

### St Kilda Marina New Long-Term Lease – Council Officer Comments in Response to Submissions

Breakdown of how / when submissions were received	No. Submissions
Submissions received by closing date, Saturday 15 August 20	52
Late written submissions	5
Speakers at Council meeting 2 September 20	9 – all submitted written submissions

Blue = Trailable Yacht Submissions = 43

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
1	Resident	<ul style="list-style-type: none"> <li>Public transport access to Marina – suggestion for a semi-permanent bus for the beach front</li> <li>Economic rental and short-term accommodation in the area to encourage tourism for young adults</li> <li>Elster Creek and Elwood Canal environmental degradation.</li> <li>Increased property pricing and overdevelopment as a result of the redevelopment</li> <li>Increased policing and surveillance of the area (particularly in peak seasons)</li> </ul>	<p><b>Public Transport Access to the Marina.</b></p> <p>Public transport is outside the scope of this lease as it is a State Government, Department of Transport responsibility. However, Council can continue to monitor and assess needs to increase public transport to the site (or other areas in the municipality) and report to State Government accordingly.</p> <p><b>Affordable Accommodation in the Area</b></p> <p>Council continues to look at ways to encourage short term and particularly affordable accommodation in appropriately zoned areas of St Kilda. Council has a 10-year affordable housing strategy, In Our Backyard - Growing Affordable Housing in Port Phillip 2015 - 2025. It should be noted that accommodation as a use is prohibited on site under the planning scheme.</p> <p><b>Elster Creek and Elwood Canal Degradation</b></p> <p>While the new lease seeks to protect and enhance the natural environment through a considerable number of environmentally sustainable initiatives and operational measures, Elster Creek and Elwood Canal revitalisation is outside the scope of this lease. The Site Brief includes a mandatory requirement to protect and seek opportunities to enhance the natural environment, such as by planting salt bush along the seaward edge of breakwater and creating vegetation connections with Elwood Canal.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council’s Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are</p>

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		<ul style="list-style-type: none"> <li>Introduction of native and pre-existing flora and fauna</li> </ul>	<p>not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p><b>Increase Policing and Surveillance of the Area</b></p> <p>Policing is outside of the scope of lease. Council works closely with VicPol on the policing of the municipality. We anticipate that more people accessing the site combined with new modern facilities and commercial spaces with active frontages and security measures will provide greater passive surveillance than the current situation. The proposed tenant will also be responsible for the overall management of the site including implementing any required security measures.</p> <p><b>Introduction of native and pre-existing flora and fauna</b></p> <p>The design proposal includes extensive landscaping across the site with the intent to use native coastal saltbush and trees. The Site Brief includes a mandatory criterion to establish and improve habitat for native flora and fauna across the site through planting native vegetation and create a continuous vegetation corridor along the breakwater.</p>
2	Australian Sailing Ltd on behalf of Melbourne Trailable Yacht Club (MTYC)	<ul style="list-style-type: none"> <li>Redevelopment of the Hard Stand preventing storage of Trailable Yachts affects the ability for MTYC to deliver this sport.</li> <li>Bridge development impact on Trailable Yacht use.</li> <li>Men's Shed Community group – Men on a Boat event - use SKM as a base.</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much</p>

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		<p>Concerned the redevelopment will discontinue this.</p>	<p>more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the 160 boats currently stored on the hardstand, we have been advised there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found. While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Discontinuation of Activities of the MYTC Club (including “Men’s Shed” or “Men on Boats”)</b></p>

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			<p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with only approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p>
3	Interested party and St Kilda Visitor.	<ul style="list-style-type: none"> <li>• Suggestions for Riva building redevelopment, including addition of another level</li> <li>• Use of solar panels to power the Marina</li> <li>• Free parking after 6pm daily to attract usage of restaurants</li> </ul>	<p><b>Riva Building Suggestion</b></p> <p>Thank you for your suggestion for this amenity. A taller building on the site of Riva is possible, however the proposed tenant has proposed to reuse the Riva building with considerable modification and modernisation. The adaptive reuse of existing building has environmental and financial benefits.</p> <p><b>Solar Panels</b></p> <p>The St Kilda Marina Site Brief includes a mandatory requirement that on-site renewable energy supply enough to meet or exceed the site requirements is to be provided, and solar PV is to be provided to a minimum of 50% of all roof areas.</p> <p><b>Free Parking</b></p> <p>Parking on the St Kilda Marina site under the current and new lease is and will be the responsibility of the tenant. This includes the redevelopment and maintenance of carpark areas, the fees charged to compensate for upkeep and upgrades, and parking fees enforcement. The proposed tenant has received this feedback for consideration.</p> <p>In addition, surrounding streets currently include a level of free parking and have for some time.</p>

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4	Resident Stores boat on trailer on hard stand at SKM	<ul style="list-style-type: none"> <li>• Redevelopment of the Hard Stand preventing storage of Trailable Yacht</li> <li>• Economic options for storing boats in nearby locations are limited (nearest is Pier 35 but it is several thousand dollars more expensive)</li> <li>• Concerned about fee increases which affects access to the trailable yacht sport. It may be unattainable for many.</li> <li>• Would like to see a published comparison of the fees now vs future.</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p>

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			<p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Future Fees</b></p> <p>The proposed operator/tenant has advised that the costs of leasing a dry berth or a wet berth at the Marina are expected to be competitive with similar facilities around Port Phillip. The setting of prices by the marina operator will be subject to further assessments as transition to the redeveloped marina occurs, noting that the proposed new lease is scheduled to commence in May 2022.</p> <p>For information about the current fees at the St Kilda Marina, please refer to St Kilda Marina web-site <a href="#">here</a> and/or contact the operators directly.</p>
5	Melbourne Trailable Yacht Club (MTYC) Member	<ul style="list-style-type: none"> <li>The lease provisions will greatly impact on users of trailer-sailer yachts.</li> <li>Redevelopment of the Hard Stand preventing storage of Trailable Yachts which effects the accessibility and affordability of the sport.</li> <li>If a bridge is built, access and egress by any sailing boat will be prevented.</li> <li>Lack of pontoons adjacent the boat</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p>

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		<p>ramp to aid in launch and retrieval.</p> <ul style="list-style-type: none"> <li>• What is the link between St Kilda Land Act 1965 and Sky Diving?</li> <li>• Consultation with boating public outside CoPP – has this been undertaken?</li> <li>• In these days of climate change awareness, promotion of sailing over powerboating should be encouraged by responsible governments.</li> </ul>	<p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Public Boat Launch and Associated Facilities</b></p>

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			<p>The design for the site is at concept level at this point and will require considerable design development including for the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p><b>Skydiving and St Kilda Land Act 1965</b></p> <p>While there is no direct link between the Act and Skydiving, the Act reserves the site for public recreation. <b>The Act</b> states the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p> <p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p><b>Consultation with Boating Public Outside City of Port Phillip</b></p> <p>Extensive consultation was undertaken during Stage 2 (Setting the Vision and Objectives) and Stage 3 (Setting the Parameters i.e. The St Kilda Marina Site Brief) of the project with the aim of reaching specific and diverse local and broader input.</p> <p>As part of Stage 2, Setting the Vision and Objectives, Between 30 April and 30 May 2018, feedback was sought from the community on the draft vision and objectives including any big ideas for how to make St Kilda Marina a great place. This occurred via community pop up sessions at the St Kilda Esplanade Market and the Elwood retail precinct on Ormond Road, as well as an Open Day at the Marina. The community were notified of these events via Council’s project web page, letter box drops to the surrounding area (approx. 6k-7k people), a media release on 14 May 2018, social</p>



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			<p>media blasts via Facebook and Twitter, and an email update to interested parties (Council's website provided information on how to be included in these email updates).</p> <p>Stage 2 also involved intercept surveys / public life surveys undertaken at the site on 3 days, over 4 distinct time periods, nearing peak season (December 2017). Site observations were undertaken Friday December 5th 7:30am-9:30am and 10:30- 12:30pm, Sunday December 17th 1-3pm and Wednesday December 20th 5:30-7:30pm. These involved both observations of users' behaviour on the site and in person surveys. The report can be found <a href="#">here - St Kilda Marina Place Assessment</a>.</p> <p>The purpose of these surveys was to facilitate the development of the <a href="#">St Kilda Marina Project Opportunities and Constraints</a> which would inform the engagement process to establish the Site Vision and Objectives.</p> <p>As part of determining the design criteria for the site (Stage 3), between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part (excluding those identified as having an economic interest in the site). An online expression of interest form was available on Council's <i>Have Your Say</i> St Kilda Marina project page, at the community pop-ups during Stage Two engagement and in Council's newsletter, <i>Divercity</i>.</p> <p>During Stage 3, a survey was issued to members of the <b>Marina Industries Association</b> to both create awareness of the project and work being undertaken to develop design parameters for the site, and to obtain feedback from marina industry experts, clubs and commercial marinas operators on key areas of progressive and sustainable marinas. 14 members completed this survey.</p> <p>Also, as part of Stage 3, between 21 September and 7 October 2018, the broader community was invited to participate in the project via an online survey. 368 people completed the survey online.</p> <p>The survey was promoted through a range of channels to attract Marina users including private boat owners and public boat ramp users (signage was placed at the Marina in 11 locations and in the surrounding area including Peanut Farm Reserve from 24 September 2018 through the period of the survey), community groups, clubs and trader associations, local businesses and social media blasts.</p> <p><b>Climate Change Awareness and Promotion of Sailing Over Powerboating</b></p> <p>The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures and, in doing so, addresses the climate change</p>

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			<p>emergency. Included in the commitment to environmental sustainability are measures that address the climate emergency. These include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Upgrade of the sea wall to protect against storm surge and sea level rise.</li> <li>• Provisions for raising the finished floor level to accommodate Melbourne Water requirements for sea level rise (to be determined in discussions with Melbourne Water during design development with the support of Council).</li> <li>• Low carbon, energy and water efficient building design and operations.</li> <li>• Waste management system that reduce the impact on the environment.</li> </ul> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council's Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>The proposal for the site also enables not only the storage of a diversity of vessels (those that use petrol or not e.g. small craft) but increases the opportunity for a range of other sustainable uses unrelated to boating.</p>
6	Stores boat on trailer on	<ul style="list-style-type: none"> <li>• Redevelopment of the Hard Stand preventing storage of Trailable</li> </ul>	<b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b>

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	hard stand at SKM Member of MTYC	<p>Yachts which effects the ability for MTYC to deliver this sport, continue with the community events and longstanding history of the club. Requests hard stand storage at the marina.</p> <ul style="list-style-type: none"> <li>• Storing the yacht in the dry store and having to drop the mast is not practical – it is difficult, labour intensive and takes time.</li> <li>• For those advancing in years the mast up storage has given us the opportunity to prolong the recreational sport.</li> <li>• Travel a long way to use the SKM facilities. Without having the facility of mast up storage won't be able to follow recreational activity.</li> </ul>	<p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for</p>

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			<p>the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p>
7	Trailable yacht supporter.	<ul style="list-style-type: none"> <li>• Bridge development impact on Trailable Yacht use of the harbour if the bridge is not high enough.</li> <li>• Relocation of pedestrian and cycle path to the south of the boat and trailer carpark to minimise effect on use of public boat ramp and safer launching for trailable yachts.</li> </ul>	<p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Relocation of Pedestrian and Cycle Path to Minimise Effect on Use of Public Boat Ramp</b></p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in combination with the active management of the site.</p>

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8	Hartley TS18-21 Yacht Club and an owner of a trailer sailer yacht	<ul style="list-style-type: none"> <li>• Objection to the construction of a bridge.</li> <li>• Looks forward to improvements at the Marina but has concerns about bridge design and extent required to ensure it is accessible, and resultant impacts on sight lines.</li> </ul>	<p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
9	MYTC Member	<ul style="list-style-type: none"> <li>• Redevelopment of the Hard Stand preventing storage of Trailable Yachts.</li> <li>• Why was the requirement not in the design brief for hardstand storage?</li> <li>• Limited facilities in Melbourne that cater for storage of trailable yachts</li> <li>• Trailable yachts stored at the Marina participate in club events at the marina.</li> <li>• Concerned that lack of storage options at SKM will destroy the club,</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
		<p>an existing community utilising the facility.</p> <ul style="list-style-type: none"> <li>• Concerned about launching for trailable yachts – limited space/area for tied up vessels, with pontoons removed.</li> <li>• Was there a boat traffic management study undertaken?</li> <li>• Concerns about the design of wet berth.</li> <li>• The development is supposed to be for everyone.</li> <li>• There are limited all weather ramps on the bay and what you have at the moment is one of the best. Improve what you have.</li> </ul>	<p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the 160 boats stored on the hardstand, we have been advised by the there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Discontinuation of Activities of the MYTC Club (including “Men’s Shed” or “Men on Boats”)</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with only approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p>

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			<p><b>Wet Berth Design – Re-orientation &amp; Boat Traffic Study</b></p> <p>Reorientation of the wet berths achieves a number of key requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> <li>2. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>3. Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>4. Provides additional channel width for existing boat traffic.</li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas.</p> <p><b>Public Boat Launch and Associated Facilities</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p><b>A Development for Everyone</b></p> <p>The Site Vision (<i>A special place on the foreshore <u>for everyone</u> that welcomes a diversity of sustainable uses anchored by a working marina</i>) and Objectives has guided the development of the criteria for the site which in turn guided the assessment of proposals for the site against the criteria.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the</p>

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			Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for access and recreation.
10	Owners of a trailable yacht, members of MTYC and heavy summer users of the marina	<ul style="list-style-type: none"> <li>• Removal of a launching ramp and elimination of hard storage disadvantaging owners of trailable yachts and members of the MTYC and the club events.</li> <li>• Functionality concerns, including overcrowding/ congestion, of the public boat launch (being the only remaining boat ramp).</li> <li>• Trailable yachts are not designed to be stored in wet berths</li> <li>• Proposed design is geared to motor boats which discriminates against trailable yachts. Concerned that the development does not cater to all modes of water sport.</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored</p>



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			<p>in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Public Boat Launch and Associated Facilities</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Redevelopment Catering for Other Forms of Water Sport</b></p> <p>The redevelopment does not preclude trailable yachts from using the site or from being stored on the site. St Kilda Marina will continue to welcome the MYTC (or other clubs) and members to use the site. Clubs will have opportunities to operate on the site with improved community meeting facilities to cater for activities.</p> <p>It is a mandatory requirement of the Site Brief to expand the range of storage facilities to support small craft with the provision of a safe launching area. The redevelopment meets this requirement.</p>

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11	Trailable yacht owner	<ul style="list-style-type: none"> <li>Redevelopment of the Hard Stand preventing storage of Trailable Yachts - 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 an end.</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p>

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			<p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Discontinuation of Activities of the MYTC Club (including “Men’s Shed” or “Men on Boats”)</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development and will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p>
12	<p>Geelong trailable yacht club (Secretary)</p> <p>GTYC members sail from SKM as participants in events organised by</p>	<ul style="list-style-type: none"> <li>• Access to the marina by vehicles with long trailers conflicting with pedestrians and cyclists.</li> <li>• Improved management of pedestrians will be required. Ideally access for bikes and pedestrian will be</li> </ul>	<p><b>Vehicle and Trailer Access to the Marina</b></p> <p>Access to the marina by vehicles is currently possible with a right or left turn from Marine Parade, via a signalised intersection. This is not proposed to change. The simplified vehicle movement, relocation of the Bay Trail, and clearer differentiation between pedestrian and vehicle spaces will improve safety.</p> <p><b>Parking Provisions</b></p> <p>The St Kilda Marina is relatively self-contained in terms of parking. Boat owners that store boats at the marina will have their own parking, parking for the general public is provided to match planning requirements, the car and trailer parking will exceed the current capacity by one. During off-season which occurs for at least half the year, the demand</p>

