse or sustainable when it provides much more storage for motor boats and none for our environmentally friendly sailing boats.

HISTORY OF THE CLUB

The Melbourne Trailable Yacht Club (MTYC) was founded in 1973 and moved its sailing base from Altona to St Kilda Marina in 1980 to reflect the fact that the Marina more closely reflects its membership base. The club has continued operations at St Kilda uninterrupted since that time. Our yachts are relatively small and inexpensive by comparison with many in the marina and we are very much a family orientated membership. Several of our boats regularly sail, both recreationally and in races, with crews that span 3 generations of a family. Our kids learn sailing from grandparents from parents and from our sailing elders who are more than happy to pass on their knowledge and expertise gained over decades of sailing out of St Kilda Marina. We have children as young as 3 and 4 with the smallest possible size life jackets up to octogenarians for whom sailing with the club has become a means of connection with family and with other members. The value of these connections with the Club and the Marina cannot be overstated.

ACTIVITIES OF THE CLUB AT ST KILDA MARINA

- Summer Sailing Season: From September to May we hold different racing format events. A twilight stern chaser race on Thursday nights between October and April. A fiercely contested battle where Club members and any other friends who want to try sailing do their very best to win a bottle of port and some often cheeky comments. Followed by a BBQ and a chance to catch up. Members often come directly from work to take part. Having masts up and boats quickly able to be launched is vital and allows older sailors and those who work and have limited time to arrive and launch and race. On Sundays we hold either a short course series consisting of 10 short races over 5 Sundays, or a long course series consisting of 4 races of 1 per day.
- Winter Sailing Season: From June to September the Club holds a weekend series that comprises one Sunday a month with up to 2 races each day depending on the length of the course.
- In the sailing winter season the Club members also have instituted a "Men's Shed" type event (Men on a boat to be accurate) for members of the Club who meet on one of the boats to talk, swap sailing stories, drink coffee and where required help each other with repairs and maintenance of boats. Our boats are easily accessible on the hard stand and allow for these meetings and necessary maintenance to be done. It allows members, particularly our older male members, to remain both connected and useful.
- The Club has a social secretary and many other social events are organised including our annual Christmas Fish and Chip Sail to Williamstown which is open to sailors, family, friends and indeed anyone who wants to join us.
- We also gather for happy hour events particularly in the summer where members can gather to enjoy the sunset with maybe a glass of wine or a beer.
- One of the biggest events we organise annually is the **Four Points Race** which commenced in 2012 and has been held every year since in good weather and bad. The Club was approached by the Yachting Victoria Trailable Yacht Division to put together an event and our sailing committee and members worked hard to establish the annual race. The event starts and ends at the marina.

- It has quickly established itself as a popular event amongst Victoria's trailable yachting community with boats coming from as far afield as NSW and East Gippsland. Entries of up to 50 boats are not unusual. This is an event that could be promoted and encouraged at the Marina if the developers want to raise the profile of the Marina and encourage visitors to it. Currently, we organise and run it without fuss and without disruption to the functioning of the Marina as a whole but it could be an "event" that draws more people to both the Marina and to sailing in general.
- Discover Sailing events are aimed at encouraging participation and the Club assists by providing boats and encouraging people to try the sport.

For more information about the Club and its activities please see our website: mtyc.yachting.org.au

In short MTYC is an active club that supports its members and promotes sailing activities. We have been in existence for approaching 50 years. Without our home base and the means to be an active club all that history, connection and expertise not to mention friendships and camaraderie would easily disappear.

COMMUNITY BENEFITS OF THE CLUB

A community of members

Many of the Club members have known each other for decades and have crewed on each other's boats, attended Wooden Boat Festivals together, both in Tasmania and in East Gippsland, and undertaken sailing expeditions as groups both in Australia and overseas. Club members have supported each other through times of sickness and bereavement we have welcomed new family members and attended celebrations together. This strong sense of community within the Club has fostered and supported family values, long friendships, exercise, good health and camaraderie and all this stems from our having a settled home at St. Kilda Marina. It cannot be overstated how hard hit some of our older members particularly will be if this is curtailed.

A community in the Marina

As well as a sense of community within the Club we have developed a strong relationship with the Coastguard as a fellow user of the marina and have supported that organisation financially and in other ways. A current Section Officer of the Coastguard at St. Kilda is one of our members and others in our Club have been volunteers with that organisation over many years. The Coastguard has always kindly allowed us to use their facilities to hold our post sailing presentations and BBQ. We have supported them with an annual donation of a significant portion of membership fees. MTYC makes a donation annually of between $500 and $1,000 dollars. We value their connection to us and they value ours to them. (See attached submission by Coastguard.)

A community of Sailors

MTYC is an integral part of *Australian Sailing* as the submission from that body describes. It is an integral part of trailable sailing in Victoria and beyond. We are a unique form of sailing that is accessible and fun. Sailing is an incredibly popular sport and recreational activity which is hardly surprising as we live on an island. Sailing can be traced back to the very beginning of modern

Australian history. Captain Cook arrived here on a sailing boat! It is a sport that allows people of all ages and sexes to be involved whether sailing together or alone. Sailing for the disabled programs has given joy to members of that community around Australia and members of our Club have played their part. It is a lifelong activity for most sailors and promotes health, wellbeing and a sense of achievement. Sailing is popular all around our nation in harbours, bays and rivers and it is as Australian as the footy. The notion that sailing is somehow "elitist" could not be further from the truth and most especially where our Club is concerned. Our members are teachers and nurses and carpenters and typical of many families in Melbourne. Many if not all of our boats could be purchased for half the cost of a decent family car. One of the youngest boats in our fleet is 30 years old. In 40 years of paying our way at the Marina no one, until now, has even suggested we are elitist. It is so far from the truth as to be almost laughable. We sail boats one step up from a dinghy and anyone who arrives at the Marina and wants to try out sailing is welcome on our boats. Sailing is inclusive not exclusive and any accusation that we are "elitist" is one that would cause offence to sailors around Victoria and beyond. If this is the stick the Council has chosen to beat us with it is a poor choice indeed! We have strong support from both *Australian Sailing* and the *Trailable Yacht Division* of that organisation *and* our activities are promoted and supported by them. (See attached submission by Trailable Yacht Division).

We think it should be obvious by now that our sailing Club and its members have very deep roots at the Marina both financial and emotional. Not only have we collectively paid tens of thousands of dollars over decades to the lessee and thus a proportion to the Council, but also we have set down the strong ties that come from Club history, family history, and a deep sense of belonging and place that comes with continued use and enjoyment over four decades.

In light of the above it is important now to consider the proposed development and how it will affect our members and to compare the *stated aims* of the proposal with the *reality of the result.* Just a few aspects of the proposal will be discussed because they are the most obvious ways in which the proposal fails to deliver the outcomes it *says* are intended.

STATED OUTCOMES OF THE NEW DEVELOPMENT OF THE MARINA

Place Identity

> 2. Creating welcoming and accessible spaces that strengthen connections to, through and within the site.

How can this occur if our Club and its members who, as more than shown above, have had a very strong connection for decades both to and within the site are forced out of the Marina? We are in fact the example of the type of strong connection that the new Marina should be looking to expand not contract. How can developing the Marina in a way that does not retain those organisations that already have a strong connection and already meet the stated outcomes hope to achieve the stated outcomes? That is nonsensical. It demonstrably runs contrary to the stated objective.

Social and Cultural

1. Creating opportunities for flexible spaces for active and passive recreation, quiet enjoyment and culture, welcoming people to spend more time and build community connections.

As set out above, our Club and its members already enjoy both passive and active recreation on the site and we have already built strong community connections. Are we to be ignored, pushed out and replaced by other people who may or may not engage in the same regular active boating activities and the many social activities that we have developed over time as a corollary to our active sailing activities? Again, it seems ridiculous to state you want to achieve a stated objective by pushing out organisations that are already fulfilling it.

2. Acknowledging history and heritage in design and place experience including enhancing the existing place identity as a working marina.

Our Club and its members have a very long history with the Marina that should be acknowledged, celebrated and accommodated. To us it has always been a "working marina". In fact our Club and its members use the facilities on a consistent and regular basis. Whether it be sailing or non- sailing events we use this Marina constantly and always have done. Whether it be a race night or an afternoon sail with the grandkids or a social get together the Marina is where it happens. It is our lifeblood and the home of the Club as far as we are concerned and it provides the place from which and upon which our activities emanate. The housing of our boats on the hard stand ensures this regular use of the Marina. To take away that facility in order to provide more car parking and storage for people who have no previous connection to the Marina seems again be contrary to the objective to promote a working marina as put forward by the proponents of this development.

Economic

3. Increasing St Kilda Marina's contribution to recreational boating in Victoria through improved infrastructure and service and increase opportunities for a range of water craft.

The MTYC and its members are a classic example of "recreational boating in Victoria" and this proposal wants to sweep us aside? This proposal will not increase recreational boating it will significantly reduce it because it will make it impossible for our Club to continue. It will also reduce the range of water craft because our unique trailable yachts will disappear in favour of more and more motor boats. There will no doubt be many more motor boats in expensive storage sheds which will certainly increase revenue for the lease holder and the council. There will no doubt still be owners of expensive boats that can afford the very significantly higher cost of keeping in the water boats too large for dry stack storage, and who can afford the very significant costs of antifouling needed to do so. But this paradigm does not suit all boats and it does not suit ours. Our boats require only a small section of hard stand and a launching ramp such as we currently enjoy at the Marina. Without these, and regardless of what this proposal says it wants to achieve, the proposal in its current form will in reality achieve the opposite. Less recreational boating and less diversity of water craft.

AMENDMENT OF THE PROPOSAL TO ACCOMMODATE CONTINUED TRAILABLE YACHTING AT THE MARINA.

If the Council really supports the vision statement and the stated outcomes of this proposal then the plans should be amended to accommodate the continued use of the Marina as a working base for trailable yacht racing and recreational sailing activities. We have been a significant asset to this Marina since 1980. If the aim is increased recreational boating and diversity then cutting off recreational sailing and focusing solely on motor boats is certainly not the way to do it.

This project is at concept design stage and it is being managed, we are told, by a professional marina developer with the experience of developing a variety of marinas around the world. There is no reason the plans cannot be revised going forward to include storage for some trailable sailing boats. If this professional organisation cannot respond to changing requirements in a design then maybe Council should be having second thoughts as to their chosen developer?

There are, according to your documentation, 134 hard stand places at the marina at the current time and a majority are occupied by motor boats that can easily move into the dry shed. So, for the vast majority of hardstand sites there would not to be the same imperative that they remain a feature of the Marina. Our boats, as we have said repeatedly, cannot be stored in dry stack storage.

All we are asking for, and it really is very little, is that a small number of hard stand sites be included in the design. We anticipate an ideal number would be 20 sites but slightly fewer or slightly more might be possible depending on where they are located. We are sure that with good design and sensible discussion this could be achieved without any major impact on the profitability of the site. We require only a small number of sites and the same level of protection from damage or vandalism as will be enjoyed by the owners of motor boats. We are very willing to sit down with Council or the developer to discuss their ideas and put forward some of our own. We believe there are at least two sites that would be suitable.

CONCLUSION

This proposal talks about creating a new Marina with a "Welcome for All" yet it proposes to achieve it by shutting the door in our face!

The proposal goes out of its way to accommodate existing businesses (most of which have not been at the Marina as long as we have) and to accommodate new ones. The proposal goes out of its way to accommodate new users such as walkers and bike riders who are to be given access to what was specifically built to be a working Marina.

Yet, there is no accommodation whatsoever for us. We have been at this Marina virtually since its inception and we are literally going to be bulldozed to one side to make way for a whole range of stakeholders most of whom do not have the history, connectedness and emotional ties to this place that we do. There is a lot of talk about *inclusion* but we are being deliberately *excluded* and we do not deserve it.

Since receiving this proposal we have been amazed and delighted by the amount of support we have received from other boating organisations who know us and what we do. We anticipate there will be more to come.

Council should be aware that we are not going to take this eviction without a fight. We will call on and utilize all the support we have and take this out to the highest levels we can to ensure that the Club we love, the people we love and the activities we love are not swept to one side in this cavalier, harsh and unnecessarily cruel way.

We are happy to discuss any of the above with the Mayor or Councillors at Port Phillip at any time.

Yours Sincerely,

[redacted]

[redacted]

Commodore - Melbourne Trailable Yacht Club

13 August 2020

From: [redacted]
To: St Kilda Marina Project
Cc: [redacted]
Subject: FW: Thank you for completing "Survey: Realising the site vision and objectives" ST KILDA MARINA
Date: Thursday, 13 August 2020 10:56:42 PM

[External Email] Please be cautious before clicking on any links or attachments.

Attention: Michelle Rysanek.

I received the email below (26 September 2018) from City Of Port Phillip in response to the survey submitted in 2018 and provided my email address because I **"would like to be kept updated with this project"**

I have not received any further updates and this suggests that the consultation process has been flawed and therefore the final plan is flawed and doomed to failure. Having stored a boat at St Kilda Marina for more than 15 years, and being a local resident of East St Kilda, I find this lack of consultation extremely disappointing.

One now suspects that there are other motives driving this project and the need to keep a close reign on the proposal to abolish all hard stand boat storage, extend the Bay Trail through the current boat storage space and consider a bridge over the Marina entrance.

I submit the following points to be considered by Council in making decisions about the future lease and development of this Marina.

Engagement / Consultation

- Council's lack of genuine engagement has alienated the community of people that have historically used the marina, in particular, the boat owners that store boats on trailers with masts up (trailable yachts) at the rear of the Marina's boat storage sheds.
- The current occupants in the Marina, should be considered project partners and not project stakeholders.
- These people have invested significantly over many years and are in fact the life of a working marina.
- Did Council consider engaging more directly with this community of boat owners in the various planning phases of the project, particularly after the initial feedback?
- It would appear not. Council's documents note *"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".*

Removal of the hard-stand open boat storage area

- The proposed 100% removal of hard-stand open boat storage is an outrageous grab of land that was literally created for the Marina. The land was reclaimed to build the Marina.
- Giving some public access to this space would be reasonable but not at the 100% loss of hard stand storage.
- Council must reconsider the overall precinct plan to accommodate the displaced

community of trailable yacht boat owners.

The site vision – a special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina"

- A working marina includes some space for mast up boat storage.
- Trailable yachts cannot be stored in dry stack storage – this is not practiced anywhere.
- Trailable yachts fall into the site vision phrase – "a diversity of sustainable uses"
- St Kilda Marina is already a special place – there are very few public marina facilities in metropolitan Melbourne that accommodate trailable yachts – don't take this function away.

The Civic Heart

- This key space must be kept primarily to serve the function of a public boat ramp facility in the Marina.
- The space cannot be reduced to accommodate public open space without giving more detailed consideration to the spatial requirements for boat preparation prior to launching and boat preparation after retrieving and hitting the road. Refer to the vision – ***a working marina***
- Concepts of creating a performance space in the vicinity of the public boat ramp are at odds with the vision – ***a working marina.***

St Kilda Marina has such a significant history and City of Port Phillip has a responsibility to ensure that the Marina's future is sustainable. The current lease and concept plan needs to revisited to address the points raised above and ensure that the Marina does have a sustainable future and realizes the site vision.

Given the missed opportunity for earlier ongoing engagement, I strongly request that I continue to be informed and kept updated on the project.

Regards

[redacted]

From: City of Port Phillip [mailto:haveyoursay@portphillip.vic.gov.au]
Sent: 26 September 2018 08:25
To: [redacted]
Subject: Thank you for completing 'Survey: Realising the site vision and objectives'

Hi

Thanks for completing the survey.

Your responses are listed below.

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

Local resident
Berth your private vessel at the marina

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.

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

Any comments or view lines you think we have missed?

No Answer

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.

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	Strongly oppose
Improve the design of the dry boat storage to improve operational efficiency	Neutral
Improve the layout of the wet berth storage to better accommodate modern motor boats	Neutral
Improve the layout of the marina to minimise conflicts between site users, improve access to the site and water, improve safety and efficiency	Support

Increase diversity of storage options for other water crafts, such as paddle boards, canoes and stand up paddle boards	Support

Any comments on these ideas?

These questions appear to have neglected the needs of sailing boats - fixed keel in water storage as well as the trailable yachts with mast up storage.

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.

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

Any comments on these ideas?

The petrol station provides a good service to the general public as well as the marina users. The scale of activity of Riva would appear to be inappropriate in this foreshore location. Smaller scale commercial dining facilities could be considered appropriate when suitably planned and sited.

4. Removing any conflicts between users of the path

Users of the path includes 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.

Ideas

We have identified the following ideas (see image above) and would like you to share your level of support for each and any comments you may have.

Realign the Bay Trail along the peninsula with a bridge over the entrance to the marina (as shown in blue; idea is subject to a detailed feasability and impact asessment)	Strongly oppose
Divert the Bay Trail at MO Moran Reserve to follow the eastern edge of the marina (as shown in yellow) and provide a promenade walk out to the Beacon (at the marina entrance)	Neutral

Any comments on these ideas?