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	MYTC which uses SKM as its home base.	<p>separated completed. Right turn into the Marina should be permitted.</p> <ul style="list-style-type: none"> <li>• Limited parking for boats with trailers</li> <li>• Congestion at the public boat ramp.</li> <li>• Construction of bridge leading to access issues for yachts, impacting on efficient access to the harbour during emergencies</li> </ul>	<p>for this parking is minimal; this explains the flexible and multi-use approach taken to this carpark to activate the site off-season.</p> <p><b>Public Boat Launch, Associated Facilities and Congestion</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
13	Community Panel Member	<ul style="list-style-type: none"> <li>• Shed Massing – while the community panel voted in favour of high/short, the</li> </ul>	<p><b>Size of Dry Storage Shed</b></p>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
	<p><b>Submission heard at Council meeting on 2 September 20</b></p>	<p>proposal is too high and too long (at 200+ metres). Keeping the Riva Building where it is contributes to the massing of the shed. This dominates the foreshore.</p> <ul style="list-style-type: none"> <li>• BP / Service station granted another 10 years - the panel agreed to discontinue the service station, and a service station is a non-coastal dependent use.</li> <li>• Wind protection structure – structure at end of the proposed dry stack contributes to the mass of the building (the presumption is that it is there for wind protection).</li> <li>• Inconsistency in size of commercial foot print with the site brief</li> <li>• Marine Parade Buildings – too many</li> </ul>	<p>This site was originally reclaimed for the purpose of creating a harbour for a marina. A core objective underpinning the recently developed Site Vision and Objectives for the site, is to retain the working marina. This means that the marina needs to be upgraded to a contemporary standard and meet the needs of the current and future market.</p> <p>The community consultation and Site Brief set out to create a better balance of uses on the site between public access and use, and boat storage. It is important to note that even with the enlarged shed, buildings will still occupy only a small percentage of site. Moving more boats into a consolidated boat storage facility (approximately 165 more than the current capacity) will mean more of the site is available for other uses including recreation and an enhanced natural environment.</p> <p>There was much discussion and debate by the Community Panel about the appropriate height and size of the shed, with a significant divide in opinion and slightly more support for a higher and shorter format. Given the divided views of the panel, Council ultimately needed to make the decision about the best approach, with the decision being to support a higher and shorter shed, which had slightly more support from panel members, and which would have a smaller footprint and allow more views through the site.</p> <p>The St Kilda Marina Site Brief translated the community panel recommendations into the following:</p> <ol style="list-style-type: none"> <li>1. Dry Storage Facility to be a maximum of 15m high.</li> <li>2. Dry Storage Facility to be a maximum of 6,500sqm in footprint area, up to a maximum building width of 40m with a total maximum volume of 97,500m<sup>2</sup></li> <li>3. Dry Storage Facility does not obstruct view lines as defined in the Site Brief.</li> </ol> <p>These requirements listed in the Site Brief, reflect what was outlined in the Community Panel Process Outcomes Report attached to the Community Engagement Report dated April 2019. The proposal meets all the requirements. It should be noted that buildings were also to be located within certain defined envelopes on the site.</p> <p>In terms of impact on sight lines, key views through and to the site have been protected. Important views were debated and defined by the Community Panel and Council. This resulted in defined key views to be protected, which in turn shaped the building envelopes (areas within which building can be placed). A wider lower shed would have blocked more of the views through the site than a taller shed. The height of buildings has limited impact on views through the site when viewed from ground level.</p>

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		<p>building proposed for Marine Parade</p> <ul style="list-style-type: none"> <li>• Public boat ramp – concerns that conflicts are not addressed, and that the community panel support for moving the boat ramp to the mouth of the harbour have been ignored.</li> <li>• Financial offer – the proposed income of existing is quadrupled which represents a commercial focus.</li> <li>• Difficult to comprehend why the community panel was formed if the majority of outcomes were disregarded.</li> </ul>	<p>Economic modelling shows there is market demand for a capacity of 300, as part of Stage 1 proposed redevelopment of the site. Proposed Stage 2 (increase in capacity to 400) will only be permitted in future if demand can be demonstrated, and it meets the requirements of the Site Brief.</p> <p><b>Service Station</b></p> <p>The service station will be discontinued – the maximum time allowable to remain on the site is 10 years. While it is a use not dependant on its coastal location, it is an existing use that services both the Marina and the community. It also provides a level of certainty of revenue during the critical early years of the lease when most of the redevelopment of the site will occur.</p> <p><b>Wind protection structure</b></p> <p>The existing Riva Building is proposed to be refurbished as part of the proposal, and the structure at end of the proposed dry stack contains a Boat Service Centre, Kiosk &amp; Boat Hire and the Australian Volunteer Coast Guard facility. It is not located there for wind mitigation although likely will provide a level of protection. This addition at the end of the shed will provide visual interest to the site when viewed from the north and is located ideally to service the Marina requirements, particularly the Australian Volunteer Coast Guard in terms of surveillance and access.</p> <p><b>Commercial Footprint including Marine Parade Buildings</b></p> <p>The total Service station area including the outdoor area of 646sqm is the figure submitted in Attachment 1 of the submission.</p> <p>Attachment 2 of the submission shows the Service Station area for the building footprint only, which is 180sqm.</p> <p>Section 9.3.9 of the Site Brief allows up to 5000m<sup>2</sup> of commercial and leasable area. The proposed amount of commercial space is well within the maximum allowable area.</p> <p>The area of the petrol station has been represented in the proposal as only the building footprint, which is 180sqm, with this area contributing to a total building footprint of 3745sqm for the proposal, which is slightly more than is there now, which is just over 3600sqm.</p> <p>If the open space element of the service station is included in the floor area of the Service Station, this increases the service station area to 646sqm, with a total for the site of 4211sqm, which is still within the total allowable commercial</p>

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			<p>footprint of 5000sqm. The service station is required to be removed within 10 years of the lease start date had has been allowed to continue for that time to support the redevelopment of the site.</p> <p><b>Public Boat Ramp and Conflicts Between Users</b></p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. The landscape design, further design work by the proposed tenant, and operational interventions will contribute to making this as safe as possible.</p> <p><b>Financial Offer Represents a Commercial Focus</b></p> <p>While the financial offer effectively triples the current income, this does not represent a commercial focus for the site. A market rent valuation for the site as it currently stands under the existing lease estimated the market rent as approximately \$850,000. The rent currently received is well under market value (a hangover from the lease developed in 50 years ago). It should also be noted that as part of the evaluation process for the proposals for the site the evaluation criteria included financial and non-financial elements. The financial was weighted at 30% while the non-financial elements (design, experience and capability, Corporate Social Responsibility and operations, transition and asset management) were weighted at 70%.</p> <p><b>Disregard for the Outcomes of the Community Panel Process</b></p> <p>The proposed redevelopment meets the mandatory criteria in the Site Brief and also delivers many of the desirable criteria. The St Kilda Marina Site Brief was informed by the outcomes of the community panel. For topics where there was clear alignment within the Community Panel, Council adopted the recommendations of the Panel. Where there were divided views, which was the case for such things as the extent of commercial footprint, type of potential commercial mix, inclusion of a pedestrian bridge, and height and width of the dry boat storage, Council needed to make the decision about what was best for the site, taking into consideration the feedback from both perspectives within the Panel and the wider community.</p> <p>Refer <a href="#">here</a> for the Project Update providing more information on how the proposed outcome for the site reflects the Site Vision and Objectives and key outcomes of the community panel process as expressed in the Site Brief.</p>

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14	Secretary unChain Inc Resident  <b>Submission heard at Council meeting on 2 September 20</b>	<ul style="list-style-type: none"> <li>What provision is there concerning infrastructure at the end of the lease and decontamination?</li> <li>Council's rental income and use for funding a Future Bridge, with reference to the St Kilda Land Act in respect to how rental income should be used.</li> <li>The benefits for the general community are outlined</li> <li>AMDC and Community Consultation over its Development Plan – suggestions for areas for consultation.</li> </ul>	<p><b>Provisions for Infrastructure at the end of the lease</b></p> <p>All infrastructure (buildings, services and wet and dry boat storage related equipment) will revert to the landlord at the end of the lease. Assets are to have a minimum remaining useful life of at least 5 years.</p> <p><b>Soil Contamination</b></p> <p>Several lease conditions have been included that outline a process for investigating soil contamination, sharing costs of the investigation and the impacts, managing the impacts through reviewing the design and, if the impacts of contamination are considered unacceptable by either party including the magnitude of cost, a condition allows for a partnership arrangement to source funding, and, if unsuccessful, termination of the lease. In terms of the sharing of costs of remediation, it was agreed that Council, as Landlord, would pay 75% and tenant would pay 25% of the costs with Council's contribution capped at \$750,000. Conditions are also included to address remediation requirements by the current service station sub-tenant (BP).</p> <p>The tenant under the proposed lease will be responsible for managing the site to avoid contamination through an environmental management plan. Any contamination caused will need to be remediated by the tenant.</p> <p><b>Use of rental income for funding a future bridge</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour.</p> <p>Under the proposed lease, the tenant will be responsible for maintaining and improving the site, which is reflected in the proposed rental amount. Expenditure of the rental received from the site will be transparently accounted for in compliance with the requirements of the St Kilda Land Act.</p> <p><b>Community Consultation with the Proposed Tenant (AMDC)</b></p>



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			<p>Following approval of the lease by the Governor in Council (anticipated to be late 2020), the community will be provided with an opportunity to have their say on elements of the St Kilda Marina design. The consultation which will involve the proposed tenant will focus on the look and amenity of public realm elements chosen by Council in consultation with the proponent. This may include selected open space areas such as the 'Civic Heart' and parts of the carpark (when not heavily utilised outside of peak seasons).</p>
15	Member of MTYC and Long term tenant of the Marina	<ul style="list-style-type: none"> <li>• Redevelopment of the Hard Stand preventing storage of Trailable Yachts affects the ability for MTYC to deliver this sport and will have the effect of social isolation.</li> <li>• Too difficult to store in the dry stack due to mast being required to be taken down, and will boats be removed and replaced after hours? Boats on racks also would not be able to have regular maintenance, causing unsafe sailing.</li> <li>• No other options for mast up storage in the northern part of the bay so people in CoPP would have to sell their boats.</li> </ul>	<p><b>Redevelopment of Hard Stand Storage and Use of the Peninsula</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for recreation.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p>

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		<ul style="list-style-type: none"> <li>• Views of the beacon will be affected by the 15m high shed.</li> <li>• There is no flora on peninsula and the only fauna are the sea gulls – why is the peninsula being opened up?</li> <li>• Concerns re: rough sleepers and campers on the back of the buildings.</li> <li>• Concerns re: boat ramp immediately in front of wet berths and collisions with stored boats.</li> <li>• How can boats be rigged at the public boat ramp?</li> <li>• Closeness of boat ramp to restaurants, and conflicts with pedestrians</li> <li>• Half the boats are being taken away thus destroying the ambience of the marina.</li> </ul>	<p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Size of Dry Storage Shed</b></p> <p>This site was originally reclaimed for the purpose of creating a harbour for a marina. A core objective underpinning the recently developed Site Vision and Objectives for the site, is to retain the working marina. This means that the marina needs to be upgraded to a contemporary standard and meet the needs of the current and future market.</p> <p>The consultation and Site Brief set out to create a better balance of uses on the site between public access and use, and boat storage. It is important to note that even with the enlarged shed, buildings will still occupy only a small percentage of site. Moving more boats into a consolidated boat storage facility (approximately 165 more than the</p>

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		<ul style="list-style-type: none"> <li>• The storage shed is a boat mooring for the rich, with the homeless sleeping behind the shed.</li> <li>• An “existing society” will be destroyed in the hope of creating another one that may never happen.</li> </ul>	<p>current capacity) will mean more of the site is available for other uses including recreation and an enhanced natural environment.</p> <p>There was much discussion and debate by the Community Panel about the appropriate height and size of the shed, with a significant divide in opinion and slightly more support for a higher and shorter format. Given the divided views of the panel, Council ultimately needed to make the decision about the best approach, with the decision being to support a higher and shorter shed, which had slightly more support from panel members, and which would have a smaller footprint and allow more views through the site.</p> <p>The St Kilda Marina Site Brief translated the community panel recommendations into the following:</p> <ol style="list-style-type: none"> <li>1. Dry Storage Facility to be a maximum of 15m high.</li> <li>2. Dry Storage Facility to be a maximum of 6,500sqm in footprint area, up to a maximum building width of 40m with a total maximum volume of 97,500m<sup>2</sup></li> <li>3. Dry Storage Facility does not obstruct view lines as defined in the Site Brief.</li> </ol> <p>These requirements listed in the Site Brief, reflect what was outlined in the Community Panel Process Outcomes Report attached to the Community Engagement Report dated April 2019. The proposal meets all the requirements.</p> <p>It should be noted that buildings were also to be located within certain defined envelopes on the site.</p> <p>In terms of impact on sight lines, key views through and to the site have been protected. Important views were debated and defined by the Community Panel and Council. This resulted in defined key views to be protected, which in turn shaped the building envelopes (areas within which building can be placed). A wider lower shed would have blocked more of the views through the site than a taller shed. The height of buildings has limited impact on views through the site when viewed from ground level.</p> <p><b>Public Boat Launch, Associated Facilities and Congestion</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage</p>

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			<p>with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> <li>2. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>3. Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>4. Provides additional channel width for existing boat traffic.</li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas</p> <p><b>Marina Footprint – Boat Storage Capacity</b></p> <p>Depending on the size and type of vessel, there are approximately 170 leasable wet berth spaces, approximately 30% of which are currently unoccupied. When reconfigured to significantly improve accessibility and the functionality of the harbour, the new wet berths must be designed to comply the Australian Standards, resulting in the consumption of</p>

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			<p>more space in the harbour per wet berth to accommodate the requirements resulting in overall less numbers of berths. The total number of leasable wet berths will be between 80 and 90 berths, subject to detailed design. The numbers of new wet berths are constrained by the harbour area, and requirements to achieve certain dimensions as required by the recently adopted Australian Standard 3692:2020 for Design of Marinas.</p> <p>In terms of dry storage capacity, currently there are approximately 168 boat and trailer spaces (hard stand) and 135 dry dock spaces for boats and jet skis (totalling 303 spaces), some of which are currently unoccupied. The new dry stack building is proposed to include 300 dry boat storage spaces. The lease includes the possibility for a Stage 2 which expands the dry storage capacity to 400. This will be subject to a market demand study that demonstrates the need, and Council approval will need to be obtained.</p> <p>Based on the above, the extent of boats stored at the site should maintain the ambience of a Marina.”</p> <p><b>Rough Sleepers on the Peninsula</b></p> <p>The proposed tenant will be responsible for the overall management of the site including required surveillance and security to manage any challenges that may arise from the community. Council also works closely with VicPol on the policing of the municipality. We anticipate that more people accessing the site combined with new modern facilities and commercial spaces with active frontages and security measures will provide greater passive surveillance than the current situation.</p> <p><b>Destruction of an Existing Society (trailable yacht community)</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with only approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p>

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16	Member of MTYC, with boat stored at SKM	<ul style="list-style-type: none"> <li>• There is much to like about the marina updated proposal and I agree it's good to include as many people as possible to enjoy the area.</li> <li>• Redevelopment of the Hard Stand preventing storage of Trailable Yachts affects the ability to effectively continue this sport.</li> <li>• Storage with mast up is about quick and safe access to the water – dry storage of these boats does not allow for this, and is costly.</li> <li>• Rigging the boat on the water is dangerous – better to do it on land with more spaces available.....and how will de-rigging work?</li> <li>• St Kilda Marina is the centre for trailer sailing in Melbourne, and elements of the sport will be discontinued if</li> </ul>	<p><b>Redevelopment of Hard Stand Storage and Use of the Peninsula</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for recreation.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p>

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		<p>facilities for trailer sailors cannot be accommodated.</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations, other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Public Boat Launch, Associated Facilities and Congestion</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p><b>Destruction of an Existing Society (trailable yacht community)</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development will cater for the launching of a variety of vessels.</p>

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			The Club has reported that it has 140 members, with only approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.
17	Owner of a Trailable Yacht	<ul style="list-style-type: none"> <li>Bridge development impact on Trailable Yacht use of the harbour and diminish the diversity of boats that could use the Marina.</li> </ul>	<p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
18	Members of MTYC, with boat stored at SKM	<ul style="list-style-type: none"> <li>Redevelopment of the Hard Stand preventing storage of Trailable Yachts affects the ability for MTYC to effectively continue this sport and prevents the “Men’s Shed” get together. It will lead to the demise of the club.</li> <li>Storage with mast up is about quick and safe access to the water</li> <li>Community participation – the concept drawings of a</li> </ul>	<p><b>Redevelopment of Hard Stand Storage and Use of the Peninsula</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for recreation.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much</p>



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		<p>large shed and extent of parking is contrary to community input provided. Many participants expressed concern over the removal of hard stand – why has it been removed?</p> <ul style="list-style-type: none"> <li>• Community engagement report stated removing the need for hard stand storage received the lowest levels of support.</li> <li>• Trailable yacht owners are being discriminated against. Asks for a small portion of hardstand to be made available.</li> <li>• Bridge development impact on Trailable Yacht and other larger boat (including coast guard boats) use of the harbour if the bridge is not high enough.</li> </ul>	<p>more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Discontinuation of Activities of the MYTC Club (including “Men’s Shed” or “Men on Boats”)</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development and will cater for the launching of a variety of vessels.</p>

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			<p>The Club has reported that it has 140 members, with approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
19	Members of MTYC, with boat stored at SKM	<ul style="list-style-type: none"> <li>Possible pollution of beach at the peninsula and unsafe for public.</li> <li>Redevelopment of the Hard Stand preventing storage of Trailable Yachts affects the ability to effectively continue this sport (and impacts on the social element)</li> </ul>	<p><b>Environmental Impacts to the Site - Pollution and Sailing v Powerboating</b></p> <p>The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures.</p> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council’s Sustainability targets are captured through various</p>

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		<ul style="list-style-type: none"> <li>Storage with mast up is about quick and safe access to the water</li> <li>The redevelopment is discriminating against boat owners who cannot afford a keel boat or motor boat.....and sail boats are more environmentally friendly than motor boats.</li> </ul>	<p>design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to <u>waste management systems (including to avoid pollution)</u>, low carbon, energy and water efficient building design and operations, bicycle facilities to exceed 5 Star Green Star, and Site predominantly powered by 100% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>The proposal for the site also enables not only the storage of a diversity of vessels (those that use petrol or not e.g. small craft) but increases the opportunity for a range of other sustainable uses unrelated to boating.</p> <p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p>

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			<p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Discrimination Against Boat Owners Who Can't Afford a Keel or Motorboat</b></p> <p>The Site Vision (<i>A special place on the foreshore <u>for everyone</u> that welcomes a diversity of sustainable uses anchored by a working marina</i>) and Objectives has guided the development of the criteria for the site which in turn guided the assessment of proposals for the site against the criteria.</p>

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			<p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for access and recreation.</p> <p>Trailable Yacht owners are welcome to use the site. Upgraded public boat launch and car and trailer parking will be provided as amenities to support a range of boating.</p> <p>In terms of fee structure for use of existing storage facilities the proposed operator/tenant has advised that the costs of leasing a dry berth or a wet berth at the Marina are expected to be competitive with similar facilities around Port Phillip.</p> <p><b>Discontinuation of Trailable Yacht Sport at the Marina</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development and will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p>
20	Hartley Yacht Club Committee – with Trailable Yacht Membership	<ul style="list-style-type: none"> <li>• Opposed to the construction of the bridge as it will prevent access to and use of the St Kilda Marina, particularly for a number of events listed.</li> <li>• SKM is the only safe, all weather harbour on</li> </ul>	<p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>

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		<p>Port Phillip Bay's eastern side that is suitable for trailable yachts. Concerned that the redevelopment will affect the future of the club.</p>	
21		<ul style="list-style-type: none"> <li>• Agrees that the Marina requires upgrade. However:</li> <li>• Opposed to the construction of the bridge as it will prevent access to and use of the St Kilda Marina.</li> <li>• SKM is the only safe, all weather harbour on Port Phillip Bay's eastern side that is suitable for trailable yachts.</li> </ul>	<p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
22	<p>Member of Trailable Yacht Club (likely MTYC). Travels with boat to SKM</p>	<ul style="list-style-type: none"> <li>• Supports 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.</li> </ul>	<p><b>Re-purposing of the Site for Non-Marina Uses</b></p> <p>The St Kilda Land Act 1965 (the legislation governing the site) reserves the site for public recreation. The Act states the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends</p>

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	<p><b>Submission heard at Council meeting on 2 September 20</b></p>	<ul style="list-style-type: none"> <li>The redevelopment will impact on the safety as a Marina, noting that by law it should be a marina without 50% re-purposed for non-marina uses.</li> <li>Currently SKM is the safest launching and retrieval site.</li> <li>Requests redesign as to facilitate Trailable Yacht rigging and retrieval</li> <li>The public ramp and the 2 pontoons - Trailable yachts cannot be launched or retrieved from the middle of the ramp. Request retention of 2 pontoons to facilitate this.</li> <li>Rigging and de-rigging area and the trailer car park – not enough for the boating community at this marina, Address through increases in</li> </ul>	<p>in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p> <p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>All areas of the municipality’s foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>“A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina”</i>. A purpose of the site is as a marina serving the boating community.</p> <p><b>Safety of the Marina Facilities</b></p> <p>A key intent of the redevelopment of the Marina facilities on the site was to improve safety and functionality. A number of the design criteria in the Site Brief specified safety and functionality as mandatory requirements citing that design should be in accordance with the Australian Standards for Marina design (AS3962-2001, now AS 3962-2020).</p> <p><b>Public Boat Launch and Associated Facilities – For Safe Rigging, Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through</p>

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		<p>space for trailer car park.</p>	<p>Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> <li>2. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>3. Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>4. Provides additional channel width for existing boat traffic.</li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas.</p>
23	Commander – Coast Guard St Kilda	<ul style="list-style-type: none"> <li>• Supporting MTYC submission by requesting plans to be changed to allow for the inclusion of space (hardstand) for the Club to continue storing their boats so that they can continue their sailing activities at the Marina.</li> </ul>	<p>Council would like to thank the Australian Volunteer Coast Guard for their support of the Marina users specifically, and more generally the users of the Bay.</p> <p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p>



No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
		<ul style="list-style-type: none"> <li data-bbox="421 284 701 523">Suggests the club has had minimal incidents, with little requirement from AVCG and the sport is environmentally friendly.</li> </ul>	<p data-bbox="734 284 2130 384">Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p data-bbox="734 411 2114 560">Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p data-bbox="734 587 2141 687">Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p data-bbox="734 715 2119 815">It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p data-bbox="734 842 2107 959">Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p data-bbox="734 986 2130 1134">Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p data-bbox="734 1161 2152 1310">While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p>

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			<p><b>Environmental Impacts to the Site - Sailing v Powerboating</b></p> <p>The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures.</p> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council's Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>The proposal for the site also enables not only the storage of a diversity of vessels (those that use petrol or not e.g. small craft) but increases the opportunity for a range of other sustainable uses unrelated to boating.</p>
24	Member of Yachting Australia and MTYC	<ul style="list-style-type: none"> <li>Yachts are excluded due to lack of storage space for yachts. Other yacht clubs in the area do not offer off-water facilities for trailable yachts.</li> </ul>	<p><b>Size and Design of the Dry Storage Shed</b></p> <p>This site was originally reclaimed for the purpose of creating a harbour for a marina. A core objective underpinning the recently developed Site Vision and Objectives for the site, is to retain the working marina. This means that the marina needs to be upgraded to a contemporary standard and meet the needs of the current and future market.</p> <p>The consultation and Site Brief set out to create a better balance of uses on the site between public access and use, and boat storage. It is important to note that even with the enlarged shed, buildings will still occupy only a small percentage</p>

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		<ul style="list-style-type: none"> <li>• Opposed to the big white storage boxes, plain ugly.</li> <li>• Storing boats stacked in a big box does not create a “working marina” look. It looks more like a cargo facility.</li> <li>• There look to be fewer launching ramps than currently.</li> <li>• 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!</li> <li>• The proposed promenade takes visitors beside the two big boxes thus halving a decent view.</li> <li>• There seems to be far less short-term dock space for boats to prepare after</li> </ul>	<p>of site. Moving more boats into a consolidated boat storage facility (approximately 165 more than the current capacity) will mean more of the site is available for other uses including recreation and an enhanced natural environment.</p> <p>There was much discussion and debate by the Community Panel about the appropriate height and size of the shed, with a significant divide in opinion and slightly more support for a higher and shorter format. Given the divided views of the panel, Council ultimately needed to make the decision about the best approach, with the decision being to support a higher and shorter shed, which had slightly more support from panel members, and which would have a smaller footprint and allow more views through the site. The St Kilda Marina Site Brief translated the community panel recommendations into the following:</p> <ol style="list-style-type: none"> <li>1. Dry Storage Facility to be a maximum of 15m high.</li> <li>2. Dry Storage Facility to be a maximum of 6,500sqm in footprint area, up to a maximum building width of 40m with a total maximum volume of 97,500m<sup>2</sup></li> <li>3. Dry Storage Facility does not obstruct view lines as defined in the Site Brief.</li> </ol> <p>These requirements listed in the Site Brief, reflect what was outlined in the Community Panel Process Outcomes Report attached to the Community Engagement Report dated April 2019. The proposal meets all the requirements.</p> <p>In terms of impact on sight lines, key views through and to the site have been protected. Important views were debated and defined by the Community Panel and Council. This resulted in defined key views to be protected, which in turn shaped the building envelopes (areas within which building can be placed). A wider lower shed would have blocked more of the views through the site than a taller shed. The height of buildings has limited impact on views through the site when viewed from ground level.</p> <p>In terms of the design of the proposed tenant has include a number of design features to create interest and appeal. These include but are not limited to a combination of high quality façade materials including transparent surfaces at ground level and key points on the façade to reveal the workings of the marina, create activated frontage and articulation in the cladding surface to provide relief from the one surface including a zig zag pattern as a nod to the Heritage of the site and the current dry store building design.</p> <p>Please refer to <a href="#">St Kilda Marina project update - new long-term lease (PDF 2 MB)</a> for more information about the design.</p>

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		<p>launching. All boats need this when first launched.</p> <ul style="list-style-type: none"> <li>Concerned the redevelopment sole focus is on the financial side and increasing rental.</li> </ul>	<p><b>Fewer Ramps</b></p> <p>The public boat ramp and associated facilities will be upgraded as part of the redevelopment. The proposed design for the peninsula does not require the ramps that are currently in place.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> <li>Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>Provides additional channel width for existing boat traffic.</li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas.</p> <p><b>Financial Offer Represents a Commercial Focus</b></p> <p>While the financial offer effectively triples the current income, this does not represent a commercial focus for the site. A market rent valuation for the site as it currently stands under the existing lease estimated the market rent as approximately \$850,000. The rent currently received is well under market value (a hangover from the lease developed in 50 years ago).</p> <p>It should also be noted that as part of the evaluation process for the proposals for the site the evaluation criteria included financial and non-financial elements. The financial was weighted at 30% while the non-financial elements (design, experience and capability, Corporate Social Responsibility and operations, transition and asset management) were weighted at 70%.</p>

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25	Boating Industry Association of Victoria (BIAV)	<ul style="list-style-type: none"> <li>• Proposal has positive elements but grave concerns surrounding the diminishing of the facility for boating purposes and replacing elements with walking paths and wider public amenities.</li> <li>• Halving of wet berths - BIAV remains unsure as to whether enough has been done to expand the wet-berth space and provide more opportunity.</li> <li>• Removal of outdoor hardstand space – this represents a backward step for a boating specific facility. The peninsula should be reserved for boat space not a walking path as the remainder of the coastline provides public walking space.</li> <li>• Multi-use/flexible boat and trailer parking – concern for the site</li> </ul>	<p><b>Wet Berth Capacity</b></p> <p>Depending on the size and type of vessel, there are approximately 170 leasable wet berth spaces, approximately 30% of which are currently unoccupied. When reconfigured to significantly improve accessibility and the functionality of the harbour, the new wet berths must be designed to comply the Australian Standards, resulting in the consumption of more space in the harbour per wet berth to accommodate the requirements resulting in overall less numbers of berths. The total number of leasable wet berths will be between 80 and 90 berths, subject to detailed design. The numbers of new wet berths are constrained by the harbour area, and requirements to achieve certain dimensions as required by the recently adopted Australian Standard 3692:2020 for Design of Marinas.</p> <p><b>Redevelopment of Outdoor Hardstand Storage and Reservation of Area for Boat Space</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p>

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		<p>being preserved as a premier boating facility and destination.</p> <ul style="list-style-type: none"> <li>Inclusion of a bridge - Whilst the bridge concept is not yet finalised and only provisions for CoPP to include it later have been advised the inclusion could be of severe detriment to boating. Mast up yachts and motor boats with tall fly-bridges may become precluded from the site.</li> </ul>	<p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored (as confirmed by MYTC) with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Multi-use/flexible Car and Trailer Parking</b></p> <p>The flexible approach to the use of the car and trailer carpark is intended to be implemented outside peaking boating periods. The St Kilda Marina Site Brief includes a mandatory criterion that on grade carpark infrastructure is to be design for <u>temporary</u> activation <u>off-season</u> and incorporate soft landscaping. The intent is not to impact boating and the multi-use of the carparking areas will be monitored to ensure it does not.</p> <p>All areas of the municipality's foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>"A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina"</i>.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further</p>

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			<p>planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
26	Boat owner with boat stored at SKM	<ul style="list-style-type: none"> <li>Concerned that the primary purpose of the site as a marina has been diminished due to the reduction (halving) in wet berth storage from the present Marina layout. It should be increased.</li> <li>If this is the case, would this mean that our yearly fees would double?</li> </ul>	<p><b>Wet Berth Capacity and Purpose of the Site as a Marina</b></p> <p>Depending on the size and type of vessel, there are approximately 170 leasable wet berth spaces, approximately 30% of which are currently unoccupied. When reconfigured to significantly improve accessibility and the functionality of the harbour, the new wet berths must be designed to comply the Australian Standards, resulting in the consumption of more space in the harbour per wet berth to accommodate the requirements resulting in overall less numbers of berths. The total number of leasable wet berths will be between 80 and 90 berths, subject to detailed design. The numbers of new wet berths are constrained by the harbour area, and requirements to achieve certain dimensions as required by the recently adopted Australian Standard 3692:2020 for Design of Marinas.</p> <p>The St Kilda Land Act 1965 (the legislation governing the site) reserves the site for public recreation. <b>The Act</b> states the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p> <p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>All areas of the municipality's foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved</p>

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			<p>economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>“A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina”</i>. A purpose of the site is as a marina serving the boating community.</p> <p><b>Future Fees</b></p> <p>The proposed operator/tenant has advised that the costs of leasing a dry berth or a wet berth at the Marina are expected to be competitive with similar facilities around Port Phillip. The setting of prices by the marina operator will be subject to further assessments as transition to the redeveloped marina occurs, noting that the proposed new lease is scheduled to commence in May 2022.</p> <p>For information about the current fees at the St Kilda Marina, please refer to St Kilda Marina web-site <a href="#">here</a> and/or contact the operators directly.</p>
27	Trailable yacht supporter	<ul style="list-style-type: none"> <li>• Opposed to bridge as this would prevent trailer-sailer yachts from using the facility.</li> <li>• 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</li> </ul>	<p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
28	Unchain	<ul style="list-style-type: none"> <li>• Non-compliant marina berths - Given that</li> </ul>	<p><b>Purchase and Use of Existing Wet Berths</b></p>