Don't waste any more resources on the bridge concept - look at the height of the masts - the bridge would be excessively high, a visual blight on the landscape and there are alternative ways to provide pedestrians access to the lighthouse precinct.

5. Increasing public access and opportunities within the site

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

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	Neutral
Provide public space for events and community activation which maximises the view lines offered to the City and the Bay	Neutral

Any comments on these ideas?

Don't compromise the trailer parking area - this is an essential service provided - particularly for mast up trailable yachts.

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?

No

Any comments on the locations being considered?

Need to see a plan

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:

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

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

Boat servicing is also an essential service to be provided at a marina

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 you would like to see on the site

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 offshore habitats

Any comments on these ideas?

No Answer

About you

Please indicate your age:

[redacted]

What is your gender?

[redacted]

What is your postcode?

[redacted]

If you would like to be kept updated with this project and other projects on Have Your Say please leave your email address.

[redacted]

Thanks again

Have Your Say at Port Phillip

[redacted]

15 August 2020

Dear Mayor Bernadene Voss and Councillors

By email: Councillors@portphillip.vic.gov.au

St Kilda Marina Project

Following the Q&A session on Thursday 30 August regarding the St Kilda Marina project, I searched emails and found the email response from Council regarding my submission made in 2018. I had expressed interest to be kept informed about this project and regrettably this has not occurred during the evolution of the project over the last two years.

Having not received any further updates (myself and other trailable yacht owners) suggests that the consultation process has been flawed and therefore the final plan is flawed and doomed to failure. Having stored a boat at St Kilda Marina for more than 15 years, and being a local resident of East St Kilda, I find this lack of consultation extremely disappointing.

The St Kilda Marina Project Community Engagement Report noted that there was significant opposition to the removal of the hard stand storage. So why did Council continue with this complete removal of the hard stand storage?

One now suspects that there are other motives driving this project and the need to keep a close reign on the proposal to abolish all hard stand boat storage, extend the Bay Trail through the current boat storage space and consider a bridge over the Marina entrance.

I submit the following points to be considered by Council in making decisions about the future lease and development of this Marina:

Engagement / Consultation

- Council's lack of genuine engagement has alienated the community of people that have historically used the marina, in particular, the boat owners that store boats on trailers with masts up (trailable yachts) at the rear of the Marina's boat storage sheds.
- The current occupants in the Marina, should be considered project partners and not project stakeholders.
- These people have invested significantly over many years and are in fact the life of a working marina.
- Did Council consider engaging more directly with this community of boat owners in the various planning phases of the project, particularly after the initial feedback?
- Council's Community Engagement Report note *"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".*

Removal of the hard-stand open boat storage area

- The proposed 100% removal of hard-stand open boat storage is an outrageous grab of land that was literally created for the Marina. The land was reclaimed to build the Marina.
- Giving some public access to this space would be reasonable but not at the 100% loss of hard stand storage.
- Council must reconsider the overall precinct plan to accommodate the displaced community of trailable yacht boat owners.

The site vision – a special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina

- A working marina should include some space for mast up boat storage.
- Trailable yachts cannot be stored in dry stack storage – this is not practiced anywhere.
- Trailable yachts fall into the site vision phrase – *"a diversity of sustainable uses"*
- St Kilda Marina is already a special place – there are very few public marina facilities in metropolitan Melbourne that accommodate trailable yachts – don't take this function away.

The Civic Heart

- This key space must be kept primarily to serve the function of a public boat ramp facility in the Marina.
- The space cannot be reduced to accommodate public open space without giving more detailed consideration to the spatial requirements for boat preparation prior to launching and boat preparation after retrieving and hitting the road. Refer to the vision – a working marina
- Concepts of creating a performance space in the vicinity of the public boat ramp are at odds with the vision – a working marina.

St Kilda Marina has such a significant history and City of Port Phillip has a responsibility to ensure that the Marina's future is sustainable. The current lease and concept plan needs to be revisited to address the points raised above and ensure that the Marina does have a sustainable future and truly realizes the site vision.

Given the missed opportunity for earlier ongoing engagement, I strongly request that I continue to be informed and kept updated on the project. Finally,

I would welcome the opportunity to work with Council, specialist designers and the proposed leasee, to inform and resolve some of the points raised above.

Regards

[redacted]

CC Melbourne Trailable Yacht Club Inc

SUBMISSION TO PORT PHILLIP CITY COUNCIL ON
PROPOSED NEW LEASE ST KILDA MARINA

ATTENTION: Michelle Rysanek

Summary

This submission addresses several major deficiencies in the City of Port Phillip St Kilda Marina project update –New Long Term Lease, and in the City of Port Phillip St Kilda Marina Project – Site Brief (Final _0619) on which the Proposal relies. These include:

- Failed Stakeholder and Community Consultation and Feedback, leading to
- Abolition of mast up hard stand boat storage for trailable yachts, and
- Dry Stack storage unsuitable for trailable yachts, and
- Inadequate detail on public boat ramp and trailer parking suitability, and
- Future bridge consideration rendering the Marina unusable by (trailable) yachts, and
- Environmental Outcomes inconsistent with community and Port Phillip vision.

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

Context for this Submission

I am owner of a small trailable yacht and have been using St Kilda Marina to launch and retrieve my boat since 1993. It is the only all-weather public boat ramp in Northern Port Phillip, and is convenient to my home in the south-eastern suburbs.

I am also a member of Melbourne Trailable Yacht Club (MTYC) which has operated from St Kilda Marina since 1980. As an MTYC committee member, and Safety Coordinator, I have a particular interest in the safety aspects of trailable yacht operation in the Marina. Trailable yachts offer affordable sailing without the greater expenses of keel boats which require regular slipping and antifouling. MTYC attracts a diversity of members from all walks of life, unified in their love of sailing. We welcome new members and invite the public to try sailing on Discover Sailing days organised by the Trailable Yacht Division (TYD) of Australia Sailing. On Thursday nights during daylight saving, MTYC runs informal social races from the Marina, using members' boats which are stored mast-up on their trailers in the hard stand area along the Peninsula. The boats can be quickly launched by the members' cars at the two ramps adjacent the Dry Stack Storage. The social race lasts around an hour and a half, and the course is chosen so the race finishes before sunset. A bbq is then enjoyed on the deck of the Coast Guard, to which MTYC annually gives a $500-$1000 donation from bbq funds

raised. All this would not be practical if members had to tow their boats from home in heavy peak hour traffic, raise the mast and rig the sails, launch, and then after the race retrieve, derig and tow the boat home, as rigging and derigging each take around 30-40 minutes. Some older members enjoy meeting earlier on Thursday and do maintenance work on their boats on the hard stand, socialise or have an afternoon cruise prior to the evening race. This has been part of the social fabric of MTYC for many years, and is greatly enjoyed by many members.

MTYC holds races on weekends throughout both the summer and winter, with many members towing their boats and launching at the public ramp. After racing and derigging, we socialise in the carpark. MTYC also hosts the annual Four Points Race, which attracts up to 50 trailable yachts, and is part of the TYD Traveller Series.

While MTYC does not have Club premises, we identify with and are very much part of St Kilda Marina, and have a good working relationship with the Coast Guard. As both Club members and as individual boat owners using the Marina, including many who lease mast-up boat and trailer storage on the hard stand, we are stakeholders in the Marina, with a history of association and involvement with the working marina community.

Proposed Redevelopment of the Marina

Along with other MTYC members, I became aware in September 2018 of the possible redevelopment of St Kilda Marina, and completed the online Survey: Realising the site vision and objectives, a copy of which is attached to this submission. It shows that I, as did many of my fellow trailer sailors and MTYC members, opposed removal of hard stand boat storage, and strongly opposed a bridge over the marina entrance, while supporting opening of the Peninsula and Beacon to the public but retaining security fencing to segregate some hard stand trailer boat storage. I provided detailed comments supporting my views, and also for improving the public boat ramp access without relocation. I also provided my email address in accordance with Council's undertaking: "**If you would like to be kept updated with this project and other projects on Have Your Say please leave your email address**." Apart from receiving a copy of my survey response, **I have had no further communication** from the Council concerning the proposed development.

As a trailable yacht owner, MTYC member and long term stakeholder in St Kilda Marina, I am therefore dismayed at several aspects of the Proposed New Lease St Kilda Marina. I am also disillusioned at what appears to be a blatant attempt by Port Phillip Council to ignore a whole category of trailable yacht stakeholders, and the findings of community engagement surveys, in favour of increased power boat dry stack storage and the total removal of hard stand trailer boat storage. I detail my concerns below.

1. **Stakeholder and Community Consultation**

I refer you to page 20 of your St. Kilda Marina Project Stage Three Community Engagement Report (April 2019) where the response of participants was sought regarding enhancement of the marina as a working marina and the place of diverse storage options within the re-development. It states:

"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"

The document goes on to say that of all the areas identified and explored as ways to enhance the Marina as a working marina the idea of *"improving the dry boat storage with an increased capacity to meet demand and removing the need for hard stand storage"* ***"received the lowest levels of support".*** The data shown in Figure 23 of Appendix A (page 33) of the report show that **only 46% of 353 respondents** supported or strongly supported the statement.

The document further goes on to say that 64% of participants *"felt that **diverse storage options would be ideal"**.*

Council's bias is further illustrated in the phrasing of the Community Survey with respect to the statement: "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*" (my italics). Conflation of two measures, increasing dry boat storage, and removal of hard stand boat storage, in the same statement leads to confusion as to the survey results, as they are **NOT** necessarily directly linked. A higher dry boat storage, as has been proposed, will increase capacity without requiring total removal of hard stand boat storage. Further conflation into the statement of the italicised public access factor is **irrelevant** in this section 2 which is devoted to "Enhancing the working marina and increasing its contribution to recreational boating in Victoria." Peninsula access was rightly raised in section 5 on "Increasing public access and opportunities within the site".

The overall statement, badly worded as it may be, appears to have been deliberately designed to steer survey results in support of a desired Council outcome of securing increased revenue from dry boat storage, while simultaneously abolishing hard stand storage **in favour of public access**. Unsurprisingly, community feedback varied depending upon which of the three conflated components of the statement was of greatest interest to them. The Council reports "Increasing dry boat storage to remove the need for hard stand boat storage received the lowest levels of support (46 %)". Talk about muddled or deliberately deceitful conclusions! Having attempted to garner support from Jo Public who isn't a boat owner but who would like pedestrian or cycling access to the Peninsula (and hasn't yet got to Section 5 of the survey where public access is raised), they then attribute his support for abolition of hard stand storage (because it is *restricting public access*) to increased dry boat storage. And even then the statement still gets the lowest levels of public support!

However, in the St. Kilda Marina Project Stage Three Community Engagement Report (April 2019), Appendix C Final Community Panel Survey, the Council eliminated any discussion of hard stand boat storage, and only solicited Panel responses to dry storage configurations. They then drew up mandatory and discretionary criteria.

Appendix E, The St Kilda Marina Project Community Panel Outcomes report (10 Dec. 2018) on page 21 lists assumptions so far that have influenced the criteria. These include:

> 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.
>
> 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.

It is unclear exactly how these assumptions were arrived at, and the second in particular is suspect, as the St Kilda Marina Market Research and Viability Assessment (Final report, Feb 2018, Essential Economics) tabled on the SKM website draws no such conclusion. Council wishful thinking?

In Appendix E, page 43, in consideration of Peninsula Open Space the Community Panel shows three alternatives: the current (not publicly accessible), Potential future public space with pathway – minimum, and Potential future public space plus - dependent on dry storage and boat ramp location.

Clearly, despite Council steering the Community Panel towards dry storage and away from hard stand storage, the Panel could still see an alternative which provided public access to the Peninsula while still retaining some hard stand storage.

However, in spite of the above community feedback and Community Panel alternatives, in the SKM Site Brief (Final_0619) provided to potential developers, Council has entirely removed hard stand storage.

An online public question and answer session was held by Council on 30th July 2020, where three questions were asked concerning the timing and removal of mast up hard stand boat and trailer storage. Australian Marina Development Corporation (AMDC) CEO John Edgley answered all three questions. He stated in part " There is no plan in the current plan for hard stand storage for boats on trailers. Part of the requirement *under the very strict guidelines that we were given to work within* means that any single level storage of boats has been moved into the dry stack." They have been constrained to respond only to the Site Brief.

Therefore the New Long Term Lease proposal that has been sent out for public submissions has not considered a solution retaining some hard stand storage with Peninsula public access to the Beacon, but instead has completely removed any hard stand storage and provided solely for increased dry stack motor boat storage .

Amendment C171port (May 2020), Attachment 2, included a Planning Panels Victoria recommendation to add the following requirement under 'Content of Development Plan':
"A Community engagement report which outlines the consultation which has occurred to inform the preparation of the Development Plan, including but not limited to the following stakeholders..."

Among the Panel reasons is the following:
"The Panel considers the DPO should be amended to provide for some limited community consultation to inform preparation of the Development Plan. *The panel considers that as Council is the owner, applicant and responsible authority, that these many hats have the potential to overlap and conflict with one another, whether subversively or not.* The Panel considers this additional consultation step will add a beneficial layer of governance and

community certainty. As this will form part the early site planning, the Panel does not foresee this will unnecessarily burden needed development flexibility."

How prescient! Unsurprisingly, Council did not accept the Panel's recommendation!

I submit to Councillors that the Stakeholder and Community Consultation process has been flawed at best, and deliberately deceptive at worst, in that it has posed questionable community survey statements, ignored one of the key community survey results concerning abolition of hard stand storage, and steered the Community Panel to a preferred outcome. Council has then developed a Site Brief that eliminates hard stand storage, while maximising future revenue from dry stack storage, and has accepted a preferred tenant for the long term lease who best meets the Site Brief criteria. In so doing, Council has abused due process, through a perceived conflict of interest, and disenfranchised a whole segment of the boating community, with a long association with the Marina, namely (mostly MTYC) trailable yacht owners currently storing their boats on trailers on the hard stand.

Therefore this submission necessarily highlights the shortcomings of the Site Brief as well as the Long Lease Proposal, which inherently adopts the same shortcomings.

2. Dry Stack Storage is Unsuitable for Trailable Yachts

- The shape and strength of the hull of a trailable yacht differs from a trailable power boat such that the weight of the trailable yacht must be mainly supported on its keel, and hull damage will occur if stored on rails, or lifted on forklift tines, that bear the vessel weight upon outer areas of the hull. This was conceded by AMDC CEO in the 30th July Q&A session, who stated that dry stack storage "is not the answer for a mast-up boat but is an answer for a boat with a mast that happens to be able to be handled by forklifts *which isn't necessarily always the case*."
- The length of the lowered mast overhang that occurs when the vessel is packed up also mitigates against handling by forklift.
- Raising and lowering of the mast while the vessel is on the water is inherently more hazardous than on a trailer, due to instability caused by wake from passing boats, and would require tying up to a pontoon for 30-40 minutes thus creating marina congestion and interruption of dry storage traffic flow.

3. Public boat ramp and trailer parking

- A trailable yacht preferably requires a setup or rigging area separate from boat ramp slip lanes, as mast raising/lowering and setup/derigging on the trailer typically takes about 30-40 min., considerably longer than setup of a trailable power boat, which would create slip lane congestion. The current practice of rigging in the Marina public boat ramp slip lane and derigging along the exit road is hazardous, but is encouraged due to the cost of re-entering the trailer park. This needs to be avoided when considering the fee process for the public boat ramp and/or car and trailer park, or abolition of such fees for consistency with other Victorian boat ramps.

- For safety, mast raising/lowering operations should be conducted away from pedestrian traffic, due to the potential hazard from such mast operations. The proposal includes multi-purpose car and trailer parking, with no clear separation from car-only parking or pedestrian traffic, unlike the present enclosed car-with-trailer park. This will create an unacceptable public hazard.
- The proposal does not detail how future conflict will be resolved between pedestrians, cyclists, cars and cars towing boat trailers in the vicinity of the public boat ramp.
- Some hazards, like this jet ski rider, who bypassed the launching queue, backed his trailer smartly down the ramp so that the wheels went over the end of the ramp and dragged his car, trailer and jet ski into the water, are less easily avoided! He tied up the ramp for several hours while getting rescued by his mates. Rubber ramp stops?

- A trailable yacht differs from a trailable power boat in that it requires a boat ramp with an adjacent pontoon since it must be lined off/on the trailer with bow and stern lines and cannot be powered off/on the trailer unlike a power boat. The proposal plans and architect sketches show removal of the western floating pontoon adjacent to the Riva frontage, and retention of the floating pontoon immediately east of the ramp. This means that only one of the four ramp lanes will be accessible to trailable yachts, leading to increased ramp congestion, particularly with planned removal of access to the two ramps adjacent to the present hard stand storage.
- Modern boat ramps have floating pontoons adjacent to *each* ramp lane, that permit such manual handling, and permit trailable yachts to be motored like power boats from/to the ramp, thus easing congestion.

- It is noteworthy that at the end of the 30th July Q&A session, the Mayor undertook that all unanswered questions would be answered on the Council's website "over the next few days". I asked a question during the Q&A concerning public boat ramp pontoons, which was unable to be answered during the session due to time constraints, however it and other unanswered questions have yet to be answered on the Port Phillip SKM website.
- Boat ramp lanes need to be designated for separate launching and retrieval operations, to promote rapid boat circulation.
- Ramp access should be provided to the eastern pontoon(s) to provide accessibility for disabled guests on boats, irrespective whether power boats or trailable yachts.
- **While many of the above considerations may be addressed in detailed design of the upgrade to the public boat ramp, and future operational planning by the new lessee, lack of prior consultation on other considerations of importance to trailable yachts dictates that they be highlighted here.**

4. **Bridge connecting Marina Reserve and the Peninsula**

Conditions have been incorporated in the lease that enable the inclusion of a bridge in the future should Council elect to design, deliver and fund it. The Site Brief states that the following considerations are required in the bridge design investigation: functional marina operations, bridge functionality, realigned Bay Trail opportunities and constraints, sightline impacts to the beacon and public realm outcomes.

- This again highlights the Council's preoccupation with public space and accessibility, particularly for Bay Trail walkers and cyclists, over a working marina. This would totally preclude use of the Marina by trailable yachts and keelboats, unless built for mast clearance of at least 12m (MHWS).
- An opening bridge would be prohibitively expensive, and would defeat the safe harbour requirement for the Marina, as incoming vessels could not be sure that the bridge would open in time.
- Trailable yachts could pass under the bridge with mast down, but there is no provision for a pontoon on the seaward side of the bridge where trailable yachts could safely raise and lower masts, and they would still be rendered unstable by the wake from passing power boats.

5. **Environmental Outcomes**

The City of Port Phillip prides itself on its environmental sustainability, and measures are included in the Site Brief in regard to Landscape and Environment, and Water and Coastal Environment. There are an admirable range of environmental sustainability commitments in the Proposal, including waste management systems; low carbon, energy and water efficient building design and operations; bicycle facilities to exceed 5 Star Green Star; and Site predominantly powered by 100 per cent electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50 per cent roof area.

- However, the Site Brief and Proposal both suffer from an astounding contradiction; a Marina devoted almost exclusively to power boats, powered by internal combustion engines, and where environmentally friendly trailable yachts are effectively excluded, as well as wet berth yachts if a future bridge is built!
- The Site Brief under 9.5 Environmental Design and Coastal Resilience states that the Key Considerations include that "The environmental sustainability of the *Marina* ***and bay*** is *as important as the sustainability of the business*". Lofty ideals indeed, but hardly translated into practice in either the Site Brief or this Proposal.
- A further Key Consideration is that "A sea level rise (SLR) of no less than 0.8 m by 2100 should be planned for. This target recognises that emissions are tracking above those used to identify current modelled SLR estimates, meaning SLR projections *may be revised upwards* during the Marina's design life".

- The City of Port Phillip should be aware of the correlation between fossil fuel emissions, global warming and SLR, but is endorsing a proposal that reduces accessibility for environmentally friendly trailable yachts, while encouraging further greater dry stack storage and use on Port Phillip of power boats which will only hasten SLR. Short term revenue trumps environmental vision!
- While trailable yachts do use a small outboard or inboard engine to exit and enter the Marina, they generally do not motor for extended times or distances unless the wind is too light or too strong, as the enjoyment primarily comes from sailing them.
- Overseas environmental trends, particularly on enclosed lakes and estuaries, is for prohibition of internal combustion engines in favour of human powered, sail or electric propulsion (powered by rechargeable batteries augmented by solar panels). This is partly aimed at reducing water contamination by exhaust emissions and the consequent effect on marine life, but also recognition of the global warming consequences. Both pertain to Port Phillip.
- Trailable yachts can readily adapt to this requirement as their electric propulsion power and storage requirements are modest, and can be easily and relatively cheaply met with existing electric motor and battery technologies. In contrast, power boats require much higher power and energy storage, will have very limited range with current or projected alternative technologies due to their low energy density compared to hydrocarbon fuels, and will be significantly more expensive to retrofit.
- The lease term is for 35 (+15) years, so by 2070 we may well be seeing accelerating SLR, and market trends and government restrictions may well have limited the sale and permissible operation of internal combustion power boats on Port Phillip. The short sighted approach in the Site Brief and Proposal may result in a large empty warehouse at the Marina, as power boat owners are unable to operate their vessels, nor can easily adapt to alternative technologies. That would have a large impact on both the lessee's and Council's revenue.

Summary

In my submission above I have detailed several major deficiencies in the City of Port Phillip St Kilda Marina project update –New Long Term Lease, and in the City of Port Phillip St Kilda Marina Project – Site Brief (Final _0619) on which the Proposal relies. These include:

- Failed Stakeholder and Community Consultation and Feedback, leading to
- Abolition of mast up hard stand boat storage for trailable yachts, and
- Dry Stack storage unsuitable for trailable yachts, and
- Inadequate detail on public boat ramp and trailer parking suitability, and
- Future bridge consideration rendering the Marina unusable by (trailable) yachts, and
- Environmental Outcomes inconsistent with community and Port Phillip vision.

I thank Councillors who have read my submission, and urge you to reconsider the decision to abolish all hard stand boat and trailer storage, which will unfairly penalise trailable yacht owners, and negatively impact Melbourne Trailable Yacht Club members and activities at the Marina.

I also urge you to revisit the underlying assumptions and inconsistencies in the Site Brief which has informed and restricted the scope of the Proposal, and which ignored community feedback which did not support abolition of hard stand boat and trailer storage.

Finally, I wish to express my concern at the apparent abuse of process and conflict of interest that appears to have dominated the decisions that have led to the Site Brief and hence to this Proposal, and which betray much of the vision and laudable ideas otherwise endorsed by City of Port Phillip and present in the Proposal.

I am willing to discuss further my concerns with any councillor, and to work in future with the Council, lessee or project designers to address the issues I have raised.

Regards,

[redacted]
[redacted]
Email: [redacted]h

14 August, 2020

Attachment: Copy of email from City of Port Phillip confirming completion of survey

From: City of Port Phillip <haveyoursay@portphillip.vic.gov.au>
Sent: Friday, 28 September 2018 7:49 PM
To: m[redacted]ail.com>
Subject: Thank you for completing 'Survey: Realising the site vision and objectives'

Hi
Thanks for completing the survey.
Your responses are listed below.

How do you identify with the site? (tick all that apply)
Visit the marina to access restaurants or other facilities
Other

Please describe:
Member of Melbourne Trailable Yacht Club, based at St Kilda Marina, launching my boat at public boat ramp on weekends. Also crew on Thursday night races on trailable yachts currently stored on hard stand with masts raised, BBQ after on Coast Guard deck.

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.

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

Any comments or view lines you think we have missed?
No Answer

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.

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	Oppose
Improve the design of the dry boat storage to improve operational efficiency	Strongly support
Improve the layout of the wet berth storage to better accommodate modern motor boats	Neutral
Improve the layout of the marina to minimise conflicts between site users, improve access to the site and water, improve safety and efficiency	Strongly support
Increase diversity of storage options for other water crafts, such as paddle boards, canoes and stand up paddle boards	Support

Any comments on these ideas?
Hard stand boat storage includes trailable yachts which have raised masts. Unlike motor boats, these cannot be easily stored in dry boat storage. Removal of hard stand boat storage for trailable yachts would effectively remove the amenity of the marina for such users. The attraction of hard stand boat storage for large trailable yachts is the ability to store with mast up, which considerably reduces the time required for rigging (thus facilitating mid-week racing), and reduces the danger to crew and bystanders from a mast falling during raising or lowering.

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.

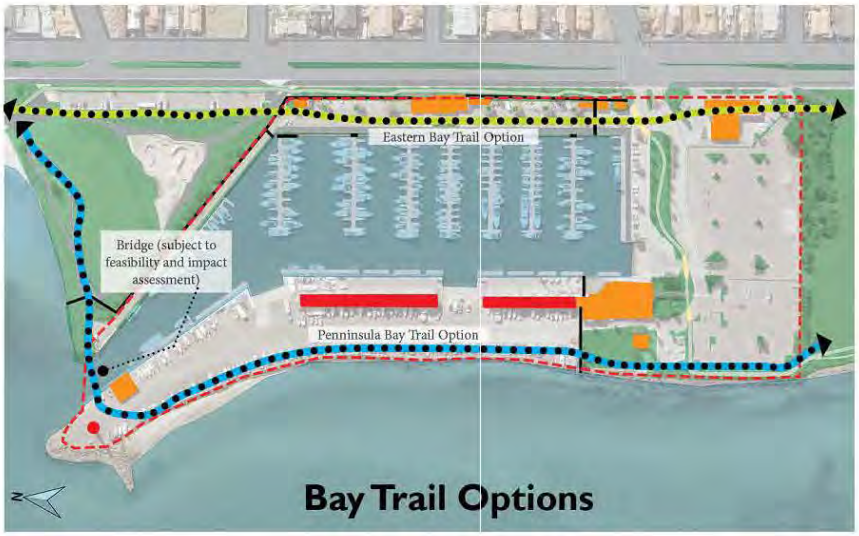
We have identified the following ideas and would like you to share your level of support for each and any comments you may have.

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

Any comments on these ideas?
No Answer

4. Removing any conflicts between users of the path
Users of the path includes 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.

Ideas



We have identified the following ideas (see image above) and would like you to share your level of support for each and any comments you may have.

Realign the Bay Trail along the peninsula with a bridge over the entrance to the marina (as shown in blue; idea is subject to a detailed feasability and impact asessment)	Strongly oppose
Divert the Bay Trail at MO Moran Reserve to follow the eastern edge of the marina (as shown in yellow) and provide a promenade walk out to the Beacon (at the marina entrance)	Strongly support

Any comments on these ideas?

Erecting a bridge over the entrance to the marina would prevent passage of yachts and trailable yachts with raised masts. Yachts would thus be prevented from wet-berthing in the marina, removing the marina amenity for these users. Trailable yachts, currently either stored in hard stand storage with masts up, or launched with raised masts at the public ramp, require access via the entrance which a bridge would prevent (unless unacceptably high). Storing trailable yachts with mast down, or launching at the public ramp with mast down, and then passing under the bridge, would then require raising the mast outside the marina entrance. With no sheltered facility along which to temporarily berth, and exposure to wash from motor boats passing through the entrance and from wave action outside the entrance, this would create a dangerous situation for both boat crew and other nearby vessels. Diverting Bay Trail would reduce conflict between cyclists/pedestrians and tow vehicles launching/retrieving at public boat ramp and crossing to/from boat trailer car park. See 5 below for comments on promenade walk to Beacon.

5. Increasing public access and opportunities within the site

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

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	Support
Provide public space for events and community activation which maximises the view lines offered to the City and the Bay	Support

Any comments on these ideas?

See comment in 2 above. Some permanent hard stand trailer boat storage is desirable for trailable yachts with raised masts. A fenced separation would be required, to segregate pedestrians accessing the peninsula sea wall, promenade and Beacon from boat launching/retrieval operations at the boat ramps currently used by hard stand boats, and to provide security of boats after hours unless pedestrian access is then closed.

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?

No

Any comments on the locations being considered?

Moving the public boat ramp access to (e.g.) the ramp on the peninsula north of the boat sheds would only exacerbate tow vehicle movement for a longer distance through St Kilda Marina than at present, with greater potential for conflict between vehicles, pedestrians, cyclists. Vehicles would launch then have to be driven back to the boat trailer car park, a considerable distance away, unless the rest of the hard stand area becomes a boat trailer car park.. Moving the public boat ramp access to the interface of Marina Reserve would have similar limitations, with no opportunity for nearby boat and trailer parking. Better solution would be to relocate existing commercial fishing charter boat away from present position adjacent the short term car park (and remove this park), and install another public ramp. Both ramps to have floating finger pontoons and one to be designated for launching, one for retrieving, to prevent conflict between users.

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:

Low cost food and beverage options
Food and beverage outlets
Recreation focused businesses e.g. water equipment hire, sky diving, boat hire
Any comments or additional ideas that would draw you to the site?
No Answer
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 you would like to see on the site
Improved marina water quality to reduce bay pollution
Water re-use
Renewable energy generation and use
Waste management
Environmentally sustainable design of all buildings
Any comments on these ideas?
Close attention needs to be given to the pollution potential of the current and any future refuelling station, and strategies/equipment to address any fuel spills. Similar attention is required of boat owners or marina operator/contractors performing hull cleaning of wet berthed boats or dry sanding the hulls of dry/hard stand storage boats, due to the potential for run-off or dust from toxic copper-based antifouling polluting the marina and also entering Port Phillip.

About you

Please indicate your age:
60 to 69 years
What is your gender?
Male
What is your postcode?
Other
Please add your postcode:
3167
If you would like to be kept updated with this project and other projects on Have Your Say please leave your email address.
[redacted]
Thanks again
Have Your Say at Port Phillip

Reply | Forward

SunMaid SunBird Yachting

www.sunmaid.org.au

312 Balwyn Road
Balwyn North 3104

14 August 2020

skmproject@portphillip.vic.gov.au

Attention Michelle Rysanek

Dear Madam

St Kilda Marina Redevelopment

At our committee meeting held last night, the committee of the Sunmaid Association of Victoria Inc, operating as Sunmaid Sunbird Yachting, resolved to object to the lack of consideration for hard-stand storage in this project.

Trailable yachts have been stored at the marina for many years and it has been the home of Melbourne Trailable Yacht Club for a long period. Very importantly, it has long-served as a safe haven for boat owners confronting adverse weather in the northern end of Port Philip Bay.

We request that Council reconsider the proposal as it will effectively result in the marina becoming an exclusive, elitist precinct for wealthy power boat owners, particularly once the proposed bridge is inevitably progressed.

Please note we will be corresponding to the relevant Government Minister to this effect.

Yours sincerely

[redacted]

[redacted] – Acting Secretary

[redacted]

Sunmaid Association of Victoria Incorporated

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina redevelopment submission
Date: Friday, 14 August 2020 10:54:27 AM

[External Email] Please be cautious before clicking on any links or attachments.

Ms Michelle Rysanek

Port Phillip City Council
Private Bag 3
PO St Kilda, Victoria 3182

skmproject@portphillip.vic.gov.au

Dear Michelle,

I wish to make a submission regarding the Redevelopment of the St Kilda Marina in accordance with sections 190 and 223 of the Local Government Act.

Who am I. I was born in Balaclava, schooled in Elwood, now commute between two houses, one in Ormond and one in Port Melbourne. My family has lived in Elwood for over 50 years. I am proud to say that I am a local to the City of St Kilda and the broader City of Port Phillip. My boating credentials go back to the mid 1980's where St Kilda Marina has been my home base for the purpose of using the public launching boat ramp for over 30 years. My boat of choice is an environmentally sustainable sailing boat which uses wind power. The boat itself lives in my front yard on its trailer. Twice a week during the spring, summer and autumn seasons, I take my trailable yacht to the marina, once on Thursday afternoon for twilight sailing, once on a Sunday to join in with the organized sailing races. The organizing body is the Melbourne Trailable Yacht Club where we meet at the carpark before and after the day's sailing activities. During the warmer months, we take our boat from St Kilda and sail to various places around the bay, mainly Williamstown and up the Yarra River to The Docklands and stay overnight before returning back to St Kilda the next day. We utilize the public berthing at St Kilda Harbour near Kirby's Kiosk at the end of St Kilda Pier. To get the boat into the water, we unpack the boat, rig it up and launch in around an hour or so each time, and after sailing retrieving and packing up also takes around an hour or so. So I see myself as a regular user of these facilities. I also have a vested interest in the success of the redevelopment as I see myself continuing to use the facilities into the future.

Preamble. I logged on and viewed the public information session regarding the St Kilda Marina redevelopment and the showcased proposed plans. In the main, the plans are very exciting and I feel will breathe new life into the area. By the very nature of the redevelopment, it would be logical that many new boaties will be attracted to this location from all around Melbourne. In addition, many new users of this facility will be attracted to the area. This is good for tourism, good for new job opportunities and also great to have the Port Phillip Bay utilized more. It will quite rightly put St Kilda onto the map as a focus place for boating and boating related activities.

Concerns. However I have a couple of concerns which I would like to bring to your attention and which I feel could be detrimental to the safety of an operational working marina and which will diminish from the reputation of a world class working boating marina. My understanding is that by law, the land must be used as a working marina, I implore the Council not to repurpose 50% of the existing marina precinct (per the Council's Q&A session) for non-marina purposes. Slight changes to the proposed design can achieve the parkland feel and opening up of the area that the Council is wanting to achieve, as well as retain some of the critical operations required at the marina for the boating community who use the public ramp.