No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
		<p>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 (for a cost of \$620K)? What due diligence was undertaken? Was CoPP aware of the reviewing of AS 3962-2001 for marina berths?</p> <ul style="list-style-type: none"> <li>• Contamination - will the City of Port Phillip be required to pay for decontamination, or will the existing tenant be required to pay?</li> <li>• Infrastructure Costs - What new and ongoing infrastructure will the City of Port Phillip be required to undertake at the city's cost?</li> <li>• Full BOM weather station - Given the tourist role of St Kilda, it would be useful to</li> </ul>	<p>A detailed asset condition assessment of the wet berth infrastructure was undertaken. This included subsurface investigations of the pylons using an underwater drone and detailed visual assessment of the pontoons. The condition was described as 'Good' with an estimated useful life of 48 years. The rating 'good' means the asset is very well maintained and in a sound condition and it exceeds minimum performance specification standards.</p> <p>CoPP is aware of the AS 3962-2001 (now AS 3962-2020) for the Design of Marinas which includes components with guidelines for wet berth design. The existing wet berths are currently being used and may continue to be used in their current configuration until such time as the proposed tenant undertakes the redevelopment. The proposed tenant has confirmed that the new wet berth design will comply with this Standard.</p> <p><b>Soil Contamination</b></p> <p>Several lease conditions have been included that outline a process for investigating soil contamination, sharing costs of the investigation and the impacts, managing the impacts through reviewing the design and, if the impacts of contamination are considered unacceptable by either party including the magnitude of cost, a condition allows for a partnership arrangement to source funding, and, if unsuccessful, termination of the lease. In terms of the sharing of costs of remediation, it was agreed that Council, as Landlord, would pay 75% and tenant would pay 25% of the costs with Council's contribution capped at \$750,000. Conditions are also included to address remediation requirements by the current service station sub-tenant (BP).</p> <p>The tenant under the proposed lease will be responsible for managing the site to avoid contamination through an environmental management plan. Any contamination caused will need to be remediated by the tenant.</p> <p><b>Contribution by City of Port Phillip to the Cost of Infrastructure</b></p> <p>As part of the proposed new long-term lease arrangement, Council is not obligated to commit any funds to the proposed redevelopment.</p> <p>There are provisions in the new long-term lease and in the design concept to enable the construction of a bridge at a future date. Should a decision be made to include a bridge, this will need to be funded by the Council.</p> <p><b>Bureau of Meteorology (BOM) Weather Station</b></p>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
		have a full weather station information.	The weather station is outside the scope of the lease for the St Kilda Marina. Direct contact with the Bureau of Meteorology (BOM) is suggested.
29	MYTC Member and user of SKM	<ul style="list-style-type: none"> <li>• Limited area for rigging particularly during events.</li> <li>• Storage for mast up yachts is a benefit for general yachting community</li> <li>• SKM is key to maintaining club connections</li> <li>• 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.</li> <li>• Bridge – require a height at least 12m to give clearance for mast up yachts</li> <li>• The peninsula area is out of the way and will promote a ‘dead area’ for rough sleepers and camper vans. There is</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts and Use of the Peninsula</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored</p>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
		<p>sufficient foreshore space elsewhere.</p> <ul style="list-style-type: none"> <li>• Size of dry sheds, particularly height will block views.</li> <li>• Money grabbing exercise</li> </ul>	<p>in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Public Boat Launch and Associated Facilities for Rigging, Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> <li>2. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>3. Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> </ol>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
			<p>4. Provides additional channel width for existing boat traffic.</p> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Rough Sleepers and Campers on the Peninsula</b></p> <p>The proposed tenant will be responsible for the overall management of the site including required surveillance and security to manage any challenges that may arise from the community. Council also works closely with VicPol on the policing of the municipality. We anticipate that more people accessing the site combined with new modern facilities and commercial spaces with active frontages and security measures will provide greater passive surveillance than the current situation.</p> <p><b>Size of the Dry Storage Shed and Impact on Sight Lines</b></p> <p>This site was originally reclaimed for the purpose of creating a harbour for a marina. A core objective underpinning the recently developed Site Vision and Objectives for the site, is to retain the working marina. This means that the marina needs to be upgraded to a contemporary standard and meet the needs of the current and future market.</p> <p>The consultation and Site Brief set out to create a better balance of uses on the site between public access and use, and boat storage. It is important to note that even with the enlarged shed, buildings will still occupy only a small percentage</p>

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			<p>of site. Moving more boats into a consolidated boat storage facility (approximately 165 more than the current capacity) will mean more of the site is available for other uses including recreation and an enhanced natural environment.</p> <p>There was much discussion and debate by the Community Panel about the appropriate height and size of the shed, with a significant divide in opinion and slightly more support for a higher and shorter format. Given the divided views of the panel, Council ultimately needed to make the decision about the best approach, with the decision being to support a higher and shorter shed, which had slightly more support from panel members, and which would have a smaller footprint and allow more views through the site.</p> <p>The St Kilda Marina Site Brief translated the community panel recommendations into the following:</p> <ol style="list-style-type: none"> <li>1. Dry Storage Facility to be a maximum of 15m high.</li> <li>2. Dry Storage Facility to be a maximum of 6,500sqm in footprint area, up to a maximum building width of 40m with a total maximum volume of 97,500m<sup>2</sup></li> <li>3. Dry Storage Facility does not obstruct view lines as defined in the Site Brief.</li> </ol> <p>These requirements listed in the Site Brief, reflect what was outlined in the Community Panel Process Outcomes Report attached to the Community Engagement Report dated April 2019. The proposal meets all the requirements.</p> <p>In terms of impact on sight lines, key views through and to the site have been protected. Important views were debated and defined by the Community Panel and Council. This resulted in defined key views to be protected, which in turn shaped the building envelopes (areas within which building can be placed). A wider lower shed would have blocked more of the views through the site than a taller shed. The height of buildings has limited impact on views through the site when viewed from ground level.</p> <p><b>Financial Offer Represents a Commercial Focus</b></p> <p>While the financial offer effectively triples the current income, this does not represent a commercial focus for the site. A market rent valuation for the site as it currently stands under the existing lease estimated the market rent as approximately \$850,000. The rent currently received is well under market value (a hangover from the lease developed in 50 years ago).</p>

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			It should also be noted that as part of the evaluation process for the proposals for the site the evaluation criteria included financial and non-financial elements. The financial was weighted at 30% while the non-financial elements (design, experience and capability, Corporate Social Responsibility and operations, transition and asset management) were weighted at 70%.
30	SKM wet berth tenant	<ul style="list-style-type: none"> <li>• Seemingly severe reduction of the footprint for use by most Marina participants – commercial tenants and boat owners alike, particularly the wet berth reduction (close to 50%)</li> <li>• Rather than a Marina with suitable public amenity, the new plan is a public amenity with a Marina tacked on. I thought the whole idea was to give the community a world class Marina</li> <li>• Decrease in use of hospitality resulting from the reduced Marina footprint, particularly in winter.</li> </ul>	<p><b>Marina Footprint – Boat Storage Capacity</b></p> <p>Depending on the size and type of vessel, there are approximately 170 leasable wet berth spaces, approximately 30% of which are currently unoccupied. When reconfigured to significantly improve accessibility and the functionality of the harbour, the new wet berths must be designed to comply the Australian Standards, resulting in the consumption of more space in the harbour per wet berth to accommodate the requirements resulting in overall less numbers of berths. The total number of leasable wet berths will be between 80 and 90 berths, subject to detailed design. The numbers of new wet berths are constrained by the harbour area, and requirements to achieve certain dimensions as required by the recently adopted Australian Standard 3692:2020 for Design of Marinas.</p> <p>In terms of dry storage capacity, currently there are approximately 168 boat and trailer spaces (hard stand) and 135 dry dock spaces for boats and jet skis (totalling 303 spaces), some of which are currently unoccupied. The new dry stack building is proposed to include 300 dry boat storage spaces. The lease includes the possibility for a Stage 2 which expands the dry storage capacity to 400. This will be subject to a market demand study that demonstrates the need, and Council approval will need to be obtained.</p> <p><b>Purpose of the Site as a Marina</b></p> <p>The St Kilda Land Act 1965 (the legislation governing the site) reserves the site for public recreation. The Act states the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
			<p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>All areas of the municipality’s foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>“A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina”</i>. A purpose of the site is as a marina serving the boating community.</p> <p><b>Hospitality Functions</b></p> <p>Restaurant/hospitality facilities have always been part of the St Kilda Marina site and are an essential element of a vibrant, inviting and engaging marina precinct.</p> <p>The Riva site has been re-visioned to serve as a dynamic hub for social activity at the site – both for marina members, the boating community and the broader public. Opening the site to the public adds a dramatic new dimension to a previously closed and uninviting site.</p> <p>The east and north edges of the marina have been liberated from the chain mail constraints of secure operation and opened to the public – both on foot and from the water with day berths along those edges – all designed to drive more points of activation and interest and draw new and existing visitors to the site.</p> <p>Activation of the site is seen as an essential element of elevating the site into a vibrant marina precinct – drawing the public into the site and transforming a previously closed and uninviting site into an open and inviting venue for a much larger audience to interact with and build the boating community. The proposed tenant is committed to operating a thriving, commercially viable marina and expects to use the available facilities to create the most dynamic and engaging marina on Port Phillip.</p>
31	Commodore - Melb Yacht Trailable Yacht Club	<ul style="list-style-type: none"> <li>Engagement process – completion of HYS survey in 2018, including view that</li> </ul>	<p><b>Opportunities Provided for Community Engagement</b></p>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
	<p>+ attachment by Australian Sailing</p> <p><b>Submission heard at Council meeting on 2 September 20</b></p>	<p>hardstand should remain and diverse storage options should be maintained – how has this been incorporated?</p> <ul style="list-style-type: none"> <li>• Why were members not kept informed after they ticked the box?</li> <li>• Two key aspects of the proposed redevelopment that, will negatively impact the club: Redevelopment of the current hard stand into car parking, Installation of a bridge over the entrance to the marina</li> <li>• Not inclusive of trailable yachts and excludes a community of people who use the Marina as a base for events and for social connection – it's not just about boat storage.</li> </ul>	<p>Extensive consultation was undertaken during Stage 2 (Setting the Vision and Objectives) and Stage 3 (Setting the Parameters i.e. The St Kilda Marina Site Brief) of the project with the aim of reaching specific and diverse local and broader input.</p> <p>As part of Stage 2, Setting the Vision and Objectives, between 30 April and 30 May 2018, feedback was sought from the community on the draft vision and objectives including any big ideas for how to make St Kilda Marina a great place. This occurred via community pop up sessions at the St Kilda Esplanade Market and the Elwood retail precinct on Ormond Road, as well as an Open Day at the Marina. The community were notified of these events via Council's project web page, letter box drops to the surrounding area (approx. 6k-7k people), a media release on 14 May 2018, social media blasts via Facebook and Twitter, and an email update to interested parties (Council's website provided information on how to be included in these email updates). 425 community members actively participated via the face-to-face events (the two community pop-up sessions, a Community Open Day at the St Kilda Marina, with arranged walk throughs of the Marina, and a Community drop-in session) or via the online survey tool available via Council's <i>Have Your Say</i> page</p> <p>Stage 2 also involved intercept surveys / public life surveys undertaken at the site on 3 days, over 4 distinct time periods, nearing peak season (December 2017). Site observations were undertaken Friday December 5th 7:30am-9:30am and 10:30- 12:30pm, Sunday December 17th 1-3pm and Wednesday December 20th 5:30-7:30pm. These involved both observations of users' behaviour on the site and in person surveys. The report can be found <a href="#">here - St Kilda Marina Place Assessment</a>. The purpose of these surveys was to facilitate the development of the <a href="#">St Kilda Marina Project Opportunities And Constraints Final (5.1 MB)</a> which would inform the engagement process to establish the Site Vision and Objectives.</p> <p>As part of determining the design criteria for the site (Stage 3), between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part (excluding those identified as having an economic interest in the site). An online expression of interest form was available on Council's <i>Have Your Say</i> St Kilda Marina project page, at the community pop-ups during Stage Two engagement and in Council's newsletter, <i>Diversity</i>.</p> <p>During Stage 3, a survey was issued to members of the <b>Marina Industries Association</b> to both create awareness of the project and work being undertaken to develop design parameters for the site, and to obtain feedback from marina</p>



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		<ul style="list-style-type: none"> <li>• The plans can hardly be described as diverse or sustainable when it provides much more storage for motor boats and none for environmentally friendly sailing boats.</li> <li>• Requesting 20 hard stand positions for their yachts</li> </ul>	<p>industry experts, clubs and commercial marinas operators on key areas of progressive and sustainable marinas. 14 members completed this survey.</p> <p>Also, as part of Stage 3, between 21 September and 7 October 2018, the broader community was invited to participate in the project via an online survey. 368 people completed the survey online.</p> <p>The survey was promoted through a range of channels to attract Marina users including private boat owners and public boat ramp users (signage was placed at the Marina in 11 locations and in the surrounding area including Peanut Farm Reserve from 24 September 2018 through the period of the survey), community groups, clubs and trader associations, local businesses and social media blasts.</p> <p>Two community drop-in sessions were held in June 2019 following the endorsement of the Site Brief by Council where community could discuss the planning process, procurement process and the Site Brief with the project team.</p> <p>Throughout the project a range of engagement opportunities were provided to accommodate the differing needs of the community and a range of techniques used to provide different options for people to contribute.</p> <p><b><i>Have Your Say Survey – Consideration of Input and Request to be Kept Informed</i></b></p> <p>During the development of the St Kilda Marina Site Brief, a 23 member community panel was convened to assist in the development of design criteria for the site. In addition to this the broader community was invited through a <i>Have Your Say</i> survey to provide their input (425 people participated).</p> <p>Feedback was provided in relation to dry boat storage and removal of hardstand storage on the peninsula. While Increasing dry boat storage to remove the need for hard stand boat storage received the lowest levels of support (46 per cent), half the Panel members who completed the survey (50 per cent, 11 of 22) were comfortable or very comfortable with the peninsula open space criteria. The broader community was asked to indicate their level of support for several open space ideas that were discussed by the Community Panel. Overall, respondents supported the two key ideas:</p> <ul style="list-style-type: none"> <li>○ open the peninsula for public access (66 per cent support)</li> <li>○ provide public space for events and activation (56 per cent support)</li> </ul> <p>This lead to the approach taken in the St Kilda Marina Site Brief to the peninsula. It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large</p>

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			<p>areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>This <i>Have Your Say</i> survey conducted with the broader community included a question asking if people would like to be kept up to date about the St Kilda Marina Project and other projects on <i>Have Your Say</i>. Unfortunately, a process omission resulted in the contact details of those who nominated to be kept informed failing to be transferred to our St Kilda Marina project database. We thank you for bringing this to our attention during this statutory exhibition process and sincerely apologise for this oversight. We have now reviewed and updated our processes to ensure this does not happen again.</p> <p>It should, however, be noted that members of the Melbourne Trailable Yacht Club including the Commodore were on the interested parties database. The Commodore was added to our database as requested via our project email in September 2018 and, therefore, should have received all project updates via email. Since September 2018 we have sent over 30 emails to our project database.</p> <p>In addition, Council's website has included an email and phone number to contact the project team for more information and subscribe for project updates throughout the entire process commencing in 2017.</p> <p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts and Diversity of Storage Options</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much</p>

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			<p>more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p>It is a mandatory requirement of the Site Brief to expand the range of storage facilities to support small craft with the provision of a safe launching area. The redevelopment meets this requirement.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly</p>

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			<p>use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Environmental Impacts to the Site - Sailing v Powerboating</b></p> <p>The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures.</p> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council's Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>The proposal for the site also enables not only the storage of a diversity of vessels (those that use petrol or not e.g. small craft) but increases the opportunity for a range of other sustainable uses unrelated to boating.</p> <p><b>Exclusion of the Trailable Yacht Community</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat</p>

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			<p>launch facility which still requires a level of detailed design development will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with only approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p>
32	<p>Not specified but appears to be a member of MTYC</p> <p><b>Submission heard at Council meeting on 2 September 20</b></p>	<ul style="list-style-type: none"> <li>Engagement / Consultation - Not been kept up to date on process, and the outcome has alienated a community of people that have been using the Marina.</li> <li>Users of the Marina should be project partners not stakeholders.</li> <li>While responses were provided by trailable yacht owners that the hardstand should not be removed, these appear to have been ignored.</li> <li>Removal of the hardstand open boat storage area – the re-purposing is a grab of land that was original</li> </ul>	<p><b>Opportunities Provided for Community Engagement Including Users of the Marina</b></p> <p>Extensive consultation was undertaken during Stage 2 (Setting the Vision and Objectives) and Stage 3 (Setting the Parameters i.e. The St Kilda Marina Site Brief) of the project with the aim of reaching specific and diverse local and broader input.</p> <p>As part of Stage 2, Setting the Vision and Objectives, between 30 April and 30 May 2018, feedback was sought from the community on the draft vision and objectives including any big ideas for how to make St Kilda Marina a great place. This occurred via community pop up sessions at the St Kilda Esplanade Market and the Elwood retail precinct on Ormond Road, as well as an Open Day at the Marina. The community were notified of these events via Council’s project web page, letter box drops to the surrounding area (approx. 6k-7k people), a media release on 14 May 2018, social media blasts via Facebook and Twitter, and an email update to interested parties (Council’s website provided information on how to be included in these email updates). 425 community members actively participated via the face-to-face events (the two community pop-up sessions, a Community Open Day at the St Kilda Marina, with arranged walk throughs of the Marina, and a Community drop-in session) or via the online survey tool available via Council’s <i>Have Your Say</i> page</p> <p>Stage 2 also involved intercept surveys / public life surveys undertaken at the site on 3 days, over 4 distinct time periods, nearing peak season (December 2017). Site observations were undertaken Friday December 5th 7:30am-9:30am and 10:30- 12:30pm, Sunday December 17th 1-3pm and Wednesday December 20th 5:30-7:30pm. These involved both observations of users’ behaviour on the site and in person surveys. The report can be found <a href="#">here - St Kilda Marina Place Assessment</a> .</p> <p>The purpose of these surveys was to facilitate the development of the <a href="#">St Kilda Marina Project Opportunities And Constraints Final (5.1 MB)</a> which would inform the engagement process to establish the Site Vision and Objectives.</p>