With reference to increased users of the St Kilda Marina, forward thinking should consider the simple to use and efficiency of launching boats into and out of the water. From a historical

perspective, the existing boat ramp has never addressed the difficulties with sail boats on trailers to launch or retrieve. We have an opportunity to address this shortcoming and address the safety aspects that the current boat ramp or the proposed draft does not provide.

The current proposal shows a potential for 4 boats at a time. This concept assumes that it is a straight forward and quick process to "churn through" people and vehicles queuing up prior to and after boating. However this is not realistic as sail boats on trailers do not use the same ramp in the same way as powered boats. The sail boats must use a pier or pontoon alongside of the ramp in order to take the boat off or onto a trailer in a safe way. The current plan shows one of the existing floating pontoons removed. That is the left hand side pontoon facing the Light House.

1) **Floating Pontoon removal**. Viewing the proposed plans and pictures, I cannot see the existing floating pontoon on the left hand side facing Northwards towards the lighthouse. Why is this a safety concern?

    1. **Launching.** The type of boat that I have requires to be launched unmanned with two people holding long ropes to let the boat roll off the trailer. The boat surges forward into the water and the two ropes, one at the front, one at the rear, guide the boat onto the floating pontoon. Here the two people have to walk from the boat ramp to the pontoon then hop on to the pontoon and also onto the boat to prepare the boat for sailing. The process is around twenty minutes. Such tasks include putting the engine into the water, lowering the keel via hand winch into the water and also lowering the steering rudder into the water. Until these tasks are completed, the boat is unusable as it cannot be driven or steered and by the very nature cannot be done on land in the pre-launch rigging area. It is illegal in Victoria for a person to be on board a sail boat during the launch and retrieval to a trailer procession. The current proposal requires the boat to be floated off the trailer and swung around the right hand corner. Whilst this is possible, it requires a vacant space on the pier for the boat to be tied up to. On busy days, which is pretty much every weekend over summer, the existing floating pontoons are quite busy and full. This makes handling an unmanned and unsteerable vessel quite tricky and hence potentially damaging if it scrapes past someone else's boat. This is a significant point of difference to powered boats such as fishing boats and Jetski type PWC watercraft which can be driven straight off the trailer under self-power and self steer its way to a space anywhere it likes to tie up to.
    2. **Retrieving.** After a day's outing on the bay, the boat enters the Marina and ties up at the floating pontoon whilst awaiting the car and boat trailer. The preferred pontoon is the one on the left hand side facing the Light House as this pontoon directly aligns with a car and trailer and the awaiting boat. During this time, for sail boats, the steering rudder is raised out of the water, as is the engine and keel. This makes the vessel unsteerable. The boat cannot have a person on board when retrieving as it is explicitly illegal here in Victoria. The only way to put the boat onto the trailer is by two people with long ropes, one at the front of the boat and one at the rear, to walk the boat to the trailer. The boat cannot be steered or motored to the trailer. Under the current proposal

without the floating pontoon, then this becomes a very difficult operation, particularly on busy days where boats are both launching and retrieving simultaneously as the single pontoon on the right hand side facing the light house may be chocker block with boats awaiting to use the ramp. In addition, there is the recognition of the psychology of people who may be tired, sunburnt, or even seasick from a day's outing and unfortunately tempers can be (and have been) frayed especially where slow boats to retrieve such as sail boats hold up the relatively quick power boats and PWC craft.

Solution

As I see it, there are two alternatives which will greatly reduce the concentration of boats at the ramp.

1. **Separate defined Lanes on the Ramp**. Most public boat ramps have a launch and a separate retrieval ramp. That is a two laned ramp with a short floating ramp on each side, one on the right and one on the left. This separates the boats which are going into the water and the boats going out of the water. It gives structure to all users of the ramp as it is obvious what to do and is consistent with pretty much all other boat ramps around Australia. In addition, for those boats which do not require a jetty to launch, they can back into the middle of the ramp and drive the boats on or off their trailer. This also assists with greatly reducing congestion as it does not interfere with the left or right hand pontoons.
2. **Retain existing Floating Pontoon.** The second alternative is to retain the existing floating pontoon on the Left hand side facing the Light House. This is better than nothing but not as suitable as option a) above and does not improve the current status quo if increased boating activities are anticipated and expected.

I urge you and the committee to consider these points. They are made to enhance the enjoyable experience for current and future users of this Marina and are based upon hands on experience using the existing facilities over many decades. I would be most happy to discuss this submission with you and the committee as I see with some minor tweaking, the end result will be fantastic for everyone.

2) **Boat Rigging area**. Currently the working Marina has room for around 20 boats on trailers to unpack before and pack up after a day's boating. This area that I am referring to is not the carpark behind the boom gates, but near the ramp. It is a one way around road which provides structure to the many boat users with regards to rigging fishing boats/yachts, whilst waiting in turn to launch and also to retrieve from the boat ramp. The new proposal suggests there is only room for 4 boats on trailers attached to cars to rig and unrig. The proposed drawings seem to ignore the requirement for many boats on trailers congesting the area prior to launching or retrieving boats. During peak times which is pretty much any sunny day during summer on weekends, this would be grossly inadequate. To exacerbate this is that boats such as my sail boat on a trailer take an hour or so to rig and then another hour or so to unrig. This will hold up many other users who no doubt would be impatient and unfortunately are vocal which detracts from the enjoyment of a day out.
3) **Boom Gated car/Trailer dedicated secure parking.** From the proposed draft pictures of the revamped Marina, the concept of boom gated dedicated parking for boats on trailers is unclear if it is to be retained or removed. In addition, opening up the car park to any and all vehicles will create a potential for havoc for boat operators moving around the area. We all know cyclists, walkers, joggers and other non boating traffic do not

necessarily follow defined pedestrian lanes. Boat operators have restricted viewing due to the length of the car and attached boat, as well as the height of the boat. **Why is this important?** Reduced visibility in a crowded area is a recipe for accidents. Worst case wayward children may accidentally be run over. I do not have any solutions or recommendations here, but want to raise my concerns as a frequent and experienced user of this Marina, that Council be aware and mindful that shared community multi purpose venues carries heightened and avoidable risk. Sensibly a degree of separation for vehicles with boats attached in a working Marina would be an essential ingredient to a safe and enjoyable asset that is represented by the St Kilda Marina.

4) **Reduction of Boats in the Marina.** As a sailor with a boat that lives on its trailer in my front yard at my home, I find it amazingly strange that a working marina is to discontinue encouraging non trailed boats. That is to say sailing boats that have a mast up is common to pretty much any boat storage facility. Sailing has been around since the dawn of time which contrasts to motorized power vessels which require fossil fuel to generate movement through water. I urge the committee to reconsider what is fundamentally a bad judgement decision by alienating a small but active group of people who actually do use the storage facilities within the Marina complex. Many of the stored power boats appear to rarely if at all leave the shelf that they are stored in which makes this situation farcical to remove sail boats from the hard stand mast up area.

Conclusion. To wrap up my submission, I wholeheartedly commend the innovative and forward thinking of the St Kilda redevelopment committee. In time, it will in my view be one of the jewels in the crown for the district and will attract many visitors to the area. What I do not wish for is the alienation of people and groups of people who have made it what it is over many years of patronage as a working marina, not simply becoming a storage shed. Please consider my points as being constructive and objective as I and many people like me who actually do use the Marina will be much worse off under the current draft proposal. I am very keen to be of assistance if asked to elaborate or assist with background information to the committee if requested.

Yours sincerely,

[redacted]

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Program Partner

Affiliated with

11 August 2020

Michelle Rysanek
City of Port Phillip

Re - PROPOSED ST KILDA MARINA RE-DEVELOPMENT

This submission is in response to the proposed St Kilda Marina Re-development in line with consultation and request for submissions for council consideration with deadline of the 15th August 2020.

The Trailable Yacht Division is a sub-committee of Australian Sailing Victoria and provide support to affiliated clubs & associations. The sub-committee has representation from the Melbourne Trailable Yacht Club (MTYC) membership as an affiliated club.

A trailable yacht is easiest described as having a retractable centreboard as keel and mast drop easily for trailing, they are stored on a trailer, launched and retrieved at a boat ramp with a car. The differences of trailable yacht from Yachts and other sailing vessels, particularly rigging areas (set/pack-up taking 30-40minutes), launching ramps with pontoon arrangements and parking, but don't require expensive wet berthing and/or slipping arrangements for maintenance. Victorian boat registrations currently include in excess of 2100 Trailable Yachts and 2500 Keel Yachts. See attached brochure.

The facilities at St Kilda Marina are important to trailable yacht owners, as it is the only facility of its kind for access at the northern part of Port Phillip, that offers some rigging areas and short and long-term parking. Other locations around metropolitan Melbourne for trailable yacht storage are extremely scarce. Sandringham YC, Mornington YC and Blairgowrie YS offer limited trailable yacht storage – for members only. The nearest public trailable yacht storage facilities are at Martha Cove, Dromana, Yaringa Marina and Hastings Marina on Westernport.

The MTYC membership (currently +120) is representative as a working-class type club that has a rich history spanning nearly 50 years with a strong sense of family and community that has based itself at the St Kilda Marina since 1980. The club is best described as a car park club with low overheads, that run events from the St Kilda Marina, on Sundays (fortnightly) through summer months, Thursday evenings (weekly) during daylight saving months and monthly during winter. An "MTYC" signboard can often be seen at the marina entrance on event days.

The St Kilda Marina offered MTYC a sound base as this venue was setup for trailable yachts, having trailer parking, setup areas, launching ramps and secure longer-term trailer parking for members who have stored their trailable yachts with mast up. Those members who store their trailable yachts at the marina find it convenient and easy to use the facilities when launching and retrieving their boats, especially avoiding trailering through the weeknight traffic congestion for Thursday twilight races.

- The current St Kilda Marina lease proposal is viewed as a major setback for the MTYC members and the broader trailable yacht community.

- Removal of ramps and trailer boat hard stand storage area will see the extinction of Thursday twilight sailing for the club members and visitors and potential losses for the current members that utilise the trailer boat storage area. Expect about a 50% reduction in member participation.

- A reduction in appropriate rigging areas would also be a potential congestion issue that may be off-putting to MTYC members and other visiting boats.
- The council should not be distracted by the monitory return on footprint as stated in the influences of criteria mentioned in the 'Dry storage' p21 of the 2018 Community Panel Process Outcomes.
- The consideration of a bridge across the marina entrance would be a negative unless able to provide +15m air clearance.

The City of Port Phillip engagement with the MTYC and/or TYD throughout has been non-existent, until recently through the online project Q&A session on the 30th July and subsequent meeting with Mayor Voss on 10th August. The MTYC members were individually requested to submit responses to the 2018 survey, but no direct engagement was forthcoming.

The council and project team are encouraged to reconsider the impact of making decisions that do not include all stakeholders, in particular those that have been overlooked for the MTYC and Trailable Yacht community.

Yours sincerely

[redacted]

[redacted]
Chairman
Australian Sailing - Trailable Yacht Division (Vic)

cc. Melbourne Trailable Yacht Club
Australian Sailing

A list of points of conjecture include:

St Kilda Marina Redevelopment - Issues

Ref: http://www.portphillip.vic.gov.au/st-kilda-marina.htm

Information tabled by the City of Port Phillip (CPP), the current redevelopment proposal is unclear on provisions for Trailable Yachts for launching, short or long term (vehicle and trailer) parking past that of the interim management. There appears to be nil allowance for trailer parking with mast up storage within the current proposal. Current timeline looks to handover tenancy in 2022 and have completion in four to five years.
The CPP confirmed (30/07/2020) that no provision of Trailable Yacht (mast up) trailer parking area was planned in the redevelopment.

The result of a design that does not include for larger vessels and/or trailer park vessel storage is likely to challenge any financial modelling and result in an overall loss to the council and community.

Support the Melbourne Trailable Yacht Club for future use and facilities:

- Maintain use of all ramps and trailer boat hard stand storage area
- Oppose the addition of a bridge across the marina entrance that limits safe passage

A bridge across the entrance is mentioned within the proposals, subject to a secondary council approval, however, omits any minimal air draft requirements. This would likely render the marina status for trailable yacht (not to mention other larger vessels) as useless.

Trailable Yacht Division – St Kilda Marina Issue Register

- Northern access to Port Phillip Bay is limited; not many access ramps and limited parking (St Kilda Marina, Newport 'Warmies' and Altona).
- Trailable yacht with mast up storage at St Kilda Marina is currently available for both short and long term use.
- Trailable yacht visitors to PPB, from outside Melbourne, use the marina during visits from outlying regions and interstate.
- The Melbourne Trailable Yacht Club provide for an event 'Four Points Race' on the TYD Traveller Series where up to fifty trailable yachts have launched at the Marina.
- The Melbourne Trailable Yacht Club have previously provided support of the TYD through hosting Trailable Yacht State Championships, Trailable Yachts launching from the marina.
- St Kilda Marina facilities currently provide trailable yachts with setup and launching/retrieval with mast up without overhead impediment.
- The existing launching ramps include adjacent floating pontoons to assist launch and retrieval.
- The St Kilda Marina currently provides a poor weather safe haven for trailable yachts whilst using PPB.
- The proposal refers to 2500 keel boats yet neglects to reference the +2100 trailable yachts registered in Victoria.
- State government zero launch ramp fees introduced by the current government is yet to be adopted at St Kilda Marina.
- A pathway bridge (as proposed), near the entrance would require +12m air clearance (MHWS).
- Depth clearance is less significant for a trailable yacht with keel partially up, but a dredged depth of between 1.5 – 2.0m is desirable (MLWS).
- St Kilda Marina redevelopment should maintain trailable yacht retrieval that allow for extreme low water conditions.

- St Kilda Marina currently provides trailable yacht (mast up) storage and ramp launch facilities, not offered elsewhere by others in northern part of PPB.
- St Kilda Marina trailer boat/yacht yard storage charges are currently some of the highest in the state, yearly increases may risk prohibitive charges and outcomes.
- The study presents references to many world class marina developments in Australia and overseas, however appear not to benefit the trailable yacht and boating community.
- The 'Dry Storage' as an alternative is inappropriate for trailable yachts because of hull design (shape) and lengths of mast overhang when the vessel is packed up. The raising/lowering of mast on the water would also interrupt dry storage traffic flow.
- Many of the Trailable Yacht owners and Melbourne Trailable Yacht Club Membership were invited to respond to redevelopment surveys, however, have been omitted from any recognition as stakeholders through the current proposals.

  A bridge across the entrance is mentioned within the proposals, subject to a secondary council approval, however, omits any minimal air draft requirements. This would likely render the marina status for trailable yacht (not to mention other larger vessels) as useless.

  The St Kilda Marina facilities are currently viewed as a primary gateway for Trailable Yacht access to the Northern areas of Port Phillip Bay, Hobsons Bay and the Yarra River through to the Docklands.

Trailable Yacht Division brochure attached

Trailable yachts go anywhere!

How do I get more information?

Victorian Trailable Yacht Division
Victorian Trailable Yacht Division

Australian Sailing -
www.sailing.org.au

Trailable yacht class associations:

Castle Yacht Owners Association of Victoria
Farr Trailer Yacht Association
Hartley TS16 Assoc. of Australia
Hartley TS18 – 21 Yacht Club
Magnum Yacht Association
Noelex Yacht Association of Australia
RL24 Owners Association of Australia
Sonata Yacht Association of Victoria
Sunmaid Association of Victoria.
Timpenny Trailable Yacht Assoc. of Australia
Ultimate Yacht Association.

Clubs:

Bendigo Yacht Club
Blairgowrie Yacht Squadron
Geelong Trailable Yacht Club
Gippsland Lakes Yacht Club
Hartley TS18-21 Yacht Club
Lake Wellington Yacht Club
Melbourne Trailable Yacht Club
Mornington Yacht Club

Interested in a trailable yacht?

Join a Trailable Yacht Association or Sailing Club

Australian Sailing

Why buy a trailable yacht?

Trailable yachts are a fantastic way to go sailing with family and friends. They are not expensive, with many people spending no more than $5000 to start their trailer sailing experience.

Trailable yachts enable people to race on the weekends, or as many do, go cruising for extended periods of time. Australia has many desirable waterways where trailable yachts sail in beautiful protected environments. The Gippsland Lakes is one of the most popular destinations where you will see trailable yachts cruising the many miles of waterways. All across the Lakes, you will find trailable yachts tied up to jetties, on anchor in little bays, or reversed into pristine sandy beaches after a day's sailing.

You may meet like-minded people who enjoy what sailing and camping has to offer all ages and participate in the active social events arranged by associations and club for their members.

One of the many attractions of a trailable yacht is that it is easily transportable. If you want to go sailing in the Whitsundays you can hook the boat up to the car and be there in 3 or 4 days, sailing and swimming in those warm tropical waters.