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		<p>created for the Marina/ boating community.</p> <ul style="list-style-type: none"> <li>• Emphasised that the trailable boats cannot be stored in dry stack. There are very few public marina facilities in metropolitan Melbourne that accommodate trailable yachts – don't take this function away.</li> <li>• The Civic Heart - This key space must be kept primarily to serve the function of a public boat ramp facility in the Marina. The spatial requirements for boat preparation should be considered.</li> </ul>	<p>As part of determining the design criteria for the site (Stage 3), between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part (excluding those identified as having an economic interest in the site). An online expression of interest form was available on Council's <i>Have Your Say</i> St Kilda Marina project page, at the community pop-ups during Stage Two engagement and in Council's newsletter, <i>Divercity</i>.</p> <p>During Stage 3, a survey was issued to members of the <b>Marina Industries Association</b> to both create awareness of the project and work being undertaken to develop design parameters for the site, and to obtain feedback from marina industry experts, clubs and commercial marinas operators on key areas of progressive and sustainable marinas. 14 members completed this survey.</p> <p>Also, as part of Stage 3, between 21 September and 7 October 2018, the broader community was invited to participate in the project via an online survey. 368 people completed the survey online.</p> <p>The survey was promoted through a range of channels to attract Marina users including private boat owners and public boat ramp users (signage was placed at the Marina in 11 locations and in the surrounding area including Peanut Farm Reserve from 24 September 2018 through the period of the survey), community groups, clubs and trader associations, local businesses and social media blasts.</p> <p>Two community drop-in sessions were held in June 2019 following the endorsement of the Site Brief by Council where community could discuss the planning process, procurement process and the Site Brief with the project team.</p> <p>Throughout the project a range of engagement opportunities were provided to accommodate the differing needs of the community and a range of techniques used to provide different options for people to contribute.</p> <p><b><i>Have Your Say</i> Survey – Consideration of Input and Request to be Kept Informed</b></p> <p>During the development of the St Kilda Marina Site Brief, a 23 member community panel was convened to assist in the development of design criteria for the site. In addition to this the broader community was invited through a <i>Have Your Say</i> survey to provide their input (425 people participated).</p> <p>Feedback was provided in relation to dry boat storage and removal of hardstand storage on the peninsula. While Increasing dry boat storage to remove the need for hard stand boat storage received the lowest levels of support (46 per cent), half the Panel members who completed the survey (50 per cent, 11 of 22) were comfortable or very</p>

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			<p>comfortable with the peninsula open space criteria. The broader community was asked to indicate their level of support for several open space ideas that were discussed by the Community Panel. Overall, respondents supported the two key ideas:</p> <ul style="list-style-type: none"> <li>o open the peninsula for public access (66 per cent support)</li> <li>o provide public space for events and activation (56 per cent support)</li> </ul> <p>This led to the approach taken in the St Kilda Marina Site Brief to the peninsula. It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>This <i>Have Your Say</i> survey conducted with the broader community included a question asking if people would like to be kept up to date about the St Kilda Marina Project and other projects on <i>Have Your Say</i>. Unfortunately, a process omission resulted in the contact details of those who nominated to be kept informed failing to be transferred to our St Kilda Marina project database. We thank you for bringing this to our attention during this statutory exhibition process and sincerely apologise for this oversight. We have now reviewed and updated our processes to ensure this does not happen again.</p> <p>It should, however, be noted that members of the Melbourne Trailable Yacht Club including the Commodore were on the interested parties database. The Commodore was added to our database as requested via our project email in September 2018 and, therefore, should have received all project updates via email. Since September 2018 we have sent over 30 emails to our project database.</p> <p>In addition, Council's website has included an email and phone number to contact the project team for more information and subscribe for project updates throughout the entire process commencing in 2017.</p> <p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts and Repurposing of Land for a Marina</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p>

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			<p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for access and recreation.</p> <p>All areas of the municipality's foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>"A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina"</i>.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p>



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			<p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p>It is a mandatory requirement of the Site Brief to expand the range of storage facilities to support small craft with the provision of a safe launching area. The redevelopment meets this requirement.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Public Boat Launch and Associated Facilities for Safe Rigging, Launch and Retrieval, and Interface with the Civic Heart</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>It should be noted that a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p>

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			<p>The Site Brief includes a requirement for a Civic Heart with one key purpose to activate the site by inviting a diversity of patronage. The detailed design development process will address the interface between the Civic Heart and Public Boat Ramp.</p>
33	Trailable yacht owner, user of SKM and MTYC member	<ul style="list-style-type: none"> <li>• Failed Stakeholder and Community Consultation and Feedback</li> <li>• Led to Abolition of mast up hard stand boat storage for trailable yachts, and Dry Stack storage unsuitable for trailable yachts</li> <li>• Inadequate detail on public boat ramp and trailer parking suitability, and</li> <li>• Future bridge consideration rendering the Marina unusable by (trailable) yachts, and</li> <li>• Environmental Outcomes inconsistent with community and Port Phillip vision.</li> </ul>	<p><b>Community Consultation - Opportunities and Input</b></p> <p>Extensive consultation was undertaken during Stage 2 (Setting the Vision and Objectives) and Stage 3 (Setting the Parameters i.e. The St Kilda Marina Site Brief) of the project with the aim of reaching specific and diverse local and broader input.</p> <p>As part of Stage 2, Setting the Vision and Objectives, between 30 April and 30 May 2018, feedback was sought from the community on the draft vision and objectives including any big ideas for how to make St Kilda Marina a great place. This occurred via community pop up sessions at the St Kilda Esplanade Market and the Elwood retail precinct on Ormond Road, as well as an Open Day at the Marina. The community were notified of these events via Council’s project web page, letter box drops to the surrounding area (approx. 6k-7k people), a media release on 14 May 2018, social media blasts via Facebook and Twitter, and an email update to interested parties (Council’s website provided information on how to be included in these email updates). 425 community members actively participated via the face-to-face events (the two community pop-up sessions, a Community Open Day at the St Kilda Marina, with arranged walk throughs of the Marina, and a Community drop-in session) or via the online survey tool available via Council’s <i>Have Your Say</i> page</p> <p>Stage 2 also involved intercept surveys / public life surveys undertaken at the site on 3 days, over 4 distinct time periods, nearing peak season (December 2017). Site observations were undertaken Friday December 5th 7:30am-9:30am and 10:30- 12:30pm, Sunday December 17th 1-3pm and Wednesday December 20th 5:30-7:30pm. These involved both observations of users’ behaviour on the site and in person surveys. The report can be found <a href="#">here - St Kilda Marina Place Assessment</a> .</p> <p>The purpose of these surveys was to facilitate the development of the <a href="#">St Kilda Marina Project Opportunities And Constraints Final (5.1 MB)</a> which would inform the engagement process to establish the Site Vision and Objectives.</p> <p>As part of determining the design criteria for the site (Stage 3), between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part (excluding those identified as having an economic interest in the site). An online expression of interest form</p>

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			<p>was available on Council's <i>Have Your Say</i> St Kilda Marina project page, at the community pop-ups during Stage Two engagement and in Council's newsletter, <i>Diversity</i>.</p> <p>During Stage 3, a survey was issued to members of the <b>Marina Industries Association</b> to both create awareness of the project and work being undertaken to develop design parameters for the site, and to obtain feedback from marina industry experts, clubs and commercial marinas operators on key areas of progressive and sustainable marinas. 14 members completed this survey.</p> <p>Also, as part of Stage 3, between 21 September and 7 October 2018, the broader community was invited to participate in the project via an online survey. 368 people completed the survey online.</p> <p>The survey was promoted through a range of channels to attract Marina users including private boat owners and public boat ramp users (signage was placed at the Marina in 11 locations and in the surrounding area including Peanut Farm Reserve from 24 September 2018 through the period of the survey), community groups, clubs and trader associations, local businesses and social media blasts.</p> <p>Two community drop-in sessions were held in June 2019 following the endorsement of the Site Brief by Council where community could discuss the planning process, procurement process and the Site Brief with the project team.</p> <p>Throughout the project a range of engagement opportunities were provided to accommodate the differing needs of the community and a range of techniques used to provide different options for people to contribute.</p> <p><b><i>Have Your Say</i> Survey – Consideration of Input and Request to be Kept Informed</b></p> <p>During the development of the St Kilda Marina Site Brief, a 23 member community panel was convened to assist in the development of design criteria for the site. In addition to this the broader community was invited through a <i>Have Your Say</i> survey to provide their input (425 people participated).</p> <p>Feedback was provided in relation to dry boat storage and removal of hardstand storage on the peninsula. While Increasing dry boat storage to remove the need for hard stand boat storage received the lowest levels of support (46 per cent), half the Panel members who completed the survey (50 per cent, 11 of 22) were comfortable or very comfortable with the peninsula open space criteria. The broader community was asked to indicate their level of support for several open space ideas that were discussed by the Community Panel. Overall, respondents supported the two key ideas:</p>

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			<ul style="list-style-type: none"> <li>o open the peninsula for public access (66 per cent support)</li> <li>o provide public space for events and activation (56 per cent support)</li> </ul> <p>This lead to the approach taken in the St Kilda Marina Site Brief to the peninsula. It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>This <i>Have Your Say</i> survey conducted with the broader community included a question asking if people would like to be kept up to date about the St Kilda Marina Project and other projects on <i>Have Your Say</i>. Unfortunately, a process omission resulted in the contact details of those who nominated to be kept informed failing to be transferred to our St Kilda Marina project database. We thank you for bringing this to our attention during this statutory exhibition process and sincerely apologise for this oversight. We have now reviewed and updated our processes to ensure this does not happen again.</p> <p>It should, however, be noted that members of the Melbourne Trailable Yacht Club including the Commodore were on the interested parties database. The Commodore was added to our database as requested via our project email in September 2018 and, therefore, should have received all project updates via email. Since September 2018 we have sent over 30 emails to our project database.</p> <p>In addition, Council's website has included an email and phone number to contact the project team for more information and subscribe for project updates throughout the entire process commencing in 2017.</p> <p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p>

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			<p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p>It is a mandatory requirement of the Site Brief to expand the range of storage facilities to support small craft with the provision of a safe launching area. The redevelopment meets this requirement.</p>

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			<p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Public Boat Launch, Parking and Associated Facilities for Safe Rigging, Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>It should be noted that a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p>Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning and prioritise funding. The new lease does include provisions that ensure a bridge is not precluded from being developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Environmental Impacts Outcomes and Alignment with Council</b></p>

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			<p>The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures.</p> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council's Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring.</p> <p>The EMP will need to be updated every five years to and reviewed and approved by Council. This will ensure it continues to align with Council's sustainability policies and targets.</p>
34	SunMaid SunBird Yachting	<ul style="list-style-type: none"> <li>Lack of consideration for hardstand storage – they have been stored at the marina for many years and has been the home for MTYC.</li> <li>SKM has long-served as a safe haven for boat owners confronting adverse</li> </ul>	<p><b>Redevelopment of Hard Stand Storage</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p>

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		<p>weather in the northern end of Port Philip Bay.</p> <ul style="list-style-type: none"> <li>Request for Council to 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.</li> </ul>	<p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p>It is a mandatory requirement of the Site Brief to expand the range of storage facilities to support small craft with the provision of a safe launching area. The redevelopment meets this requirement.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further</p>



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			<p>planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>A Precinct for the Elite</b></p> <p>The Site Vision (<i>A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina</i>) and Objectives has guided the development of the criteria for the site which in turn guided the assessment of proposals for the site against the criteria.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage from boat owners to the general public by offering increased opportunities for access and recreation.</p>
35	<p>Trailable boat owner and user of marina (boat stored off-site). Member of MTYC.</p> <p><b>Submission heard at Council meeting on 2</b></p>	<ul style="list-style-type: none"> <li>Concerned about 50% of the marina being re-purposed for non-marina uses, noting that by law it should be a marina</li> <li>Safety concerns for the launch and retrieval of yachts on the boat ramp – currently not safe, nor is the proposed design.</li> </ul>	<p><b>Purpose of the Site as a Marina</b></p> <p>The St Kilda Land Act 1965 (the legislation governing the site) reserves the site for public recreation. The Act states the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p> <p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general</p>

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	September 20	<ul style="list-style-type: none"> <li>• Lack of boat rigging area adjacent the boat ramp.</li> <li>• Floating Pontoon removal is a safety concern for launch and retrieval of yachts. The pontoons should be retained.</li> <li>• Lack of storage options for trailable yachts and its impact on alienating a community of people.</li> </ul>	<p>public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>All areas of the municipality’s foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>“A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina”</i>. A purpose of the site is as a marina serving the boating community.</p> <p><b>Safety of the Marina Facilities</b></p> <p>A key intent of the redevelopment of the Marina facilities on the site was to improve safety and functionality. A number of the design criteria in the Site Brief specified safety and functionality as mandatory requirements citing that design should be in accordance with the Australian Standards for Marina design (AS3962-2001, now AS 3962-2020).</p> <p><b>Public Boat Launch and Associated Facilities – For Safe Rigging, Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
			<p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> <li>2. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access. <ul style="list-style-type: none"> <li>• Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>• Provides additional channel width for existing boat traffic.</li> </ul> </li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas.</p> <p><b>Alienation of the Trailable Yacht Community</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with only approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p>
36	Chairman - Australian Sailing - Trailable Yacht	<ul style="list-style-type: none"> <li>• The facilities at St Kilda Marina are important to trailable yacht owners, as it is the only facility of its kind</li> </ul>	<p><b>Discontinuation of Trailable Yacht Sailing and Activities of the MYTC</b></p> <p>St Kilda Marina will continue to welcome trailable yacht enthusiasts and MYTC and other clubs and their members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking</p>

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	Supporting MTYC	<p>for access at the northern part of Port Phillip, that offers some rigging areas and short and long-term parking.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The nearest public trailable yacht storage facilities are at Martha Cove, Dromana, Yaringa Marina and Hastings Marina on Westernport.</li> <li>• Proposal is viewed as a major setback for the MTYC members and the broader trailable yacht community.</li> <li>• Removal of ramps and trailer boat hard stand</li> </ul>	<p>matches existing provisions and the boat launch facility which still requires a level of detailed design development will cater for the launching of a variety of vessels.</p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Redevelopment of Hard Stand Storage</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p>

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		<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The council should not be distracted by the monetary return on footprint as stated in the influences of criteria mentioned in the 'Dry storage' p21 of the 2018 Community Panel Process Outcomes.</li> </ul>	<p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p>The ramps on the peninsula are proposed to be removed as they are no longer required given the proposed removal of hard stand storage.</p> <p><b>Public Boat Launch and Associated Facilities – For Safe Rigging, Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction</p>

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		<ul style="list-style-type: none"> <li>The consideration of a bridge across the marina entrance would be a negative unless able to provide +15m air clearance.</li> </ul>	<p>with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Financial Offer Represents a Commercial Focus</b></p> <p>While the financial offer effectively triples the current income, this does not represent a commercial focus for the site. A market rent valuation for the site as it currently stands under the existing lease estimated the market rent as approximately \$850,000. The rent currently received is well under market value (a hangover from the lease developed in 50 years ago).</p> <p>It should also be noted that as part of the evaluation process for the proposals for the site the evaluation criteria included financial and non-financial elements. The financial was weighted at 30% while the non-financial elements (design, experience and capability, Corporate Social Responsibility and operations, transition and asset management) were weighted at 70%.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
37	Member of MTYC	<ul style="list-style-type: none"> <li>Appears to be a severe reduction of hardstand storage for trailable sailing vessels with masts which make up a large contingent of current users. This does not seem to</li> </ul>	<p><b>Redevelopment of Hard Stand Storage</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p>

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		<p>support 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.</p> <ul style="list-style-type: none"> <li>• Appears that there will be no 'internal' boat launching facilities provided for member users in the new design. This will cause congestion at the public boat ramp – won't enhance your Objective - Showcasing the foreshore and a working marina through innovative design</li> <li>• Design of the water access between the ramp and the port exit (removing the straight line access) likely to cause congestion and</li> </ul>	<p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for access and recreation.</p> <p>All areas of the municipality's foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>"A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina"</i>.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored</p>

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		<p>an increase in boat collisions with the combination of speed boats, jet skis and sailing vessels all vying for a place in a queue for the ramps at peak periods – wont enhance Objective: Showcasing the foreshore and a working marina through innovative design.</p> <ul style="list-style-type: none"> <li>• Little to no jetty space away from foot traffic where boat can be de-rigged and moored while retrieving trailers.</li> </ul>	<p>in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p>The ramps on the peninsula are proposed to be removed as they are no longer required given the proposed removal of hard stand storage.</p> <p><b>Public Boat Launch, Associated Facilities (Jetty Space) and Congestion</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> </ol>