The Trailable Yacht Division provides Associations and Clubs with support and services to promote trailable yachts including:

Promoting membership of associations and clubs

The Trailable Yacht Division supports and promotes the benefits of belonging to an association or club.

Training

Through the member associations and yacht clubs, the Trailable Division delivers a range of recreational marine training and education. Instructors are accredited through Yachting Australia and course are available for all levels and types of yachts.

Racing

The Trailable Yacht Division coordinates a state-wide Travellers Series for trailable yachts including visits to inland and coastal waterways.

The most famous race running for more than forty years is the Marlay Point Overnight Yacht Race conducted in March on the Gippsland Lakes.

What is a trailable yacht

Trailable yachts (sometimes referred to as trailer sailers) range in length from 5 metres to 9 metres.

- A trailable yacht is a ballasted yacht with a retractable keel which can be transported on the road on the same trailer used to launch and retrieve it whilst attached to the tow vehicle.
- A standard trailable yacht will have a solid cabin with at least two berths.
- Trailable yachts will have an outboard motor.
- Most are equipped with an on-board galley, sink and icebox.
- Some trailable yachts may be fitted out with more equipment including a fridge, solar panels, large water tanks, shade tents and other features.

Trailable yachts can be lived on for extended periods of time and you can use your yacht as accommodation en route to your destination.

From: [redacted]
To: St Kilda Marina Project
Cc: Melbourne Trailable Yacht Club
Subject: Att: Michelle Rysanek - St Kilda Marina Development
Date: Friday, 14 August 2020 1:17:03 PM

[External Email] Please be cautious before clicking on any links or attachments.

Dear Michelle,
I am a member of the Melbourne Trailable Yacht Club and have participated in club activities from and around the Marina for over ten years. For every sailing vessel currently on hardstand at the Marina, up to five or six non owner crew members like myself are regularly drawn to the precinct for both Thursday Night club racing and Sunday racing in and around the Marina and make good use of the surrounding facilities. While I welcome further development and the opportunity for the public to safely observe marina activities, as a frequent user of the facility I would like to make the following observations about the proposed new design of the area for your consideration.

1. There appears to be a severe reduction of hardstand storage for trailable sailing vessels with masts which currently make up a large contingent of existing regular users of the marina and it would appear as an intentional move away from providing amenities for any kind of Sailing activity in favour of Power Vessel users. This does not seem to support your **Objective Creating opportunities and flexible spaces for active and passive recreation, quiet enjoyment and culture, welcoming people to spend more time and build community connections.**

2. It appears that there will be no 'internal' boat launching facilities provided for member users in the new design. Due to the nature of launching and rigging requirements for sailing boats on hardstand, this has the potential to cause heavy congestion at the public ramp. As a long time observer of the poor behaviour that can exist already at the public launching ramp on high use days, I don't think this will enhance your **Objective: . Showcasing the foreshore and a working marina through innovative design.**

3. Design of the water access between the ramp and the port exit (removing the straight line access) while possibly proposed to reduce boat speed inside the marina, is unlikely in my opinion to effect this and is more likely to cause congestion and an increase in boat collisions with the combination of speed boats, jet ski's and sailing vessels all vying for a place in a queue for the ramps at peak periods. This will not enhance your **Objective: . Showcasing the foreshore and a working marina through innovative design.**

Sailing is a huge sport and St Kilda Marina is one of the key venues in Melbourne to showcase the sport and encourage new participants, particularly accessible to Melbourne workers for evening racing during summer. Therefore I would ask that you reconsider the design to restore adequate hardstand storage for sailing boats and maintain the marina's suitablability as a facility for launching, rigging & sailing trailable yachts safely as this is vital to our Twilight Sailing program, Sunday

racing, 4Points Race, & cruising.

There currently appears to be little or no jetty space away from public foot traffic where s boat can be degrigged and moored while trailers are retrieved and what space there is, is on the opposite side of the marina to where trailers are located on hardstand area within the marina. This can only result in further delays getting boats out of the water and further frustration for all marina users while trailers are retrieved. There needs to be a launching ramp in close proximity to where boats are located within the marina on hardstand.

While I understand the desire and need for council to enhance the economic viability of the space and create more community inclusive elements I think this should be done in balance with the fundamental facility objectives to provide a Marina which is centered around all classes of boating activity.

--
Yours truly,
[redacted]

Attention: Michelle Rysanek.

Re: Development of St Kilda Marina

My family has been using St Kilda Marina as a base for boating activities on Port Phillip since its inception. My father often launched his motor cruiser at St Kilda in the late 1960s and 1970s, and more recently I have often used St Kilda as a base for launching my trailable yachts over the last 30 years, as the Marina has provided a safe, sheltered facility within a reasonable distance of my home in the eastern suburbs.

I am concerned that the proposed plans are to the detriment of the safe harbour currently enjoyed by the boating community.

The launching ramp as proposed is compromised by the reduction in the number of lanes, and the removal of the pontoons for loading and unloading or simply securing the boat while the car and trailer are removed to the parking area (or retrieved upon return). Especially for those who are single-handed, it is not possible to launch/retrieve the boat and shift the car and trailer without the means of securing the boat while you do so.

The moving of the wet berths across the harbour significantly reduces the safety and useability of the marina, introducing blind spots while boats are moving, and making manoeuvring of vessels – especially if it is windy – problematic due to the low boat speeds required during such movement.

Having wet berths immediately opposite the launching ramp is a risk for the boats launching and the boats in those berths due to the limited space available.

The area available for launching preparation is reduced. This area is inadequate on busy days currently. Any more than four boats preparing to launch causes issues with traffic and waiting times. Having launched, there will be reduced parking available for boats and trailers.

Yachts require longer rigging time before launching due to raising the mast, and this can already cause issues when there is an event attracting a number of yachts, and a nice day attracting fishers and boaters also requiring the ramp to enable them to spend the day on the water. This current issue will be exacerbated by the reduction in rigging/derigging area. I am a member of Melbourne Trailable Yacht Club who run such events frequently during the summer months with racing on Sundays, twilight racing on Thursday evenings and regular cruising events. which attract 10 to 15 yachts. During the winter racing is monthly and there is occasional cruising as weather permits. An annual event each May attracts up to 50 yachts from metropolitan Melbourne, and country and interstate areas.

Boat storage changes again will change the amenity of the marina with the removal of the current hardstand area as dry storage in racks is problematic for yachts. I have not yet found a description of a rack suitable for yachts. If it were able to be facilitated, rack storage would negate the advantages of storing a yacht at the marina as the mast would have to be raised

and lowered each time the boat was used. Raising or lowering a mast on the water introduces more time needed at a pontoon before and after a trip.

I have completed two surveys, in December 2017, and October 2018, regarding the potential development of the marina. It would appear that concerns expressed in those surveys have been ignored. I note that I was asked to provide details in the second survey so that I could be kept updated, but that has not happened.

The marina was built on reclaimed land for the purpose of a working marina. A working marina requires that there be a safe and usable boat ramp, and secure storage for all types of vessels on site. I believe the current proposal does not fulfil this requirement, particularly in regard to safety for all boats as outlined above. The particular requirements for trailable yachts have been totally ignored.

Thank you,

[redacted]

From: [redacted]
To: St Kilda Marina Project
Cc: Michelle Rysanek
Subject: St Kilda Marina
Date: Friday, 14 August 2020 2:08:34 PM
Attachments: image001.png

[External Email] Please be cautious before clicking on any links or attachments.

Hi Michelle,

Thank you for your recent e-mail concerning the future of the St Kilda Marina.

Albert Park Yachting and Angling Club (APYAC) was established in 1909 and our Clubhouse is on the foreshore next to the Kerferd Road Pier in Albert Park. Until recently we were unaware of the City of Port Phillip's plans concerning the St Kilda Marina and we would welcome the opportunity to be included in any future public consultation processes that the City of Port Phillip initiates.

As you may realise, some of our members have their boats housed at the Marina, whilst others make use of the public boat launching facilities there.

The issues that are of immediate importance are:

- The security of tenure for boat owners who have their boats at the Marina.
- The continuing of availability of public boat launching access and trailer parking at the Marina.
- The need to protect the marine environment in the vicinity of the Marina.

The area around the main retaining wall at the Marina and for some distance out to sea therefrom is a sensitive marine environment that supports a range of fish and other marine life, which should be conserved at all cost. APYAC would definitely not like to see any environmental damage arising from any construction works, to this critical marine habitat.

A few years ago, APYAC initiated a project to reinstate shellfish reefs that were destroyed by over exploitation some forty years (appr) ago. This project is not about artificial reefs, but natural reefs which replicate what we once had in Port Phillip Bay. They mainly consist of native mussels and oysters that have been introduced to selected sites by our project partners. This project has been outstandingly successful and was the first of its kind in Australia. It has since been replicated throughout Australia and new sites in Port Phillip Bay have been identified for new shellfish reef projects to commence fairly soon.

Our Club is also planning some further projects in northern Port Phillip Bay/Hobson's Bay to re-introduce lost marine habitat and it may be possible to involve the City of Port Phillip with some of these. Projects of this nature may well be complementary with any works involving redevelopment of the St Kilda Marina that might occur in the future. These projects are invariably well received by people who become aware of them and have been widely reported in mainstream media, so there are future opportunities for favourable publicity as a consequence.

I trust that you find the above to be worthy of consideration and APYAC would welcome any queries you might have. In this regard, I can be contacted by return e-mail, or on 0419568111.

Kind Regards

[redacted]


ALBERT PARK YACHTING & ANGLING CLUB INC.
ESTABLISHED 1909

From: [redacted]
To: St Kilda Marina Project; [redacted]
Subject: St Kilda Marina Project
Date: Friday, 14 August 2020 2:38:15 PM

[External Email] Please be cautious before clicking on any links or attachments.

Hi Michelle

I wish to submit my strongest objection to the redevelopment of the hard stand area of the St Kilda Marina to the point where it is planned to remove the storage area for trailable yachts.

I live in Elwood and chose this facility to store my boat 7 years ago based on the following facts:
1. Close to home and best fit marina for my sailing requirements
2. I am a member of the Melbourne Trailable Yacht Club (MTYC) and most of the members keep their yachts at the marina from where we participate in social racing and social events (the redevelopment of the marina will result in the end of MTYC)
3. My boat is on a yard trailer and cannot be transported anywhere on a public road, which means I am stuck between a rock and a hard place as a result of this planned redevelopment.
4. There are no nearby options for hard stand storage of trailable yachts that will allow MTYC members to continue with a long established club events and traditions.

I trust that the council will reconsider the St Kilda development proposal, and come up with a better solution that will allow the longstanding tradition of the MTYC to continue.

I am convinced that the area is suitable for smart redevelopment that will allow allocation of a number of boat storage lots.

Please keep me informed of what actions would be taken to effectively address the objections raised about the planned redevelopment of St Kilda Marina.

Regards
[redacted]

From: [redacted]
To: St Kilda Marina Project
Subject: submission on the proposed terms of the new lease
Date: Friday, 14 August 2020 2:51:46 PM

attn Michelle Rysanek
^^^^^^^^^^^^^^^^^^^^^^^^^

Dear Michelle,

following is my submission on the proposed terms of the new lease:

I am owner of smallish 20ft trailer sailer (most trailer sailes are) and I am using St Kilda Boat ramp from occasionally. I need to raise mast before launching of the boat. My rig would require 14-18m long space for rigging, preferably with some safety space around it. Most boat ramp offer dedicated rigging line for this. It is common that a few sailing boats go sailing from the same boat ramp at the same time too. The current situation at St Kilda is OK for this.

I had opportunity to study some documents concerning the proposed terms of the new lease and I am concerned that some proposed changes would make St Kilda Boat ramp unusable for day sailing sailors. I would like to specifically mention following points:

1) "...Carparking sections redesigned as flexible spaces that can be activated in quiet times for a range of community events and activities, such as festivals, markets, informal sports and recreation activities..."

1.1) Alternating usage of carparking section would make access to parking area unpredictable - I would never know when there would be sufficient space for my rig.

1.2) There is no space allocated for rigging of trailer sailers. Parking areas as depicted in pdf document are not really suitable, unless parking area is almost completely empty. Rigging line should be incorporated into this design.

2) " ...including replacement of the petrol station site..."

Even sailing boats require petrol for access to sailing waters and for safety reasons. Unfortunately we cannot keep single tank of petrol for all season because it becomes unusable after a few weeks. Small outboard engines used by trailer sailers have carbies with small diameter nozzles which get easily blocked. To avoid unreliable outboard - significant safety issue - petrol needs to be replaced often. Petrol station near boat ramp is therefore very useful for boats using the boat ramp and indirectly improves safety of boating.

3) "...Bridge connecting Marina Reserve and the Peninsula: Whilst a bridge wont be delivered by the new tenant, conditions have been incorporated in the

lease that enable the inclusion of a bridge in the future should Council elect to design, deliver and fund it..."

Bridge would make use of St Kilda Marina area of any sailing boat next to impossible. Unless that bridge is quite high it would seriously hamper access even for bigger motor yachts.

If connection between Marina Reserve and the Peninsula is required more sensible solution would be via tunnel (similar to Martha Cove Marina solution).

Kind regards,

[redacted]

--

[redacted]

[redacted]

Sent from my naturally virus-free operating system: Linux

[redacted]

14 August 2020

Port Phillip City Council
Private Bag 3
PO St Kilda, Victoria 3182

skmproject@portphillip.vic.gov.au

Submission on the St Kilda Marina Redevelopment
Attention: Michelle Rysanek

Dear Michelle,

I started trailer sailing in 1978 when I boarded a trailer sailer at St Kilda Marina. I have used the marina as an owner of a trailer sailer and for the last 10 years or so I have crewed on a trailer sailer stored on the hard stand at St Kilda Marina.

Your new plan has retained the public ramp and trailer parking suitable for trailer sailer and other trailed craft but I can see no provition for trailer sailer storage and the two inside ramps appear to be removed.

I consider that the current hard storage boat users of the St Kilda Marina should be able to see in this report.

1. A listing of the current boat users by type of boat and size.

2. A listing of the number of boats of each type and size that can be stored in the planned outcome.

3. A listing of the proposed cost of storage per boat for each type and size.

4. What provisions are made for launching the stored boats and at what additional cost.

While I have found nothing in the written part of this report that excludes trailer sailers there is also nothing that includes them and the plans shown appear to completely exclude them.

The report claims a proposed small increase in commercial area. The report does not give a definition of commercial area and the before and after plans don't show it. My definition of commercial area is any area that is used to generate income. The plans appear to support the increase from 4% to 50% of landscaped area but they also appear to show a big reduction in commercial area not an increase.

I request that the Port Phillip City Council make provision in their redevelopment plan of St Kilda Marina for all current boat users, including trailer sailers, and at a reasonable cost.

Yours faithfully

[redacted]

From: [redacted]
To: St Kilda Marina Project
Cc: Melbourne Trailable Yacht Club
Subject: St Kilda Marina Project - Section 190 Lease Submission
Date: Friday, 14 August 2020 4:22:43 PM

[External Email] Please be cautious before clicking on any links or attachments.

Attention: Michelle Rysanek

Thank you for the opportunity to submit our concerns regarding the proposed St Kilda Marina beautification. As a current and long-time users (about 15 years) of the St Kilda Marina and lifelong Melbournians we are keen to see a space provided that is **workable** for all Melbourne/Victorian residents.

The Yachting Club to which we belong, Melbourne Trailable Yacht Club, MTYC operates primarily from this marina running races and cruises at least twice weekly during the summer months and about monthly during the winter months. We share this wonderful facility with so many friends and yacht enthusiast and with the wider boating community. We live about an hour drive from the marina and choose this place for our recreation/sport to launch because of its safety under all weather conditions. We recognise that this sport is socially, physically and mentally important for our wellbeing individually, as a club, a community and as a city. We see that our recreation/sport as valid and important as any other sporting activity passive or organised.

Having travelled worldwide and throughout Australia we have come across many marinas on holidays and adventures and Melbourne/ St Kilda is historically unique, workable and safe in all weather conditions. However, we have concerns about the proposed development as a boat owner and frequent users of the St Kilda Marina that this facility will become a mediocre harbor and empty café complex.

Some of our concerns are as follows:

1. **Safety**

a. Limited space to launch and retrieve. The launching ramp has been reduced considerably in size. This makes manoeuvring a boat difficult, and in strong winds dangerous, and also with the possibility of crashing into boats in the wet pens opposite the launching ramp if the boat launches off a trailer more quickly than expected. More space needs to be provided opposite the launching ramp.

b. The wet berths when/if filled will create blind corners when motoring in and out of the marina, making collisions inevitable. (NB the "current drawings"/plans are incorrect. In fact, there is actually a floating pontoon on the left hand side and a direct waterway past the boat sheds! Not around the pens)

c. The removal of an adjacent pontoon makes it extremely difficult/dangerous to launch a boat safely. The pontoon needs to be provided for the safe launching and retrieval of small craft. i.e. on the left hand side, directly under Riva.

d. The intermingling of pedestrians, cyclist, skate board riders, joggers, swimmers (heaven forbid!) and boats that are rigging and launching/retrieving is dangerous to say the least, and at best sets up one group up against another group.

e. Allowing swimmers (which was entertained during the recent Q & A time) in an area on the other side of the breakwater and marina entrance is contrary to boating operational laws and illegal and begs a question about the knowledge/expertise of the designers/planners.

f. If required, we would be happy to meet you at the boat ramp and demonstrate the launching and retrieving of a trailable yacht.