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			<ol style="list-style-type: none"> <li>2. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>3. Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>4. Provides additional channel width for existing boat traffic.</li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas.</p>
38	Trailable yacht owner and long time user of SKM. Member of MTYC	<ul style="list-style-type: none"> <li>• The launching ramp 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).</li> <li>• Moving 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</li> </ul>	<p><b>Public Boat Launch, Associated Facilities (Pontoons) and Congestion</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> </ol>

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		<p>of vessels – especially if it is windy – problematic due to the low boat speeds required during such movement.</p> <ul style="list-style-type: none"> <li>• Yachts require longer rigging time. The area available for launching preparation is reduced. This area is inadequate on busy days currently.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<ol style="list-style-type: none"> <li>2. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>3. Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>4. Provides additional channel width for existing boat traffic.</li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas.</p> <p><b>Opportunities Provided for Community Engagement</b></p> <p>Extensive consultation was undertaken during Stage 2 (Setting the Vision and Objectives) and Stage 3 (Setting the Parameters i.e. The St Kilda Marina Site Brief) of the project with the aim of reaching specific and diverse local and broader input.</p> <p>As part of Stage 2, Setting the Vision and Objectives, between 30 April and 30 May 2018, feedback was sought from the community on the draft vision and objectives including any big ideas for how to make St Kilda Marina a great place. This occurred via community pop up sessions at the St Kilda Esplanade Market and the Elwood retail precinct on Ormond Road, as well as an Open Day at the Marina. The community were notified of these events via Council’s project web page, letter box drops to the surrounding area (approx. 6k-7k people), a media release on 14 May 2018, social media blasts via Facebook and Twitter, and an email update to interested parties (Council’s website provided information on how to be included in these email updates). 425 community members actively participated via the face-to-face events (the two community pop-up sessions, a Community Open Day at the St Kilda Marina, with arranged walk throughs of the Marina, and a Community drop-in session) or via the online survey tool available via Council’s <i>Have Your Say</i> page</p> <p>Stage 2 also involved intercept surveys / public life surveys undertaken at the site on 3 days, over 4 distinct time periods, nearing peak season (December 2017). Site observations were undertaken Friday December 5th 7:30am-9:30am and 10:30- 12:30pm, Sunday December 17th 1-3pm and Wednesday December 20th 5:30-7:30pm. These involved both observations of users’ behaviour on the site and in person surveys. The report can be found <a href="#">here - St Kilda Marina Place Assessment</a> .</p>

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		<ul style="list-style-type: none"> <li>Was asked to provide details in the second survey so that I could be kept updated, but that has not happened.</li> <li>The marina was built on reclaimed land for the purpose of a working marina - current proposal does not fulfil this requirement, particularly in regard to safety for all boats.</li> <li>The particular requirements for trailable yachts have been totally ignored.</li> </ul>	<p>The purpose of these surveys was to facilitate the development of the <a href="#">St Kilda Marina Project Opportunities And Constraints Final (5.1 MB)</a> which would inform the engagement process to establish the Site Vision and Objectives.</p> <p>As part of determining the design criteria for the site (Stage 3), between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part (excluding those identified as having an economic interest in the site). An online expression of interest form was available on Council's <i>Have Your Say</i> St Kilda Marina project page, at the community pop-ups during Stage Two engagement and in Council's newsletter, <i>Divercity</i>.</p> <p>During Stage 3, a survey was issued to members of the <b>Marina Industries Association</b> to both create awareness of the project and work being undertaken to develop design parameters for the site, and to obtain feedback from marina industry experts, clubs and commercial marinas operators on key areas of progressive and sustainable marinas. 14 members completed this survey.</p> <p>Also, as part of Stage 3, between 21 September and 7 October 2018, the broader community was invited to participate in the project via an online survey. 368 people completed the survey online.</p> <p>The survey was promoted through a range of channels to attract Marina users including private boat owners and public boat ramp users (signage was placed at the Marina in 11 locations and in the surrounding area including Peanut Farm Reserve from 24 September 2018 through the period of the survey), community groups, clubs and trader associations, local businesses and social media blasts.</p> <p>Two community drop-in sessions were held in June 2019 following the endorsement of the Site Brief by Council where community could discuss the planning process, procurement process and the Site Brief with the project team.</p> <p>Throughout the project a range of engagement opportunities were provided to accommodate the differing needs of the community and a range of techniques used to provide different options for people to contribute.</p> <p><b><i>Have Your Say</i> Survey – Consideration of Input and Request to be Kept Informed</b></p> <p>During the development of the St Kilda Marina Site Brief, a 23 member community panel was convened to assist in the development of design criteria for the site. In addition to this the broader community was invited through a <i>Have Your Say</i> survey to provide their input (425 people participated).</p>

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			<p>Feedback was provided in relation to dry boat storage and removal of hardstand storage on the peninsula. While Increasing dry boat storage to remove the need for hard stand boat storage received the lowest levels of support (46 per cent), half the Panel members who completed the survey (50 per cent, 11 of 22) were comfortable or very comfortable with the peninsula open space criteria. The broader community was asked to indicate their level of support for several open space ideas that were discussed by the Community Panel. Overall, respondents supported the two key ideas:</p> <ul style="list-style-type: none"> <li>o open the peninsula for public access (66 per cent support)</li> <li>o provide public space for events and activation (56 per cent support)</li> </ul> <p>This led to the approach taken in the St Kilda Marina Site Brief to the peninsula. It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>This <i>Have Your Say</i> survey conducted with the broader community included a question asking if people would like to be kept up to date about the St Kilda Marina Project and other projects on <i>Have Your Say</i>. Unfortunately, a process omission resulted in the contact details of those who nominated to be kept informed failing to be transferred to our St Kilda Marina project database. We thank you for bringing this to our attention during this statutory exhibition process and sincerely apologise for this oversight. We have now reviewed and updated our processes to ensure this does not happen again.</p> <p>It should, however, be noted that members of the Melbourne Trailable Yacht Club including the Commodore were on the interested parties database. The Commodore was added to our database as requested via our project email in September 2018 and, therefore, should have received all project updates via email. Since September 2018 we have sent over 30 emails to our project database.</p> <p>In addition, Council's website has included an email and phone number to contact the project team for more information and subscribe for project updates throughout the entire process commencing in 2017.</p>

No.	Organisation /Affiliation	Submission Summary	Council Officer Comments
			<p><b>Purpose of the Site as a Marina</b></p> <p>The St Kilda Land Act 1965 (the legislation governing the site) reserves the site for public recreation. The Act states the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p> <p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>All areas of the municipality's foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>"A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina"</i>. A purpose of the site is as a marina serving the boating community.</p>
39	Albert Part Yachting and Angling Club Some members have their boats housed at the Marina	<ul style="list-style-type: none"> <li>• Would like to participate in future consultation processes.</li> <li>• The security of tenure for boat owners who have their boats at the Marina.</li> </ul>	<p><b>Future Opportunities for Consultation</b></p> <p>Following approval of the lease by the Governor in Council (anticipated to be late 2020), the community will be provided with an opportunity to have their say on elements of the St Kilda Marina design. The consultation which will involve the proposed tenant will focus on the look and amenity of public realm elements chosen by Council in consultation with the proponent. This may include selected open space areas such as the 'Civic Heart' and parts of the carpark (when not heavily utilised outside of peak seasons). It is recommended that you sign up to the interested parties database to be</p>

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		<ul style="list-style-type: none"> <li>The continuing of availability of public boat launching access and trailer parking at the Marina.</li> <li>The need to protect the marine environment in the vicinity of the Marina – sensitive Marine environment and sea wall should be protected, particularly during construction. Incorporation of a project to reinstate shellfish reefs by APYAC with the redevelopment</li> </ul>	<p>kept up date with progress of the project and opportunities to have your say. Please e-mail <a href="mailto:skmproject@portphillip.vic.gov.au">skmproject@portphillip.vic.gov.au</a> and advise your interest in being informed.</p> <p><b>Security of Tenure of Existing Boat Owners Leasing Space</b></p> <p>The arrangements boat owners who currently lease space at the Marina are directly with the existing tenant. Should the proposed lease be approved, boat owners will need to make arrangements with the new tenant to lease spaces. The new lease is proposed to commence in May 2022. As the time nears for the transition from the existing to the new lease existing boat owners will have the opportunity to contact the new tenant to better understand the transition plan and make arrangements to lease space.</p> <p><b>Continued Availability of Public Boat Launch and Trailer Parking</b></p> <p>It was a requirement that the public boat launch amenity and associated car and trailer parking is maintained throughout the length of the new lease. The car and trailer parking will provide 80 spaces, one more than the existing capacity. Please refer to the project update document <a href="#">St Kilda Marina project update - new long-term lease (PDF 2 MB)</a> for more information about the redevelopment of the site and how it relates to the Site Vision and Objectives.</p> <p><b>Protection of the Marine Environment and Shellfish Reef Project</b></p> <p>A requirement of the St Kilda Marina Site Brief is to protect and seek opportunities to enhance the natural environment. The new lease achieves this through a considerable number of key environmentally sustainable initiatives and operational measures. The Site Brief also requires the repair or replacement of the seawall. The proposed tenant has been provided with information about the shellfish reinstatement project currently being undertaken by APYAC.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council’s Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets</p>

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			will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.
40	MTYC Member	<ul style="list-style-type: none"> <li>• Removal of hardstand storage - boat is on a yard trailer and cannot be transported anywhere on a public road – removal of storage options prevents use of boat.</li> <li>• 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.</li> <li>• Please keep me informed of what actions would be taken to effectively address the objections raised about the planned redevelopment of St Kilda Marina.</li> </ul>	<p><b>Redevelopment of Hard Stand Storage</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for access and recreation.</p> <p>All areas of the municipality’s foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that</p>

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			<p>that the site be <i>“A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina”</i>.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations, other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p>The ramps on the peninsula are proposed to be removed as they are no longer required given the proposed removal of hard stand storage.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p>



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			<p><b>Discontinuation of Activities of the MYTC Club</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development and will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p> <p><b>Request to be Kept Informed</b></p> <p>Thank you for your ongoing interested. We have included your contact details on our interested parties database so that will be updated with the outcome of the submissions and the latest news about the project.</p>
41	Owner of a trailable yacht and uses SKM to launch	<ul style="list-style-type: none"> <li>• Parking - 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.</li> <li>• 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</li> </ul>	<p><b>Multi-use/flexible Car and Trailer Parking</b></p> <p>The flexible approach to the use of the car and trailer carpark is intended to be implemented outside peaking boating periods. The St Kilda Marina Site Brief includes a mandatory criterion that on grade carpark infrastructure is to be design for <u>temporary</u> activation <u>off-season</u> and incorporate soft landscaping. The intent is not to impact boating and the multi-use of the carparking areas will be monitored to ensure it does not.</p> <p>All areas of the municipality’s foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be “<i>A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina</i>”.</p> <p><b>Public Boat Launch and Associated Facilities for Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage</p>

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		<p>completely empty. Rigging line should be incorporated into this design.</p> <ul style="list-style-type: none"> <li>Retaining petrol station site (trailable yachts also use petrol).</li> <li>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.</li> </ul>	<p>with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Petrol Station</b></p> <p>The petrol will remain on the site for the maximum allowable time allowable of 10 years. Following this time, it will be discontinued on the site to match the requirements of the Site Brief and outcome supported by the Community Panel when developing the Site Brief. There will be a fuelling facility specifically for boats available as part of the marina service.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
42	Trailable Yacht owner and crews a boat stored at SKM	<ul style="list-style-type: none"> <li>The new plan has retained the public ramp and trailer parking suitable for trailer sailer and other</li> </ul>	<p><b>Redevelopment of Hard Stand Storage and Removal of Peninsula Ramps</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p>

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		<p>trailed craft but no provision for trailer sailer storage and the two inside ramps appear to be removed.</p> <ul style="list-style-type: none"> <li>• Commercial space – questions definition. Plans appear to show a big reduction in commercial area, not increase while supporting an increase in landscaped area.</li> <li>• Requests: A listing of current boat users by type of boat and size, and a listing for proposed, a listing of the proposed cost of storage for each type and size, what provisions are made for launching the stored boats and at what additional costs</li> <li>• Provisions to be made for all boating types (trailer sailers) at a reasonable cost</li> </ul>	<p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>The design and functioning of the Marina mean it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for access and recreation.</p> <p>All areas of the municipality’s foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>“A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina”</i>.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p>

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			<p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations, other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p>The ramps on the peninsula are proposed to be removed as they are no longer required given the proposed removal of hard stand storage.</p> <p><b>Commercial Space – Definition and Proposed v Existing</b></p> <p>Commercial space is defined as the floor area for commercial or retail activities ancillary to the core marina function. The Net Lettable Area (the internal area of buildings with a commercial purpose) is proposed to be 3,745m<sup>2</sup>. By comparison, the existing Net Lettable Area is 3,135m<sup>2</sup>. The overall area devoted to commercial or retail activities (including the service station external area) is proposed to be 4,211m<sup>2</sup> compared with the existing which is 3,600m<sup>2</sup>.</p> <p><b>A Listing of Boat Users by Type of Boat and Size</b></p> <p>Council does not readily have this information available. However, given the interest in trailable yacht sailing, we have been advised that there are approximately 20 trailable yachts being stored on the hardstand, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p><b>Provisions for Launching Stored Boats</b></p> <p>Dry Storage launch and retrieval operates with a forklift service to launch stored boats. Rates are expected to be competitive with similar services on Port Phillip.</p>

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			<p><b>Alternative Storage Options for Trailable Yachts</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Future Fees</b></p> <p>The proposed operator/tenant has advised that the costs of leasing a dry berth or a wet berth at the Marina are expected to be competitive with similar facilities around Port Phillip. The setting of prices by the marina operator will be subject to further assessments as transition to the redeveloped marina occurs, noting that the proposed new lease is scheduled to commence in May 2022.</p> <p>For information about the current fees at the St Kilda Marina, please refer to St Kilda Marina web-site <a href="#">here</a> and/or contact the operators directly.</p>
43	MTYC Member and user of SKM	<ul style="list-style-type: none"> <li>• Safety - Limited space to launch and retrieve</li> <li>• Removal of the mast up boat area. Moving these boats all together or to an undercover mast down area creates other problems</li> <li>• Limited boat rigging area.</li> <li>• Responsibility of the Marina to cater for the</li> </ul>	<p><b>Public Boat Launch and Associated Facilities – For Safe Rigging, Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>While the removal of hard stand storage and associated private boat ramp are not desired outcomes for trailable yacht owners at the St Kilda Marina, the redevelopment does not preclude trailable yacht enthusiasts from using the site. St Kilda Marina will continue to welcome trailable yacht owners, the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions</p>

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		<p>wider boating community</p> <ul style="list-style-type: none"> <li>• Historically Unique - The initial brief states that it needs to remain a “working marina.”</li> <li>• 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.</li> <li>• 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.</li> <li>• Working Marina intent but it looks like a picnic, café complex and bike trail around a water park.</li> </ul>	<p>and the boat launch facility which still requires a level of detailed design development to accommodate a variety of vessels.</p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Purpose of the Site as a Working Marina and Support for Various Types of Watercraft</b></p> <p>The St Kilda Land Act 1965 (the legislation governing the site) reserves the site for public recreation. The Act states the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p> <p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>All areas of the municipality’s foreshore need to work hard to serve more than one section of the community. Principles established early in the project included that the site should provide greater access, achieve improved economic and environmental outcomes and be more welcoming. These were captured in the overarching vision that that the site be <i>“A special place on the foreshore for everyone that welcomes a diversity of sustainable uses anchored by a working marina”</i>. A purpose of the site is as a marina serving the boating community.</p>

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			<p><b>Environmental considerations</b></p> <p>The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures.</p> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council’s Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>The proposal for the site also enables not only the storage of a diversity of vessels (those that use petrol or not e.g. small craft) but increases the opportunity for a range of other sustainable uses unrelated to boating.</p> <p><b>History of the Site</b></p> <p>Please refer to the Heritage Report completed for the site <a href="#">here</a>. Among other key points it explains the early agitations for the site in the early 1960s and the vision to become “a boating complex providing wet berths and dry stack storage facilities for the repair, servicing and refuelling of boats, and a wide range of other amenities for the welfare, comfort and amusement of visitors”. At this time, most recreational boating facilities in Victoria were managed by private yachting clubs with limited memberships, typically offering limited equipment. The intent for the site was to develop a modern Marina. The dry boat storage building at St Kilda Marina has been described as the first example of its type in Australia.</p>

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			<p>Note that “on 3 June 1967, the Council (St Kilda) called for tenders for “leasing (fifty years) of approximately twenty acres of Marine Parade foreshore including 7.62 acres defined boat harbour area . . . for the purpose of developing the area into a <u>power boat marina</u> and associated amenities including petrol filling station, service kiosks, etc”.</p> <p>While the activity of sailing on the site is acknowledged as far back 25 + years, as demonstrated by Heritage Report, the site’s heritage states its intent to become a power boat marina.</p>
44	<p><b>Resident</b></p> <p><b>Submission heard at Council meeting on 2 September 20</b></p>	<ul style="list-style-type: none"> <li>Who is AMDC? Where is the funding coming from? Council needs to understand this.</li> <li>Marina fees – will they increase?</li> <li>The proposed development of St Kilda Marina is counter to the city of Port Phillip’s mission statement and its statement of values. It does not serve the community (removal of hardstand and catering to members of the community that own trailer sailers).</li> <li>It was not about working collaboratively – no surveys or telephone contact, no letters or information</li> </ul>	<p><b>Who is the Proposed Tenant (AMDC)?</b></p> <p>Australian Marina Development Corporation (AMDC) is a privately owned Australian company. AMDC has shareholders represented by a Board of Directors (it is not comprised of “joint venture partners”). AMDC has met all the requirements of the procurement including requirements to address the financial capacity criterion.</p> <p><b>Future Fees</b></p> <p>The proposed operator/tenant has advised that the costs of leasing a dry berth or a wet berth at the Marina are expected to be competitive with similar facilities around Port Phillip. The setting of prices by the marina operator will be subject to further assessments as transition to the redeveloped marina occurs, noting that the proposed new lease is scheduled to commence in May 2022.</p> <p>For information about the current fees at the St Kilda Marina, please refer to St Kilda Marina website <a href="#">here</a> and/or contact the operators directly.</p> <p><b>Redevelopment of Hard Stand Storage and Alignment with Site Vision and Objectives, including Council Values</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p>



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		<p>prior to the proposal being agreed. Value for money – removal of hardstand and reduced capacity represents significant reduction in value</p> <ul style="list-style-type: none"> <li>• Proposal is not in the best interests of the community:</li> <li>• Sailing community – reduction in marina facilities</li> <li>• Stress on parking</li> <li>• Polluting the environment through focus on motor boats</li> <li>• Increased pressure on coast guard from motor boats vs yachts</li> <li>• Impact on surrounding suburbs and roadways through vessels trailered and transported to ramps. Also increase in pollution.</li> <li>• Increase congestion at public boat ramp which impacts on boat users and ped/bikes</li> </ul>	<p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p> <p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations, other private storage options will need to be found.</p>

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		<ul style="list-style-type: none"> <li>• SKM history of sailing threatened – history dating back over 150 years.</li> <li>• Seeks to have the proposal overturned</li> </ul>	<p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Reduced Marina Facilities</b></p> <p>The numbers of wet berths have been reduced to accommodate the provisions in Australian Standard 3692:2020 for Design of Marinas including requirements for accessibility and accommodate increased sizes of boats. Depending on the size and type of vessel, there are approximately 170 leasable wet berth spaces, approximately 30% of which are currently unoccupied. When reconfigured to significantly improve accessibility and the functionality of the harbour, the new wet berths must be designed to comply the Australian Standards, resulting in the consumption of more space in the harbour per wet berth to accommodate the requirements resulting in overall less numbers of berths. The total number of leasable wet berths will be between 80 and 90 berths, subject to detailed design. The numbers of new wet berths are constrained by the harbour area, and requirements to achieve certain dimensions as required by the recently adopted Australian Standard 3692:2020 for Design of Marinas.</p> <p>In terms of dry storage capacity, currently there are approximately 168 boat and trailer spaces (hard stand) and 135 dry dock spaces for boats and jet skis (totalling 303 spaces), some of which are currently unoccupied. The new dry stack building is proposed to include 300 dry boat storage spaces. The lease includes the possibility for a Stage 2 which expands the dry storage capacity to 400. This will be subject to a market demand study that demonstrates the need, and Council approval will need to be obtained.</p> <p>Should demand justify a further 100 dry storage options, the capacity of the marina will exceed the current capacity.</p> <p>Facilities will also be provided for boat servicing, and the existing amenity of the public boat launch and car and trailer parking will be maintained with upgrades to their condition and functionality.</p> <p><b>Working Collaboratively – Community Engagement</b></p> <p>Extensive consultation was undertaken during Stage 2 (Setting the Vision and Objectives) and Stage 3 (Setting the Parameters i.e. The St Kilda Marina Site Brief) of the project with the aim of reaching specific and diverse local and broader input.</p>

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			<p>As part of Stage 2, Setting the Vision and Objectives, Between 30 April and 30 May 2018, feedback was sought from the community on the draft vision and objectives including any big ideas for how to make St Kilda Marina a great place.</p> <p>Stage 2 also involved intercept surveys / public life surveys undertaken at the site on 3 days, over 4 distinct time periods, nearing peak season (December 2017). Site observations were undertaken Friday December 5th 7:30am-9:30am and 10:30- 12:30pm, Sunday December 17th 1-3pm and Wednesday December 20th 5:30-7:30pm. These involved both observations of users' behaviour on the site and in person surveys. The report can be found <a href="#">here - St Kilda Marina Place Assessment</a>.</p> <p>This occurred via community pop up sessions at the St Kilda Esplanade Market and the Elwood retail precinct on Ormond Road, as well as an Open Day at the Marina. The community were notified of these events via Council's project web page, letter box drops to the surrounding area (approx. 6k-7k people), a media release on 14 May 2018, social media blasts via Facebook and Twitter, and an email update to interested parties (Council's website provided information on how to be included in these email updates).</p> <p>As part of determining the design criteria for the site (Stage 3), between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part (excluding those identified as having an economic interest in the site). An online expression of interest form was available on Council's <i>Have Your Say</i> St Kilda Marina project page, at the community pop-ups during Stage Two engagement and advertised in Council's newsletter, <i>Diversity</i>.</p> <p>During Stage 3, a survey was issued to members of the <b>Marina Industries Association</b> to both create awareness of the project and work being undertaken to develop design parameters for the site, and to obtain feedback from marina industry experts, clubs and commercial marinas operators on key areas of progressive and sustainable marinas. 14 members completed this survey.</p> <p>Also, as part of Stage 3, between 21 September and 7 October 2018, the broader community was invited to participate in the project via an online survey. 368 people completed the survey online.</p> <p>The survey was promoted through a range of channels to attract Marina users including private boat owners and public boat ramp users (signage was placed at the Marina in 11 locations and in the surrounding area including Peanut Farm Reserve from 24 September 2018 through the period of the survey), community groups, clubs and trader associations, local businesses and social media blasts.</p>

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			<p><b>Future Opportunities for Consultation</b></p> <p>Following approval of the lease by the Governor in Council (anticipated to be late 2020), the community will be provided with an opportunity to have its say on elements of the St Kilda Marina design. The consultation which will involve the proposed tenant will focus on the look and amenity of public realm elements chosen by Council in consultation with the proponent. This may include selected open space areas such as the 'Civic Heart' and parts of the carpark (when not heavily utilised outside of peak seasons). It is recommended that you sign up to the interested parties database to be kept up date with progress of the project and opportunities to have your say. Please e-mail <a href="mailto:skmproject@portphillip.vic.gov.au">skmproject@portphillip.vic.gov.au</a> and advise your interest in being informed.</p> <p><b>Public Boat Ramp and Conflicts Between Users</b></p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design, further design work by the proposed tenant, and operational interventions will contribute to making this as safe as possible. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been reduced and the staging area for trailered boats has increased.</p> <p><b>Impact on Surrounding Areas including Congested Roads and Stress on Parking</b></p> <p>The St Kilda Marina is relatively self-contained in terms of parking. Boat owners that store boats at the marina will have their own parking, parking for the general public is provided to match planning requirements, the car and trailer parking will exceed the current capacity by one. During off-season which occurs for at least half the year, the demand for this parking is minimal; this explains the flexible and multi-use approach taken to this carpark to activate the site off-season. In terms of congestion, the redevelopment of the site is aimed at alleviating the current level of congestion that may occur during peak seasons, and therefore mitigating the effects outside the site. A traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The primary</p>

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			<p>bay trail conflict for cyclists across the public boat ramp has been rerouted to the east of the site. The staging area for trailered boats has been increased.</p> <p><b>Environmental Impacts to the Site and Sailing v Powerboating</b></p> <p>The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures.</p> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council's Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>The proposal for the site also enables not only the storage of a diversity of vessels (those that use petrol or not e.g. small craft) but increases the opportunity for a range of other sustainable uses unrelated to boating.</p> <p><b>Sailing History of the Site</b></p> <p>Please refer to the Heritage Report completed for the site <a href="#">here</a>. Among other key points it explains the early agitations for the site in the early 1960s and the vision to become "a boating complex providing wet berths and dry stack storage facilities for the repair, servicing and refuelling of boats, and a wide range of other amenities for the welfare, comfort and amusement of visitors". At this time, most recreational boating facilities in Victoria were managed by private yachting</p>

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			<p>clubs with limited memberships, typically offering limited equipment. The intent for the site was to develop a modern Marina. The dry boat storage building at St Kilda Marina has been described as the first example of its type in Australia.</p> <p>Note that “on 3 June 1967, the Council (St Kilda) called for tenders for “leasing (fifty years) of approximately twenty acres of Marine Parade foreshore including 7.62 acres defined boat harbour area . . . for the purpose of developing the area into a <u>power boat marina</u> and associated amenities including petrol filling station, service kiosks, etc”.</p> <p>While the activity of sailing on the site is acknowledged as far back 25 + years, as demonstrated by Heritage Report, the site’s heritage states its intent to become a power boat marina.</p>
45	Member of MTYC, owner of Trailable Sunmaid yacht and SKM user	<ul style="list-style-type: none"> <li>• A bridge connection will deny the use of the Marina facility to Trailable yachts, plus promotes a safety issue for any boat with height</li> <li>• Concern with the future need to raise and lower masts for use</li> <li>• Re-orientation of wet berths 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</li> </ul>	<p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Public Boat Launch and Associated Facilities – For Safe Rigging, Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> </ol>

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		<p>the boat up and /or fend it off in a prevailing wind.</p> <ul style="list-style-type: none"> <li>Concerned about lack of storage options for trailable yachts (although stores boat at home)</li> <li>Lack of facilities in Port Phillip Bay for trailable yachts</li> </ul>	<ol style="list-style-type: none"> <li>Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>Provides additional channel width for existing boat traffic.</li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas</p> <p><b>Redevelopment of Hard Stand Storage and lack of storage options for trailable yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p>

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			<p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations, other private storage options will need to be found.</p> <p><b>Lack of facilities for Trailable Yachts in Port Phillip Bay</b></p> <p>While the removal of hard stand storage and associated private boat ramp are not desired outcomes for trailable yacht owners at the St Kilda Marina, the redevelopment does not preclude trailable yacht enthusiasts from using the site. St Kilda Marina will continue to welcome trailable yacht owners, the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development to accommodate a variety of vessels.</p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats. The proposed lease holder has been provided with the concerns of the trailable yacht</p>



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			community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.
46	Supporter of MTYC	<ul style="list-style-type: none"> <li>• While recognises that the marina complex is currently in need of renovation, and welcomes an overall refresh, specific concerns about the suitability of the proposed design for a key group of users – trailable yachts.</li> <li>• Design is not suitable for trailable yachts – needs to cater for storing, launching and retrieving. Lack of hardstand does not allow for storing.</li> <li>• Public boat ramp and reduction in adjacent parking demonstrates it is not designed for efficient and safe launch and retrieval. This is excluding this trailable yacht community.</li> </ul>	<p><b>Public Boat Launch and Associated Facilities – For Safe Rigging, Launch and Retrieval</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p><b>Redevelopment of Hard Stand Storage</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site. This is in line with global trends in Marina development which seldom deliver only the marina function. The Site Vision and Objectives for the site were developed in consultation with the community, including input from the local community and local and regional marina users.</p>

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		<ul style="list-style-type: none"> <li>• Re-orientation of wet berths – will lead to congestion and is unworkable.</li> <li>• Despite participating in the consultation process (in 2018), the concerns of trailable yachts were not accommodated. It is thought that COPP had already decided to remove the hardstand, therefore, consultation was not genuine.</li> </ul>	<p>Activation of the site is seen as an essential element of delivering the Site Vision and Objectives and elevating the site to a modern, vibrant Marina precinct, drawing the public in and transforming the site for boat users and the general public (including tourists). The proposed tenant has committed to operating a thriving commercially viable Marina which includes use of existing opportunities to create a dynamic and engaging marina.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations, other private storage options will need to be found.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>5. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> <li>6. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>7. Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>8. Provides additional channel width for existing boat traffic.</li> </ol>

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			<p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas</p> <p><b>Consultation</b></p> <p>Significant engagement with the community occurred at key stages of the project and informed the developed of the Site Brief. While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), half the Panel members who completed the survey (50 per cent, 11 of 22) were comfortable or very comfortable with the peninsula open space criteria. The broader community was asked to indicate their level of support for several open space ideas that were discussed by the Community Panel. Overall, respondents supported the two key ideas:</p> <ul style="list-style-type: none"> <li>○ open the peninsula for public access (66 per cent support)</li> <li>○ provide public space for events and activation (56 per cent support)</li> </ul> <p>The replacement of the hard storage with open space is considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p>
47	Resident	<ul style="list-style-type: none"> <li>• Environmental design brief is vague – lacks detail. Why are the requirements not mandatory?</li> <li>• Why is the brief silent on electrical charge stations for cars and boats?</li> <li>• What will be Council’s role in ongoing inspections, measurement and intervention to ensure</li> </ul>	<p><b>Environmental Design Brief, Electric Charge Stations and Monitoring of Performance</b></p> <p>The lease requires the development of a comprehensive Sustainability Plan and Environmental Management Plan (EMP). The Site Brief specified these items as mandatory requirements.</p> <p>As part of the suite of documentation provided with the Request for Proposals for a New Lease this report by AECOM, <i>St Kilda Marina Redevelopment, Environmental and Coastal Requirements</i> <a href="#">here</a> was provided to proponents. The report substantiates and was used to determine the high level criteria identified in the Site Brief. The proponents were required to address the targets identified in this report as part of their Sustainability Plan and resultant Environmental Management for the site.</p> <p>The intent of the Sustainability Plan is to ensure Council’s Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to</p>

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		<p>environmental operational and management obligations are met?</p> <ul style="list-style-type: none"> <li>• 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?</li> <li>• 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?</li> </ul>	<p>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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for annual reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>As part of the sustainability initiatives for the site, the proposal for the site redevelopment includes the provision for electric car charging stations. The new wet berths are designed with electrical connection points for berthed vessels.</p> <p><b>Tender Evaluation Criteria</b></p> <p>The RFP evaluation criteria were based on Council’s objectives outlined in the Site Brief. The criteria and their weightings were:</p> <ul style="list-style-type: none"> <li>• Vision, Design, Site Integration and Connectivity (25%)</li> <li>• Viability, Operations and Transition (25%)</li> <li>• Capability, Capacity and Track Record (10%)</li> <li>• Corporate Social Responsibility (10%)</li> <li>• Financial Offer (30%)</li> <li>• Acceptance of Lease Conditions (risk-based assessment)</li> </ul> <p>For more details refer to <a href="#">Project Leasing Process FAQs (700 KB)</a> on the website.</p> <p><b>Who is the Proposed Tenant (AMDC)?</b></p> <p>Australian Marina Development Corporation (AMDC) is a privately owned Australian company. AMDC has shareholders represented by a Board of Directors (it is not comprised of “joint venture partners”). The entity that prequalified is the same entity that represents the proposed tenant.</p> <p><b>Parking Fees and Revenue Received from Council</b></p> <p>Council receives a base rent plus 7% of gross receipts associated with car parking, boat launching, rental of boat pens, parking of cars with trailers and dry storage rentals which currently equates to revenue in the order of \$110,000.</p>