2. **Removal of the mast up boat area**. Moving these boats all together or to an undercover mast down area creates other problems.

a. Rigging for twilight sailing (after work) during the summer months with boats on the hard moved to the undercover shed, with retrieving times around 9:00pm, this facility will need to be operational long into the evening hours thus increasing staffing/operational costs.

b. It will be impossible for older, disabled or less abled yacht owners to use their boats at all.
c. Increased numbers of boat owners rigging, as those who normally store their boats on the hard will now be forced to rig, who can rig, in the very limited spaces available (only four spaces), thus increasing congestion and serious safety concerns.
d. The whole process becomes unnecessarily environmentally expensive, discriminatory and dangerous; **outside the initial brief of a working marina**.

3.Limited boat rigging area.

When there is a boat race, up to **40 to 50 boats** are being launched at the same time (this occurs when the annual 'Four Points Race', the second biggest trailable yacht race in Victoria, is held - facilitated by MTYC. Boats come from all over Victoria and interstate for this race. A four boat rigging space becomes totally inadequate. As well, the congestion amongst pedestrian, cycling traffic unsafe. The proposed limited rigging area will make this race non-operational under the current proposal. Similarly boats are being rigged and derigged, up to 15 at a time, several times during the week and every weekend in summer, making four rigging/derigging spaces totally unsuitable.

Surely it is the responsibility of this unique Melbourne marina to be able to cater for the wider boating community.

4.Historically Unique

a. The St Kilda Marina is unique historically and too often we have seen landmarks in Melbourne sadly disappear in favour of 'progress', 'beautification;' and 'modernisation'. The initial brief states that it needs to remain a "working marina." To see it become another Docklands complex which initially had open space, cafes, and festival activities and the expectation of a vibrant tourists destination is now largely a housing development and a ghost city. By creating a marina which is not user friendly, unsafe and unworkable is to take the lifeblood out of the current marina and make it into a picnic point. The uniqueness that currently exists goes, and with it the tourist attraction!

b. The boat sheds opposite the proposed café area largely obscures the view to the water, and so the question arises, "Are the café patrons going to want to look at a view of a boat shed grave yard and empty boat pens?" If looking at the history of the Docklands complex, and the vibrancy which was anticipated of this type of configuration, possibly not!

c. There are many cycling tracks, walking trails, picnic areas within Melbourne and the surrounding suburbs. There is only one Marina in close proximity to Melbourne with safe launching facilities for trailable boats. To see trailable yachts and disappear from the water skyline of Melbourne and the bay by removing safe launching facilities is a crying shame.

There is no other launching ramp in Melbourne that provides the same safe launching facility as St Kilda Marine in its current state. .

5. Environmentally short sighted.

The current economic and environmental pathway is away from fossil fuels and the future boat types will most likely encompass many more types of craft than we now see on the water. The current plans are not inclusive of various types of watercraft, i.e. yachts and solar/ wind propelled, not just a select few boat types that fit into the storage sheds and jet skis. The marina complex needs to be able to be versatile enough to embrace the future boat designs that include wind power and other non-fossil fuel boat types. **Surely there needs to be an accountability to future generations for the design of this marina.**

6.Working Marina?

The brief of modernising the marina was to keep it as a **working marina**. This part of the brief and partitions to support this have clearly been ignored. Why? It looks like a picnic, café complex and bike trail around a water park. . A short term gain disguised as a beautification and upgrade looks like a long term environmental/historical disaster. We understand that a considerable amount of time, energy and money has already been spent, however, to address these vital concerns of a working marina now will be considerably more cost effective than further down the track.

Thank you once again for the opportunity to respond.
Regards
[redacted]

OUT THERE

You see it's not just the marina and the sheds that are there.
It's the stories of thousands of families who went out from this place to conquer their fear
To seek adventure, life, solace, the exhilaration of tasting salty wind on lips
To learn to work and struggle as a team, make mistakes and live to tell the tale.
To catch a gust of wind,
To be part of the wildness and beauty of the sea
Feel the thrill of a wave catapult you past a finish line
To form life-long friendships
The 'talks' about your life struggles with mates
when you are becalmed, when all is still and the water is like silk
Being on the water feeds your imagination, dreams are formed, it's something you can barely name
It's an escape when work is pressing in too much and you are holding on, just.
You see you can't think of anything else out there,
All your thoughts are focussed on the shifting wind, the rise of the wave, behind you, to the side, in front
Gathering clouds, a front coming? a storm?
The wind over the water in the distance, the place your boat needs to be.
Then there's the banter and over the radio, other boat skippers checking. In,
"This is ....., ... ,..... Calling ....., ..., ...
The coast guard calling .....SECURETE SECURETE SECURETE
It's a busy place out there.
Then there's the stories, the time when .....
Hundreds and hundreds of them. Books of them!

You see when you gloss over a line that says, "We've been doing this for 30 years, 50 years...."
"I went out with my dad."
"We took our kids out", "remember when .....?"
You gloss over a life, some ones family.

Glue that held them together.
The birth place for leaders, dreamers, risk takers, adventurers
You steal some thing.
It wasn't built for you to carve up and feed to greedy pigs
Then polish your badge.
You see, something was made, a place
Where timidness could become boldness and fear feed adventure
Where blood pumps rushing through your head and you feel alive, really alive
A spectator of life to fully engaged

You come back into the marina
Spent, exhausted, your body aches, your mind is buzzing,
You have conquered your fear, you're exhilarated.
You check on your mates and swap the 'if only' stories, and, "next time we are going to …."
Carefully you tie all the ropes, secure things away, tie down, check and make sure all is safe for next time.

If there is a next time?

[redacted]

Sent from Mail for Windows 10

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina Project - Section 190 Lease Submission
Date: Friday, 14 August 2020 8:08:46 PM

To whom it may concern,
I wish to make the following points regarding the proposed development of StKilda marina.

(1) The council has made it unclear as to exactly who the AMDC consortium is and where the funding is coming from. The lack of transparity is concerning.

(2) It would appear that the proposed development of StKilda Marina is counter to the city of Port Philip's mission statement and it's statement of values.

(3) It appears that the course of action proposed by the city is in the interests of the owners of the AMDC group at the expense of rate payers.

(4) No details as to how the interaction of vehicles and public will be minimised

(5) St Kilda has a long history of recreational boating with specific regards to sailing.

(1)AMDC Consortium
Before stakeholders can make any judgement on the proposed development it is imperative that they fully understand the specifics on who the council is proposing to hand over the profits and controll of the marina for the next 50 years.
Further there has been no indication on how or qt what rate the AMDC consortium will charge marina for storage clients (your residents), will marina fees rise? no information has been provided.
in essense the council is proposing to ask residents to hand over a 50 year lease to individuals hidden behind a the vale of a consortium with no discussion as to how the consortium will charge marina users.

(2) City of Port Philip Values & Mission

Serving Community- The proposal seeks to remove all hardstand facility for sailboats, many of which are owned by residents of Port Philip.

It would appear that little thought has gone into why residents are prepared to pay the many thousands of dollars each year keep their sailboats at the marina, in short it is the facility to store the vessel with the mast up and rigging in place as the time / energy commitment needed to rig and de rig a vessel is significant compared to the time spent sailing. The result of this strategy will result in the almost total removal of yachts from the marina as owners opt to save many thousands of dollars and store their vessels on registered trailers on the street, effectively moving the storage of vessels to the roads surrounding the ramp.

Working Collaboratively-

No surveys no telephone contact no letters no information prior to this proposal was entered into by the city of Port Philip.

Value for Money

The removal of hardstand facility at the marina will be a significant reduction in Value.

Reducing the overall storage capacity of the marina is the opposite of providing *Value for Money.*

(3) The proposal is not in the best interests of residents

There will be One clear beneficiary of this proposal, The AMDC group. the losers will be many:

- The sailing community, with the loss of marina facility.
- The residents with increased stress on parking.
- The environment with the bias towards poluting motor vessels.
- Coastguard with increased call outs for assistance (call outs for assistance are in excess of 1:20 motor vessels Vs Yachts)
- The surrounding suburbs roadways as vessels are trailered to ramps.
- The environment as an increase of trailering vessels to the marina results in more pollution.
- Increased congestion at public ramp

(4) Interaction of pedestrians with vehicles

If the marina will retain a public ramp there will be a substantial increase in use of the public ramp as the marina by reducing storage will force many boats to be trailered to the public ramp.

(5) St Kilda History of sailing being threatened

St Kilda has had a long and proud history of recreational sailing dating back over 150 years. Our forefathers understood the importance of sailing as a sport and recreation however the work they had done has to a large part been undone already by the city of Port Philip. One may be forgiven for thinking the city of Port Philip has a bias against the sailing community, having in the not too distant past bein instrumental in the removal of 90% of swing moorings at St Kilda Harbour, thereby increasing the cost of sailboat ownership my several hundred percent.
This proposed action to remove the possibility of mast up storage may be the last straw for many in the sailing community sailing out of StKilda.

I seek to have the proposal overturned.

Yours Sincerely

[redacted]

From: [redacted]
To: St Kilda Marina Project
Cc: [redacted]
Subject: St Kilda Marina Proposal
Date: Friday, 14 August 2020 11:32:06 PM

[External Email] Please be cautious before clicking on any links or attachments.

M/s Michelle Rysanek
Port Phillip City Council
Private Bag 3
PO St Kilda VIC 3182

Dear Madam,

My name is [redacted] and I am a member of the Melbourne Trailable Yacht Club and the Sunmaid Association of Victoria
and I am the Sunmaid representative on the Trailable Yacht Division of Victoria.

I have owned my Trailable Sunmaid yacht since 1983 and as I live locally I have used the excellent St Kilda Marina facilities many times.

It is most reassuring sailing back in the late afternoon in a rising wind and a lumpy sea to sight the white lighthouse at the entrance and negotiate into the safe harbour and follow the unobstructed waterway to where you can secure your boat to a handy pontoon on the Western side of the marina facing the boat ramp.

Any discussion of a bridge connecting the Marina Reserve and the Peninsular would virtually deny the use of this excellent facility to Trailable Yachts, other boats with masts and perhaps large power boats with super structure.

Any boat with a height would be denied access in an emergency, raising a safety issue and who would be responsible?

To consider raising the mast outside the entrance assumes that our Bay is always like a mill pond. But there is a long fetch from the Heads to the Top of the Bay, the prevailing wind is from the South West and a sea breeze rises most afternoons.

Raising or lowering a mast on a rocking boat can be extremely difficult. I have seen a Trailable Yacht secured in a calm river, rocked by the wake of a passing boat, with the mast crashing onto the deck and the crew member falling over the side.

It seems to me relocating the marina arms onto the Western side of the marina means a more circuitous route for trailable boats towards the ramp and a confined area of water to launch into and retrieve, complicated by a right angle onto the ramp, making it more difficult to line the boat up and /or fend it off in a prevailing wind.
The marina arms a much better where they are in my view.

While I have somewhere to keep my boat, others may not be so fortunate and I cannot see any onsite storage area for trailable yachts in the new proposal.

Naturally I support the Melbourne Trailable Yacht Club who organise races and activities for yachties and their families regularly at the St Kilda Marina in the sailing season for everyone to enjoy.

There are limited safe launching and retrieving facilities at this end of the Bay. This excellent Marina is

enjoyed by locals, boats from all over Victoria and also from Interstate.

It seems to me that this is primarily a boating facility, no party should be discriminated against, but it should be a wonderful asset for everyone to share and enjoy.

Kind regards,

[redacted]

Submission to St Kilda Marina Redevelopment – The impact on trailable yachts

From: [redacted]

Introduction

As a long-term user of the St Kilda Marina, I thank you for the opportunity to make this submission and express my views on the proposed redevelopment.

While I recognise that the marina complex is currently in need of renovation, and I welcome an overall refresh, I have specific concerns about the suitability of the proposed design for a key group of users – **trailable yachts**[1]. These concerns fall into two main areas:

- The proposed design is not suitable for trailable yachts. St Kilda Marina boat ramp and hardstand is an essential piece of infrastructure for trailable yachts and therefore needs to cater for the specific requirements of storing, launching and retrieving these craft.
- Despite participating in the Council led consultation process, the concerns of trailable yacht users have not been considered in the proposed design. There has been a lack of genuine consultation.

Suitability of marina complex design for trailable yachts

I have been using St Kilda Marina facilities for nearly 20 years and am an active member of the Melbourne Trailable Yacht Club (MTYC). Trailable yachting is an environmentally sustainable recreational activity for average families and being suitable for both younger and older community members should be encouraged. Trailable yachting, and the MTYC in particular, rely on the facilities of St Kilda Marina.

The proposed design falls short of being suitable for this section of the boating community through:

- **Removal of hard stand mast up storage.** Trailable yacht owners lease hard stand space from the marina so they can store their boats with the mast up to allow viable participation in club events. Under the proposed plans, this space has been eliminated meaning this group of the boating community will now be excluded. Lack of suitable storage at home for trailable yachts means these users will have no other option than to give up their current pastime and recreational activity.
  Dry stack storage is being suggested but this is not suitable for yachts and will favour an increase in motor boats and jet skis.
- **A lack of safe set up and pack up parking facilities near the boat ramp**. Whilst the ramp does remain, the design, including includes reduced parking adjacent the ramp, makes it impossible to adequately rig and un rig trailable yachts. At times trailable yacht club events attract up to 40-50 trailable yachts all of which require approximately 30 mins to rig and un rig. These events have run successfully at the Marina for many years. The proposed design is not suitable for this group. Again, these users have no alternative which means MTYC will not be able to run these unique events.
- **Re orientation of the wet berths.** The proposed design is congested and unworkable in my opinion. There is a lack of space near the ramp for boats which places boats in the berths

[1] A trailable yacht is a generally small (5-7m) sailing boat with limited overnight accommodation that is stored on a trailer and towed to and from the launching ramp. They differ from 'off the beach' sailing dinghies as they need a proper launching ramp.

opposite the ramp in danger of damage by boats being launched and retrieved (not just trailable yachts). The wider boating community will not accept this design.

Lack of genuine consultation with existing users

Along with other members of the trailable yacht community, I participated in a survey regarding possible options for the St Kilda Marina in September 2018. However, our views appear to have been ignored in the proposed design. I note that Council documents regarding the survey findings state that:

"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".

Trailable yacht users (and I assume other users) also expressed strong opposition to the proposal to build a bridge across the entrance to the marina. It is obvious that this proposal would exclude a lot of boat users, in particular yachts, but also larger power boats (including those pictured in the concept drawings). Again, it appears there has been no recognition of our concerns.

This lack of consideration of the strong concerns expressed by a key stakeholder group needs to be explained. Despite the concerns of trailable yacht users being documented in Council documents, there has been no further consultation or explanation on the issue.

This leads to the conclusion that the City of Port Phillip had already decided to remove the hardstand space to suit its own agenda (i.e: public access along the rock wall to the lighthouse) and then undertook consultation, but chose to ignore the findings. This is a breakdown in proper process and leaves the Council open to considerable risk of challenge.

I also note that the original marina was built on reclaimed land and is therefore not land that has been taken from the people of St Kilda – it is a facility specifically built for boat users as a marina. The notion that the land is being given back to the people of St Kilda is false – it was part of the bay before hand!

Renovate and redevelop the marina but don't ignore the consultation findings to curtail the recreational opportunities of an important groups of existing Marina users.

To summarise

The proposed development of St Kilda marina does not respond to the needs of a key group of users (trailable yachts) despite these users expressing their views and requirements during Council led consultation. I believe there has been a breakdown in the proper consultation and design process that needs to be addressed before this design is approved.

The exclusion of trailable yachts means the marina will not be a 'working marina' as planned and the design should be altered to suit. I believe only minor modification of the proposed design is required to cater for trailable yachts and would be happy to work to help achieve a suitable outcome.

Yours sincerely

[redacted]

To: Michelle Rysanek - COPP

A written submission on the key terms of the proposed long-term lease for the St Kilda Marina from [redacted]

1. The Marina Environmental Design Brief is vague, lacks detail and is incomplete. Under the **Discretionary items** we have Section 9.5.18 Equivalent 5 Star Green Star Communities equivalence or higher. Section 9.5.19 Closed loop systems for integrated ESD for water, waste and energy. Section 9.5.20 Waste treatment and re-use on site. Section 9.5.21 Virtual power plant.

   These requirements should be mandatory given the CoPP environmental and sustainability claims. **Why are they discretionary only?**

   Why is the brief silent on the provision of charge stations for electric boats and cars?

   The brief requires the tenant to obtain ISO 9001 and ISO 14001 within 12 months. **What will be the CoPP's ongoing role in the inspection, measurement and intervention to ensure that the tenant meets the environmental operational and management obligations?**

2. **What was the tender evaluation criteria?** Australian Marina Development Corporation Pty Ltd (AMDC) is an entity comprising joint venture partners. **Does the entity that pre-qualified now comprise the same joint venture partners that are in the tender and if not, is that tender still valid?**
3. The January 2019 Market Rental Assessment by Charter Keck Cramer was $800,000/annum. The CoPP has accepted $134,000 for the first 4 years and $750,000 thereafter that is much lower than the 2019 rental assessment. **Why has the CoPP accepted a rental that is less than the market assessment? Council must clearly demonstrate that we are getting value for money and detail the social and financial benefits arising from the proposed 50 years lease?**

4. **Was council aware that parking fees were collected manually in cash at the boom gate for many years and were these collections included in the parking revenue and what percentage and amount of that revenue did the CoPP receive?**

5. What are the CoPP annual costs (direct and indirect) arising from the operation of the marina including taxes, cleaning, administration, supervision etc. **What will be the net annual revenue from the marina?**

6. Under the St Kilda Land Act, the CoPP is required to spend the income from derived the marina back on the marina. **How much was received by the CoPP and how much of that amount was spend on the marina over the last 50+ years?**
7. The existing marina is a menagerie of operations including buildings, containers, structures that are in poor maintained condition with corrosion, concrete deterioration, contamination etc. **What are the performance criteria for the tenant over the duration of the lease and how will the Council monitor and enforce those requirements to prevent what has occurred during the previous 50 years lease? What will be the Council's level and extent of intervention and what will be the penalties for non-compliance?**
8. The dry storage building mass is too large and imposing particularly with the proposed future expansion. The use of a unique sea front site for storage of boats in a Bunnings size shed is an

abuse of the site and some would argue, stupid. There is an ample supply of vehicle and boat storage services available in Melbourne. If boat storage demand exceeds supply then pricing should be adjusted such that the tenant receives a profitable return and the size of the boat storage building is scaled down. **When will the CoPP provide a three-dimensional model of the proposed marina for community viewing and consultation? What is the result of the CoPP's quantitative analysis that was used to justify the increased size of the dry boat storage taking into consideration elasticity of demand together with the use of boat share and/or boat hire?**

9. **What is the car parking provisions for stage 2?**
10. The pedestrian/ bicycle conflicts remain with the Civic Centre beside the boat ramp and the path crossing the ramp entry. Contrary to CoPP claims the conflict has not been removed. **Why?**
11. With the construction of a bridge there is an opportunity for a continuous promenade along the waterfront rather than the proposed dead end walk to the light house. It would also energise the redundant area behind the skate park and remove the pedestrian/bicycle conflicts. **Given the preceding merits of a bridge why was it described as discretionary rather than mandatory. Why?**

Submitted by [redacted]

St Kilda Resident

15 August 2020

Attention: Michelle Rysanek

Port Phillip City Council

Dear Ms Rysanek,

Reference: Section 190 and S223 – Notice of Proposed Lease and Submission Process

We have reviewed the subject New Long Term Lease document as referenced in your email dated 13 August 2020 and make the following objections and comments:

1. The document is light in detail regarding 'Built-form' with the exception it contains a number of artist's conceptual drawings. We understand these drawings where prepared as part of the preferred tenderer's proposal and suggest that the depictions cannot be accepted as any indication of how the Marina might look at the conclusion of the lease period in 35 to 50 years. And this leads to our main objection:
2. Any reference in the document to a Community Engagement process has only been made in an historical sense. We maintain that without an on-going Community Engagement strategy incumbent on the lessee, the Marina is unlikely to be commensurate with the public's expectation regarding an acceptable marina redevelopment outcome. We note such strategy was the 2nd key recommendation made by Planning Panels Victoria, after hearings held in April 2020.
3. We understand final approval for the rezoning and redevelopment of this marina is still in the hands of the Victorian Minister for Planning. It is unconscionable that the Council is even considering entering into a lease agreement before they have the Minister's final approval.

This project is probably the most important community project to be undertaken by the City of Port Phillip in recent years and guaranteed involvement of the community during the planning stage can only be beneficial to all the stakeholders.

The fact that there is no provision in the lease for community involvement may be viewed as a major point of public grievance.

Please consider.

[redacted]

Yours faithfully,

[redacted] and,

[redacted]

[redacted]

From: [redacted]
To: St Kilda Marina Project
Subject: St Kilda Marina redevelopment Saturday, 15
Date: August 2020 5:06:09 PM

[External Email] Please be cautious before clicking on any links or attachments.

Dear Michelle,

I am writing to you to express my concerns regarding the St Kilda Marina redevelopment proposal.

Melbourne Trailable Yacht Club. (MYTYC) is a not-for-profit organisation, of which I am a very active member. MTYC operates out of St Kilda Maria, MTYC represents approximately 100 plus members, including residents from St Kilda area, greater Melbourne and also regional Victoria. Some of our members travel significant distances to enjoy the unique the cruising, racing and waterway access facilities provided at St.Kilda in the form of the launching ramps, storage facilities and a large area for rigging.

MTYC has been operating out of St Kilda for over 40 years hence the Club is in a good position to provide informed feedback on matters relating to the re development of St Kilda Marina.

It is of great concern to the MTYC Committee and its members to learn that of the councils redevelopment concept plan. Safe trailable yacht launching is limited on the Eastern side of Port Phillip, we are unable to launch at other ramps due to having road bridges to traverse under IE Patterson Lakes & Mordialloc.

I believe that the launching and storage facilities currently provided at St Kilda Marina are a fundamental and integral part of boating at the northern end of Port Phillip. The boat ramps provide essential boating access to emergency craft as well. It would be a very significant loss, not only for the residents of St Kilda but for all Victorians who use these facilities.

I for one would be disadvantaged by the redevelopment of St Kilda Marina. I would have to seriously consider as to the future of sailing as my boat is not suitable to be kept on the water. Sailing out of St Kilda is a major part of my life and I want to be able to continue to share this passion with my friends, family and children for years to come.

Regards,

[redacted]
MTYC Club Member
[redacted]
[redacted]

From: [redacted]
To: St Kilda Marina Project
Subject: St.Kilda Marina Project submission
Date: Saturday, 15 August 2020 5:21:38 PM

To whom it may concern

The President and members of the FARR Trailable Yacht Association of Victoria wish to make the following points regarding this proposed development on behalf of its members and sailing fraternity.

Our trailable yacht sailors have used the public launching ramp at St Kilda Marina for many years and also stored their yachts on the hard stand.

Our trailable yachts 'fold up" while being towed behind a vehicle on a trailer and then need to be "unfolded" or rigged up including having the mast raised in place before launching.The hard stand has been invaluable in allowing yachts to be stored "mast up" allowing for faster launching, especially convenient for yachts taking part in regular weekly races.We request that there may be some space available for yachts to be stored with masts standing up, They would need at least 12 metres height inside the new facility.to accommodate this.

Being able to launch our trailable yachts easily at St Kilda Marina has been valued giving sailors easy access to the bay and is a convenient location to sail up to the Yarra and Melbourne City Council Marina & Docklands. We sincerely hope there will not be an impediment to that continuing.

It is vital that we be able to launch with our masts up and motor out into the bay, then hauling sails up ready to sail.
It is impossible to rig up the mast when on the water, especially in variable conditions.
We ask that this be taken into account when / if the Council considers building a structure/bridge for pedestrians in the future.

We are only too happy to discuss this submission and thank you for this opportunity.

Yours Sincerely,

[redacted]
President, Farr Trailable Yacht Association
Reg No. A0011363M **Not**
for Profit, just for the joy of sailing!

[redacted]

PROPOSED ST KILDA MARINA RE-DEVELOPMENT [redacted]

Submission 51

Attention: Michelle Rysanek.

Thank you for the opportunity to respond to the project. It is unfortunate that my submission is in objection to the currently proposed plans for the site.

I currently store my yacht at the marina in the trailer boat area, as I have done for many years. I am involved in the sailing community through my roles as Vice Commodore of the Melbourne Trailable Yacht Club (MTYC) and Chairman of the Trailable Yacht Division of Australian Sailing (TYD). In addition to objections outlined by these two entities, I would like to express my personal concerns in regards to the project planning process and proposed plans.

1. Project Planning Process:

While I believe the project team attempts to follow good governance procedures, I am concerned that they have bias and have not allowed ample time and opportunity for all stakeholders to share their voice in regards to the project.

In regards to the project planning process, I have the following concerns:

a) Workshopping: The community panel workshops appear to have engaged with a small group of the community, however did not show transparency that they were a cohort representative of **all** stakeholders, including those with an invested interest in the use of the marina. The outcomes of the workshops do not convince me that the process did not hold bias.

b) Survey: I do not believe that the objections raised through the public survey conducted in 2018 were properly addressed, especially in regards to the removal of trailer boat parking and proposal of a bridge across the marina entrance. Along with many others, I responded with interest to be kept informed on project. This did not occur.

c) Community Consultation: During consultations with the public, referred to within reports, there was no evidence of approaches towards marina occupants. If this has occurred, it seems to have omitted contact with the MTYC members and people who store their boats in the trailer parking area.

d) Project Q&A Session (30/7/20): The MTYC members became aware of the Q&A session by chance and as a result, many attended. During the session, we learnt of the removal of the trailer boat parking area and other proposed plans. It is unfortunate that while there we learnt of the advanced stage of the project and award of future lease.

e) Meeting with Mayor Voss: A meeting I attended on Monday 10/08/2020 with Mayor Voss left me amazed that there was no knowledge of the MTYC and the effect on the trailable yacht community. There was also little interest in making changes to the project due to the late stage in the planning process.

PROPOSED ST KILDA MARINA RE-DEVELOPMENT [redacted]

Ample engagement with key stakeholders has not been considered a priority throughout the project planning process. It is my belief that the elected council and employees have ignored others views and have led a process with alternative motives, to have a 'Baytrail' pathway through the marina and open it up to the public regardless of the impact this has on marina users.

2. Concerns regarding the proposed plans:

As a Marine Surveyor and Maritime Professional, I visit many marinas and jetty facilities. The St Kilda Marina is understood to be one of the early marina developments in Australia and has had few updates since the 1960's. It has though, accommodated trailable yachts where many other marinas or yacht clubs are unable to.

My main concerns regarding the redevelopment of the St Kilda Marina include the following:

a) Removal of trailer boat storage: The current proposal to remove trailer boat storage will have a great impact on myself, along with many others who use the facilities. Some users will have to sell their boats (potentially at a reduced price), while others will be forced to move to other marinas outside Melbourne. This will impact MTYC and trailable yacht owners and result in lost membership and use.

b) Bridge across the marina entrance: The MTYC and trailable yacht owners would be forced to go elsewhere should the proposed bridge across the marina entrance be insufficient in height for yachts to pass under. The bridge would need to be designed with a minimum of 12m air clearance to ensure the continuation of trailable yacht access to the marina.

Besides my main concerns above, as a maritime professional I have made the following observations that should be considered when planning for improvements to the St Kilda marine area. These include:

c) Decrease in safety for on water vessels: The proposal plans raise my concerns for vessel water safety. Vessel operators would be required to navigate various turns, possibly blinded from other boats and corners, increasing the risk of collisions. Vessels under tow from the Coast Guard vessel would also be at greater risk of collision due to reduced manoeuvrability. This decrease in water safety is highly like to cause congestion for on water vessels around the launching ramp.

d) Inadequate parking: The proposal has not shown consideration for adequate parking to support growth in dry boat storage, wet berth members and additional commercial opportunities. The inclusion of a basketball court is suggesting a reduction in vehicle and trailer parking within adequate access to the main launching area. This is likely to result in insufficient parking in general, therefore promoting illegal parking and/or congestion in the surrounding suburb.

e) No maintenance areas proposed: The proposal does not suggest any plans to include maintenance areas for boat servicing and slipping, thus forcing an increase of wet berth boat owners having to go elsewhere for boating maintenance.

f) Relocation of commercial vessel operations: The proposal is suggesting the relocation of commercial vessel operations from the corner area (with ease of access for parking) to another area. This will impact commercial users of the marina.

My above concerns are a small sample of an extensive list of foreseeable issues resulting from the proposed redevelopment of the St Kilda Marina. **The impacts of this redevelopment is off putting from a large range of perspectives. Not only will it have lasting impacts on the trailable yacht community, but also on other boating users, community members and the council.**

In Closing:

I have grave concerns for the City of Port Phillip council and new tenant due to the lack of vision with this marina re-development. It does not make considerations for any increase in boat activity or car parking to support growth. The long term impacts of this will result in an unused marina and low returns for operators, and subsequently the council.

It is of upmost importance that consideration for current marina users is shown when planning for this redevelopment of the marina.
There are currently existing secure trailer park storage and ramp facilities that should be retained. Due to no comparable facilities in the northern part of Port Phillip Bay to move to, it is unfair to eject trailable yacht owners from the St Kilda Marina.

In offering a way forward, the committee of MTYC and myself are willing to engage directly and lend our expertise to assist to find a suitable outcome for all.
We do not want to see repetition of the Martha Cove development project that has taken many years and failed investments to become useful in the south.

It is not too late to rectify this shortcoming if the desire is there.

Yours Sincerely

[redacted]

15/08/2020

[redacted]

To: Port Phillip City Council

Attn: Michelle Rysanek 15/8/2020

We are writing to protest about the removal of hard standing storage and the proposed bridge at the St Kilda Marina and to provide some information about how this will change the character of marina usage and of the ability of St Kilda residents and others to participate in family sailing activities.

Our family lived for many years in Neptune Street, St Kilda. My wife and I learned to sail in Port Phillip Bay at the Royal Melbourne Yacht Squadron – by volunteering as crew and then becoming members. We enjoyed sailing and wanted a small boat of our own so we could sail as a family and socially, with other families. Owning a boat at the RMYS was well out of our budget – boat cost, maintenance and berthing. However, we found an economical way and finally bought our own boat – a trailer sailor – and kept it at the St Kilda marina on the hard standing. (This is the only place locally to keep these boats. Before we managed to get a place in the marina we had to keep it over an hour's drive away from our home and then drive it back to St Kilda to sail. A two hour round trip which made a four hour round trip for a day sail! A crazy situation for a usually environmentally friendly activity.)

Once we had a place on the hard standing at the St Kilda marina we could walk to the boat and launch it at the ramp there, and we joined Melbourne Trailable Yacht Club and took part in social sailing and racing in the Bay. In addition to others who store their boats there - the sailing attracts MTYC members at regular "Twilight" sailing in Summer and social and major races at weekends. Many tow their sailing boats to the marina and then put the masts up on the boats before launching at the ramp.

The bridge proposal, without amendment, will bring this small boat sailing activity to an end. The proposed bridge would prevent boats with masts accessing the launch ramps. Making them only accessible to motor boats. This would not only be a huge blow to Trailer Sailing in the Bay but promotes motor cruising over sailing, when the latter is a much more environmentally friendly activity. It will effectively bring yacht sailing to an end for all but the rich who can afford to berth keelboats at the RMYS and other such marinas. There is no nearby equivalent site available for small yachts. The hard standing is used for rigging boats, for storage (for those locals like us who are unable to store their boat at home), and for meeting/gathering before events.

I feel that it would be socially and environmentally irresponsible to make a change which will prevent ordinary people with trailable yachts (which are larger than dinghies but smaller than keelboats) sailing from St Kilda. These are boats that were designed for ordinary folk and for family sailing and Port Phillip Bay is a perfect place for them. The marina will become just somewhere for those with power boats, which will change the character of the marina area and promote the use of engines over sails in this part of the bay.

The public's gain will be yet more beach front and a different coastal walk. We believe both of these aims could be achieved without bringing a long history of sailing at St Kilda Marina to an end.

[redacted]

[redacted]

Previous owners of [redacted] at St Kilda Marina.

msky

Dear City of Port Phillip,

I would like to take this opportunity to introduce you the newest and most modern aviation company based in Australia. A full branded charter, tour and scenic adventure business. We have grand plans with the aim of global expansion. But our main aim is for Melbourne, then beyond.

We are - MJET and MSKY Aviation charter providers. Supporting both business type travel needs and as well as leisure, such as holiday, golf and wine tours.

www.mjet.com.au

www.msky.com.au

We also do scenic and adventure flights under the MSKY name but soon changing it to a more brand focuses name called XSKY.

We also have a charity organisation called Flights4Kids – a transport provider with care for children and their families from regional/rural Australia that suffer from cancer and other serious medical problems, so they can get the treatment and care they require at the Children's Hospital.

www.flights4kids.org.au

The following is a full detailed plan in multiple parts in regards to the St. Kilda Marina project:

We are an aviation service provider and wish to inform you of our services with two parts in particular.

1.

The proposal is for XSKY along with the other businesses and Flights4Kids.

The company and I would like to lease a section of the planned "Marine Parade works to create a retail/food and beverage strip as part of a slight increase in commercial space from 3,600 m2 to 3,745 m2 net lettable area (potential for future expansion to the maximum of 5,000 m2 dependent on demand and Council approval)."

We'd like to use a combination of the hospitality area for a restaurant/café and part of that as a lounge check in area for our XSKY scenic flight adventures and MSKY leisure tours. We'd transport the customers to and from the airport.

This plan has a similar aspect to the way Skydive Australia operates, but without the need for a large scale of staff and vehicles like them. (I know this personally, as I was also employed with Skydive Australia and worked at the St Kilda location)

By assimilating both the restaurant/café and aviation businesses, that allows better use of staff and makes us more cost effective to pay for rent, attract further business for both ours and other businesses located on the Marina.

We've seen firsthand what a successful company can achieve in the area of the Marina and feel our combination of hospitality and tourism is a winner and attractive proposition for the area.

This, on top of having a considerable ability to invest in such projects, provides you with a reliable partner that will happily work with you to achieve the same goals.

St Kilda is authentic, it's about good times and chilling out, being adventurous and sociable, and that is why we love it so much – we are addicted to its dynamics and diversity – it is Melbourne's ultimate bayside playground!

These are the exact reasons why St Kilda is a place that tourists from around the globe wanting to visit, play and stay in. St Kilda is an iconic destination for both international and interstate visitors, and let's not forget the regional Victorian holidaymakers – who all want an inner-city experience, but without the hassle of the CBD. It's the Sydney's Bondi and LA's Venice Beach and Santa Monica.

According to Tourism Research Australia statistics, each year more than 1.3 million people visit St Kilda and is the second most visited area, in the State of Victoria, by domestic and international overnight visitors to Melbourne. These numbers can grow with the future development and increase of activities in the area.

St Kilda is one of Victoria's top visitor destinations and identified as the second-most visited destination in the State.

We'd also like to create our hospitably restaurant/café plans to remind you in style Venice vibe and the boardwalk along the riviera. This would assimilate very nicely with the updated marina plans. Even plan for a first - a quick café stops for boat/yacht/jet ski/canoe goers.

The possibilities are endless.

How does tourism support local businesses?

Economic benefits - **Tourism** can provide direct jobs to the community, such as tour guides or hotel housekeeping. Indirect employment is generated through other industries such as agriculture, food production, and retail. ... It also adds more value to the local **tourism** business.

Tourism has become an **important** sector that has an impact on development of country **economy**. The main benefits of **tourism** are income creation and generation of jobs. For many regions and countries, it is the most **important** source of welfare.

Increases – Employment, increased spending to the local community, diversification, infrastructure, social advantages, environmental advantages and opportunities for increase in current business or for new business start-ups.

2.

The second part of our proposal is A helipad for scenic and tourism flights. The torus part would be very limited. It's mainly to have a far better and direct access for our scenic flights that we already conduct at Moorabbin Airport known as 'Open Door Helicopter Flights'. This was regionally done under MSKT but will be now under the XSKY brand. We have these flights for sale at Red Balloon and were popular without any marketing. We hope with positive results of recovering from COVID-19, we will market this in far great form to increase customer numbers.

There's no great way to see a city than above. But now, during the more popular tourist season, you can do so with complete freedom of no window in the way and the air rushing past. Every customer has a harness and selfie stick attached to them and can provide the ultimate selfie. We've attached some relevant pictures.

(Why do we want a helipad at the marina rather than an airport)

Benefits of helicopter scenic flights from St Kilda?

Melbourne is a beautiful city. When you see it from above it really changes your perspective on the world's most liveable city. It's more stunning and gives you a surreal feeling how it functions and how we take it for granted. A vibrant place, full of action, famous laneways and landmarks, as well our bay almost completely surrounded by beaches. With the MCG or tennis courts lights on, or the Crown flamethrowers, it truly provides a unique touch compared to the world that only seeing it from the peace of above will truly give you that perspective.

But there's challengers to experience this. Currently you have to go via nearest airports, of Essendon or Moorabbin. That adds to the cost and is not conveniently placed central to Melbourne and where it's also placed to cater for tourists.

There is the city helipad, but they are sadly plagued by constant noise complaints, adds too much to the cost for a Melbournian to the effort required to get into the city and park or take public transport and in an area where not quite suited to target light leisure scenic tours.

A helipad in St Kilda, can easily cater for all of the negatives of the above. Many accessible and affordable parking areas. Easily accessed by public transport. In area where noise will not affect the local residents. How? Because the pad will be blocked by the boat shed and trees which will block the sound. That and the masking of traffic, both vehicles and human foot traffic, all counteract any noise from a helicopter over 100m away.

As mentioned earlier, that St Kilda is Victoria second most visited destination, it can easily become number one with the right investment. Especially how it's so popular with overseas tourists and St Kilda is quite famous to the international scene. There can become huge market potential for planned scenic flights bookings and walk-ins with the large amount of foot traffic.

But it's not just the operator that benefits from this service. The entire St Kilda community and Melbourne will hugely benefit. Every city thrives on being able to provide scenic flights. It's one thing that most people have on their bucket list. But, with a more accessible and in the heart of local and international visitors, this will have a positive accumulative effect on the entire local businesses. Providing increase in spending for cafes, restaurants, retail, other tourists businesses and of course the famous Luna Park.

Benefits with technology – with now so many selfies and the large use of Facebook and Instagram, there will be large daily mentions and pictures taken providing a very large and free marketing campaign to St Kilda and Melbourne. Around so many more eyes will be on this beautiful area of the country.

We can just see the benefits with the Geelong helicopter scenic flights with the helipad off the pier. They are so busy during the warmer months and let's face it, there's isn't a whole lot to see on that area. But it's still popular and shows the popularity of helicopter scenic flights, no matter where it is located. But, in the right spot, it will become the most popular activity to do. Whether you're a local or a visitor.

XKSY as mentioned above is affiliated with a Melbourne based charity called Flights4Kids. Profit from every flight will go towards supporting this much needed service that it provides to regional/rural children in need of health care at the children's hospital. So now, everyone's enjoyment provides a positive effect on so many little heroes fighting serious illnesses.

The location:

On the western most point of the Marina (West of Boatshed or Riva location). Away from main general public area with the buildings such as the boat shed provided a noise barrier for residents. Only to be operated during the day light hours.

This helipad would be preferred on the land area, on the north western point, or can be looked at a water pad plan. Similar to the city helipad used by Microflite Helicopter Services.

This is also future proofing the area and society for one major world future vision – 'Uber Air Taxis'.

Uber Air/Elevate:

We all know that Melbourne is one of three trial and tests locations for the future Uber Air plans before it goes mass scale globally. These vehicles to be in use are electric powered aircraft, which are far quieter than your normal helicopters and come with numerous redundancies and less mechanical parts for added extreme safety measures and benefits, to operate 'Air Taxis' and provide a realistic future.

This, in return provides a location point and a 'Terminal', for operations, which is something that will be far more common and growing significantly within 5 to 10 years, that can only further enhance the benefits of the marina and monies into the local business and economy of St Kilda and the Port Phillip Council.

All in all, I'm very excited by the prospects of the business and the opportunity I provide We are all placed to truly create something very special. I hope that partner is with you. I sure hope so!

For the company and myself, I look forward to the future with the City of Port Phillip and the St Kilda Marina

Yours Sincerely,

[redacted]

Founder & CEO
Mjet Aviation

What a Helipad on the water could look like – but prefer to avoid on water platform due to current and winds. On land far better. Or elevated on water with a wind barrier

From: [redacted]
To: St Kilda Marina Project
Cc: [redacted]
Subject: St kilda marina redevelopment
Date: Monday, 17 August 2020 1:08:37 PM

[External Email] Please be cautious before clicking on any links or attachments.

Hi ,

I know the date for submissions has closed but if you could consider the question if any specific areas for land based fishing areas in the new development ?

Our club (Elwood angling club) is also a tenant of the Marina with a boat in the dry storage . It would be great if we could have a contact name and contact details within the AMDC group so we can find out how we manage the storage of our club boat till the new marina dry storage racks are open .

The new marina development does look exciting but obviously will mean some disruption for the marina while it is being redeveloped . Will the public ramp close for a time ?

Is the same amount of car parking available for public launched boats ?

Best Regards

[redacted]
Treasurer
Elwood Angling club
Mobile : 0417353630

Email: elwoodac@gmail.com
Web: www.elwoodanglingclub.com.au

Sonata Yacht Association

Sonata Yacht Association Victoria Inc.
President: Des Russell, 18 Daniel St, Donvale, Vic 3111
AA Registration No. A9910953Y
Visit us at www.sonatayacht.com

29th August 2020

Michelle Rysanak
St Kilda Marina Project
Port Phillip City Council

Dear Michelle
The Sonata Yacht Association is one of the largest class based trailable sailing associations in Australia. We have over 100 sailing boats on our membership list. For many years, our members have used the St Kilda Marina to both launch and store their boats. It has been a long history.

We are most concerned that the proposed development will significantly reduce the options available for boat storage and launching of sailing boats. We support the objections raised by the Melbourne Trailable Yacht Club and Australian Sailing. An almost certain outcome of this redevelopment in its current form will be to reduce the amount of sailing activity in the top end of the bay.

In the documentation supplied by Port Phillip City Council two words receive continuous reference. Heritage and Sustainability. It is apparent to the sailing community that these words are simply window dressing.

St Kilda and the St Kilda marina have had a long association with sailing. This is a rich heritage worth saving. In the redevelopment it receives scant attention. It seems that money is a much more relevant consideration. The marina provided opportunities for sailing for families of all income levels. You did not need to own an expensive keel boat to enjoy the great benefits of sailing.

By choosing to provide stacked storage as the only option means that Council have made a choice to only service the needs of the owners of power boats. Yachts cannot stack stored. The choice has been made presumably for

Sonata Yacht Association

Sonata Yacht Association Victoria Inc.
President: Des Russell, 18 Daniel St, Donvale, Vic 3111
AA Registration No. A9910953Y
Visit us at www.sonatayacht.com

financial reasons and is clearly the option with by far the largest carbon footprint. To suggest that you are concerned with sustainability rings hollow.

We would strongly suggest that you look again at the proposal and make better choices with regard to heritage and sustainability.

Regards

[redacted]

President
Sonata Yacht Association

From: [redacted]
To: Councillors
Cc: St Kilda Marina Project
Subject: St. Kilda Marina
Date: Sunday, 30 August 2020 5:08:58 PM

30 August 2020

Dear Mayor and Councillors

Removal of Mast-up Storage from St Kilda Marina

I have been storing my small 7meter yacht on the hard stand at the St Kilda Marina for four years and until a few days ago was completely unaware that the Council was about to finalise consideration of redevelopment plans for the marina that makes no provision for an open storage area that allows boats to be stored mast up.

I find it very surprising that your consultation process has not included a direct approach to the current tenants so that everyone's needs could be considered. As the custodian of public land I believe that the Council has a duty not to simply go for the option that provides the best income for the lowest outlay but should attempt to accommodate the full range of community requirements particularly as demonstrated by the current users.

The trailer–sailer is a much less expensive option than a fixed keel boat and dry storage also avoids the additional maintenance costs of keeping a boat in a wet birth. There are very few options for storing trailable yachts in the higher density inner suburbs. The marina currently responds to this need plus the mast up facility allows the boats to be launched and retrieved quickly thus making the popular evening racing possible, and meets the need of those of us who are of an age where we are beyond raising and lowering the mast every time we sail.

A fully enclosed tiered space can only be used by powerboats and is the most expensive form of dry storage. Open storage would not only accommodate trailer sailors but would provide a less expensive option for those who cannot afford the fully enclosed option.

The current plans are clearly a distinct move away from sail boats to power boats, while the inclusion of a bridge across the mouth of the marina would be the final death knell for any sailing use.

I do not believe it is too late to adjust the current proposals to accommodate these needs. I therefore urge the Council to take a brief pause to explore this further option.

Yours sincerely

[redacted]

[redacted]

24/08/20.

PORT PHILLIP COUNCIL SUBMISSION REGARDING ST. KILDA MARINA PROPOSED CHANGES

Submission by [redacted]

I grew up in Melbourne's bayside, and have been involved in sailing for over 50 years. My wife and I swim regularly at Brighton beach throughout the year. We have been fortunate to have a trailer sailer yacht for the last 22 years, and store the boat at St. Kilda Marina on the trailer on the hardstand with the mast up. Our boat takes typically some 2 hours to erect the 10m high mast, as I am 70 and we are very careful doing this. It is therefore not feasible for us to rig the boat for a day's sail only, besides the fact that we have no room to store it at home.

My wife and I derive a lot of pleasure after my long engineering career, sailing the yacht out of St. Kilda marina, and cruising with friends.

Despite being involved with the Marina over the last 22 years, we only found out about the potential eviction of all trailable yachts and boats **last Thursday 20th August by a Facebook post.** We sought further information from the Melbourne Trailable Yacht Club, which is based at the Marina. They advised that the first they heard of the hardstand removal and their eviction **was on 18th July some 5 weeks ago, when they saw the final proposed plans.** We understand submissions closed on 15th August, but feel we must protest regardless at this unbalanced proposal.

The Council states that the Site vision for the St. Kilda marina development is:

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

Having now viewed the plans to remove all the hardstand areas and therefore evict all trailable yachts and boats, my wife and I make the following comments on the proposal:

- Your plans do not provide **"a special place for everyone"** as you are evicting lower budget yachting and boating people (apart from moored yachts with a water berth),
- Your **"diversity of sustainable uses"** is laughable, given you have narrowed marina usage to more stored motor boats and jet skis, with more inherent noise and pollution,
- **You are evicting an operating yacht club, the Melbourne Trailable Yacht Club**, that has been operating out of the marina over 40 years and runs weekly events during the sailing season,
- You have chosen the option of the complete removal of over 130 lower rental cost hardstand areas, which had the least support in your own survey of various options.
- There is effectively nowhere else on the eastern side of the Bay, that economically provides hardstand access for Melbourne based trailer sailers and boats. Where will the displaced people take their yachts? We are expecting to have to sell our boat, as it will be no longer viable.
- Your Site brief document has a mandatory provision for consideration of a 7m wide access bridge across the marina entrance for extension of the Bay Trail, **that must not compromise Marina functionality**. Yet to allow yacht passage under the bridge would require a minimum of 12m bridge clearance above high tide. With a maximum ramp

slope of 1:14 to meet Australian Standard wheelchair design, **the bridge would require extensive unsightly ramparts of over 170m length on either side.**

- **This bridge would be a visual eyesore on the foreshore, blanketing the existing heritage beacon. The size, complex engineering design for high wind loads and substantial costs of such a bridge would force a reduction in height. This would end up limiting the marina use to small motor boats and jet skis. Even the larger motor boats in the marina require some 6-7m bridge clearance. A low bridge would damage the marina's functionality and ongoing commercial success.**

AREA WHERE 12M CLEARANCE BRIDGE WOULD BE LOCATED WITH 170M LONG RAMPARTS

- The proposal includes removal of two of the three existing ramps, which is in conflict with your stated aims to **"Provide additional capacity for public boat launching in peak periods".** The congestion on the one remaining public ramp will be incredible in peak periods, as the public ramp is congested now in busy periods.
- The proposal includes reduction in wet berths of some 50%.
- This "World class" redevelopment of the Marina by Port Phillip council will be remembered as a reduction in the marina's boating facilities, the eviction of Melbourne Trailable Yacht club and all trailable yachting and trailable boats, and a concentration on small motor boats and noisy jet ski traffic. It is unbalanced and unacceptable.
- Safety and noise issues with jet skis are likely to increase in the local area.

- The 15m high storage buildings with a further 3m localised height increase, will block views out to the Bay more than the existing lower buildings.

- The cost of trailable storage is roughly half that of forklift rack storage. Given the removal of **ALL 130 trailable boat locations** only became known recently during the virus lockdown, many motor boat owners with trailable boats there shall be unaware that their cost to stay in the marina will double.
- The concentration on forklift rack storage whilst removing all lower cost hardstand trailable storage is unbalanced, and certainly not your aim of a **"diversity of sustainable uses"**
- The haste at which this unexpected proposal evicting all trailable yachts and boats in hardstand areas has been finalised during the lockdown, has surprised many people in the yachting community. We request a re-think to maintain 20-30 trailable yacht positions within the complex, as well as a yachting representative within the community consultation group.

SIZE OF LARGER BOATS WITHIN MARINA CURRENTLY WOULD REQUIRE MINIMUM 6-7M BRIDGE CLEARANCE

Yours sincerely,

[redacted]