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		<ul style="list-style-type: none"> <li>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?</li> <li>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</li> <li>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</li> </ul>	<p>The tenant submits a statement each year from their accountant to verify revenue received from boat launching, parking, boat rentals etc. In the last 3 years Council has received:</p> <p>FY 16/17 = \$111k (ex GST) Gross Receipts Revenue from parking, boat launch and storage  FY 17/18 = \$117K (ex GST) Gross Receipts Revenue from parking, boat launch and storage  FY 18/19 = \$110K (ex GST) Gross Receipts Revenue from parking, boat launch and storage</p> <p>Council was aware of the operation of the boom gate and is aware of failures of operation of the boom. Council has no evidence of manual cash transactions at the boom gate.</p> <p><b>Annual (direct and indirect) Costs Arising from the Operation of the Marina</b></p> <p>Under the current lease, the tenant is responsible for the upgrade, maintenance and cleaning of St Kilda Marina. Council incurs costs associated with lease administration and works and services ancillary to the marina such as road and pavement maintenance and upgrade, landscaping, rubbish removal, lighting and other project works related to the Marina. Other than the provision of very broad estimates, Council has no accurate means to quantify these costs.</p> <p><b>Net Annual Revenue from the Marina</b></p> <p>Under the proposed new lease, the estimated total revenue is for a 50-year lease is approximately \$60.9M including CPI increases.</p> <p><b>How much was received by the CoPP from the Current Lease and How Much was Spent on the Marina?</b></p> <p>Council will have received in the order of \$2M-\$3M from the current lease. This is based on an estimate due to the fact that Council has received 7% of gross receipts associated with car parking, boat launching, rental of boat pens, parking of cars with trailers and dry storage rentals over the 50 year term of the lease. The 7% currently equates to revenue in the order of \$110,000. Council does not have records dating back the entire 50 years due to changes in record keeping and management standards over that time.</p> <p>Council does not have records of expenditure to support the Marina, given the age of the lease and change the last 50 years in record keeping and management standards over that time. However, in the last 4 years alone approximately \$1.5M was spent on work related to the Marina including the project works to procure a new lease. Council is also</p>

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		<p>occurred during the previous 50 years lease?</p> <ul style="list-style-type: none"> <li>• What will be the Council's level and extent of intervention and what will be the penalties for non-compliance?</li> <li>• 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</li> <li>• What is the carparking provision for Stage 2?</li> <li>• The conflict between the ped and cycle path, boat ramp and Civic</li> </ul>	<p>responsible for works and services ancillary to the marina such as road and pavement maintenance and upgrade, landscaping, rubbish removal, lighting, lease administration etc.</p> <p><b>Performance Criteria for the Tenant Under the New Lease</b></p> <p>Clauses have been included to support good lease performance and aim to prevent default or manage defaults.</p> <p>The key incentive is an additional 15-year term on top of the 35-year term of the lease. This is based on an outlined set of performance requirements which include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Annual reporting against the Asset Management Plan, Environmental Management Plan and Corporate Social Responsibility Plan. 5 yearly updates are to be provided to the environmental management plan to ensure it is up to date based on evolving sustainability requirements and targets.</li> <li>• Redevelopment start and completion dates – conditions are included to provide recourse for the Landlord if progress against the staging program is not being achieved, both in terms of start and finish dates.</li> <li>• Limitations on lease breach events.</li> </ul> <p><b>Size of Dry Storage Shed</b></p> <p>This site was originally reclaimed for the purpose of creating a harbour for a marina. A core objective underpinning the recently developed Site Vision and Objectives for the site, is to retain the working marina. This means that the marina needs to be upgraded to a contemporary standard and meet the needs of the current and future market.</p> <p>The consultation and Site Brief set out to create a better balance of uses on the site between public access and use, and boat storage. It is important to note that even with the enlarged shed, buildings will still occupy only a small percentage of site. Moving more boats into a consolidated boat storage facility (approximately 165 more than the current capacity) will mean more of the site is available for other uses including recreation and an enhanced natural environment.</p> <p>There was much discussion and debate by the Community Panel about the appropriate height and size of the shed, with a significant divide in opinion and slightly more support for a higher and shorter format. Given the divided views of the panel, Council ultimately needed to make the decision about the best approach, with the decision being to support a higher and shorter shed, which had slightly more support from panel members, and which would have a smaller footprint and allow more views through the site.</p>

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		<p>heart has not been removed – why?</p> <ul style="list-style-type: none"> <li>• Bridge – why is it discretionary and not mandatory, given its merits in creating a continuous promenade on the foreshore?</li> </ul>	<p>The St Kilda Marina Site Brief translated the community panel recommendations into the following:</p> <ol style="list-style-type: none"> <li>1. Dry Storage Facility to be a maximum of 15m high.</li> <li>2. Dry Storage Facility to be a maximum of 6,500sqm in footprint area, up to a maximum building width of 40m with a total maximum volume of 97,500m<sup>2</sup></li> <li>3. Dry Storage Facility does not obstruct view lines as defined in the Site Brief.</li> </ol> <p>These requirements listed in the Site Brief, reflect what was outlined in the Community Panel Process Outcomes Report attached to the Community Engagement Report dated April 2019. The proposal meets all the requirements.</p> <p><b>What is the carparking provision for Stage 2</b></p> <p>Stage 2 involves the expansion of the Dry Store Shed from 300 capacity to 400 capacity. For Stage 2 to proceed, the tenant will need to demonstrate market demand to justify the increase and obtain Council approval. While parking to accommodate the requirements arising from the additional boats on site has been discussed provisionally, design development based on the Stage 2 dry store expansion will need to be undertaken and consider the statutory parking requirements at that stage to confirm the approach. It is not proposed that the open space or car and trailer parking absorbs any additional requirements for parking resulting from the dry store expansion.</p> <p><b>Public Boat Launch and Associated Facilities</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p>Managing conflict on the Marina site needs to balance safety, access and the enjoyment of the spectacle of the working marina. A major source of conflict on the site currently is the Bay Trail running through the middle of the site and crossing the boat ramp. This is proposed to be relocated to run along Marine Parade to meet and continue through Moran Reserve. Pedestrian and slow-moving cyclists will still be able to meander along the edge of the water, including near the boat ramp and connect to the Riva Building and the peninsula/edge of the bay. This is desirable to showcase the Marina and attract people. The landscape design will contribute to making this as safe as possible in conjunction</p>

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			<p>with active management of the site. In addition, a traffic study was completed as required by the procurement process. Traffic conflict points have been significantly reduced. The staging area for trailered boats has been increased.</p> <p><b>Bridge – Why is it Discretionary and not Mandatory?</b></p> <p>During the develop of the design parameters for the site as part of the stage 3 community panel process and broader community engagement, there was evidence of a divide about the provision of a bridge as a mandatory requirement.</p> <ul style="list-style-type: none"> <li>• 50% of community panel members were comfortable or very comfortable with the bridge criteria</li> <li>• 52% of the broader community per cent in supported the bridge, 24% were neutral and 20% opposed.</li> </ul> <p>The main concern raised by Panel members and the broader community was the impact the bridge may have on the functionality of the Marina.</p> <p>Furthermore, a market sounding exercise reflected similar concerns of the community regarding the functionality of the Marina if a bridge was to be included.</p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour.</p>
48	Resident	<ul style="list-style-type: none"> <li>• Comments about the New Lease update document.</li> <li>• Light in detail re: Built form and with the suggestion that they cannot be accepted as representative of how the Marina will look by the end of the lease.</li> </ul>	<p><b>Concept Plans – How will these Represent the Marina by the End of the Lease?</b></p> <p>The concept plans presented will form the basis of a development plan which will be embedded in the planning scheme. As detailed design progresses, the final designs must be generally in accordance with the development plan. This guarantees the end outcome will be in line with what has been presented, however minor changes are permitted which is normal as the design process continues.</p>



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		<ul style="list-style-type: none"> <li>Reference to consultation has been made from a historical perspective –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. Noting such strategy was the 2nd key recommendation made by Planning Panels Victoria, after hearings held in April 2020.</li> <li>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</li> </ul>	<p><b>Future Opportunities for Consultation in the Context of the Planning Scheme Amendment</b></p> <p>Planning Panels Victoria recommended the inclusion of a requirement for a community engagement report as part of the Development Plan.</p> <p>At its meeting on 17 June 2020 Council adopted Amendment C171port but did not to adopt this recommendation. Instead, as part of the non-statutory consultation process which Council resolved to undertake at this meeting, the development plan will be made publicly available for a period of time, submissions from the community will be invited and a summary together with an officer response will be provided back to Council at a Council meeting for consideration, prior to any decision being made by Council on whether or not to approve a development plan. The consultation that Council has resolved to undertake will allow the community to comment on whether the proposed development plan (masterplan) is in accordance with the DPO2 and provides for appropriate outcomes.</p> <p>In addition to this, following approval of the lease by the Governor in Council (anticipated to be late 2020), the community will be provided with an opportunity to have their say on elements of the St Kilda Marina design. The consultation which will involve the proposed tenant will focus on the look and amenity of public realm elements chosen by Council in consultation with the proponent. This may include selected open space areas such as the ‘Civic Heart’ and parts of the carpark (when not heavily utilised outside of peak seasons).</p> <p><b>Ministerial Approval of the Planning Scheme Amendment and State Government Approval of the Lease</b></p> <p>The Planning Scheme Amendment C171port for St Kilda Marina is now with the Minister for Planning pending his decision. It has been with the Minister since June 2020.</p> <p>The process that needs to be undertaken to execute the lease for the St Kilda Marina is outlined as follows:</p> <ul style="list-style-type: none"> <li>16 September 2020 – Council endorses the intention enter into the proposed lease arrangement with the proposed tenant.</li> <li>Mid to Late September 2020 – pending the outcome of the 16 September Council Meeting, the lease is progressed to State Government for Approval (by the Governor in Council)</li> <li>End 2020 – anticipated approval of the lease by State Government.</li> </ul> <p>The lease may only be executed once it is approved by State Government.</p>

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		<p>even considering entering into a lease agreement before they have the Minister's final approval.</p>	<p>It is expected that the outcome of the Planning Scheme Amendment will be known well in advance of the time for execution of the lease.</p>
49	Member of MTYC	<ul style="list-style-type: none"> <li>• Safe trailable yacht launching is limited on the Eastern side of Port Phillip, unable to launch at other ramps due to having road bridges to traverse under IE Patterson Lakes &amp; Mordialloc.</li> <li>• 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</li> <li>• Disadvantaged by the redevelopment of St Kilda Marina. Would have to seriously consider as to the future of sailing as boat is not suitable to be kept on the water.</li> </ul>	<p><b>Trailable Yacht Owners Disadvantaged by the Redevelopment, and Limited Safe Trailable Yacht Launching on the Eastern Side of Port Phillip</b></p> <p>While the removal of hard stand storage and associated private boat ramp are not desired outcomes for trailable yacht owners at the St Kilda Marina, the redevelopment does not preclude trailable yacht enthusiasts from using the site. St Kilda Marina will continue to welcome trailable yacht owners, the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development to accommodate a variety of vessels.</p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Storage facilities for trailable yachts - Redevelopment of Hard Stand Storage</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p>

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			<p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Public Boat Launch and Associated Facilities</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p>

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50	FARR Trailable Yacht Club – President. The club has used the boat launch at SKM.	<ul style="list-style-type: none"> <li>• Lack of hardstand prevents storage of trailable yachts – request for space for yachts with mast up (difficult to transport with mast up, and difficult to lift mast for each sail).</li> <li>• Allowance should be made for launching with mast up - It is impossible to rig up the mast when on the water, especially in variable conditions.</li> <li>• The bridge should consider the height of 12m.</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p>

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			<p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Public Boat Launch and Associated Facilities</b></p> <p>The design for the site is at concept level at this point requiring considerable design development including to the public boat ramp and associated facilities to ensure it functions effectively and safely. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to further communicate the concerns and look at what can be added into the planning and operations for the site to support the efficient launching of boats not accommodated at the site.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
51	Vice Commodore of the Melbourne Trailable Yacht Club (MTYC) and Chairman of the Trailable Yacht Division	<ul style="list-style-type: none"> <li>Concerned that sufficient opportunity has not been provided for all stakeholders (trailable yacht group).</li> <li>Community panel has not engaged with the trailable yacht community</li> </ul>	<p><b>Opportunities Provided for Community Engagement</b></p> <p>Extensive consultation was undertaken during Stage 2 (Setting the Vision and Objectives) and Stage 3 (Setting the Parameters i.e. The St Kilda Marina Site Brief) of the project with the aim of reaching specific and diverse local and broader input.</p> <p>As part of Stage 2, Setting the Vision and Objectives, between 30 April and 30 May 2018, feedback was sought from the community on the draft vision and objectives including any big ideas for how to make St Kilda Marina a great place. This occurred via community pop up sessions at the St Kilda Esplanade Market and the Elwood retail precinct on Ormond Road, as well as an Open Day at the Marina. The community were notified of these events via Council's project web page, letter box drops to the surrounding area (approx. 6k-7k people), a media release on 14 May 2018, social</p>

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	of Australian Sailing (TYD) Currently stores yacht at the Marina.	<ul style="list-style-type: none"> <li>• HYS – survey – the objections raised by the trailable yacht group were not considered/incorporated. And, while request was made to be informed, this did not happen.</li> <li>• No evidence of approach to Marina occupants during consultation</li> <li>• MTYC members became aware of the Q&amp;A session by chance.</li> <li>• Met with Mayor Voss – little interest shown in making changes due to the late stage.</li> <li>• Issues with Redevelopment</li> <li>• Removal of hardstand storage – trailable yacht group will be forced to move outside Melbourne or sell their yachts</li> <li>• Bridge – the community would be</li> </ul>	<p>media blasts via Facebook and Twitter, and an email update to interested parties (Council’s website provided information on how to be included in these email updates). 425 community members actively participated via the face-to-face events (the two community pop-up sessions, a Community Open Day at the St Kilda Marina, with arranged walk throughs of the Marina, and a Community drop-in session) or via the online survey tool available via Council’s <i>Have Your Say</i> page</p> <p>Stage 2 also involved intercept surveys / public life surveys undertaken at the site on 3 days, over 4 distinct time periods, nearing peak season (December 2017). Site observations were undertaken Friday December 5th 7:30am-9:30am and 10:30- 12:30pm, Sunday December 17th 1-3pm and Wednesday December 20th 5:30-7:30pm. These involved both observations of users’ behaviour on the site and in person surveys. The report can be found <a href="#">here - St Kilda Marina Place Assessment</a> . The purpose of these surveys was to facilitate the development of the <a href="#">St Kilda Marina Project Opportunities And Constraints Final (5.1 MB)</a> which would inform the engagement process to establish the Site Vision and Objectives.</p> <p>As part of determining the design criteria for the site (Stage 3), between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part (excluding those identified as having an economic interest in the site). An online expression of interest form was available on Council’s <i>Have Your Say</i> St Kilda Marina project page, at the community pop-ups during Stage Two engagement and in Council’s newsletter, <i>Divercity</i>.</p> <p>During Stage 3, a survey was issued to members of the <b>Marina Industries Association</b> to both create awareness of the project and work being undertaken to develop design parameters for the site, and to obtain feedback from marina industry experts, clubs and commercial marinas operators on key areas of progressive and sustainable marinas. 14 members completed this survey.</p> <p>Also, as part of Stage 3, between 21 September and 7 October 2018, the broader community was invited to participate in the project via an online survey. 368 people completed the survey online.</p> <p>The survey was promoted through a range of channels to attract Marina users including private boat owners and public boat ramp users (signage was placed at the Marina in 11 locations and in the surrounding area including Peanut Farm Reserve from 24 September 2018 through the period of the survey), community groups, clubs and trader associations, local businesses and social media blasts.</p>

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		<p>forced to go elsewhere if this was constructed</p> <ul style="list-style-type: none"> <li>• Decrease in safety for on water vessels – navigating turns is dangerous, and will cause congestion</li> <li>• Inadequate parking to support growth in dry boat storage.</li> </ul>	<p>Two community drop-in sessions were held in June 2019 following the endorsement of the Site Brief by Council where community could discuss the planning process, procurement process and the Site Brief with the project team.</p> <p>Throughout the project a range of engagement opportunities were provided to accommodate the differing needs of the community and a range of techniques used to provide different options for people to contribute.</p> <p><b>Have Your Say Survey – Consideration of Input and Request to be Kept Informed</b></p> <p>During the development of the St Kilda Marina Site Brief, a 23 member community panel was convened to assist in the development of design criteria for the site. In addition to this the broader community was invited through a <i>Have Your Say</i> survey to provide their input (425 people participated).</p> <p>Feedback was provided in relation to dry boat storage and removal of hardstand storage on the peninsula. While Increasing dry boat storage to remove the need for hard stand boat storage received the lowest levels of support (46 per cent), half the Panel members who completed the survey (50 per cent, 11 of 22) were comfortable or very comfortable with the peninsula open space criteria. The broader community was asked to indicate their level of support for several open space ideas that were discussed by the Community Panel. Overall, respondents supported the two key ideas:</p> <ul style="list-style-type: none"> <li>○ open the peninsula for public access (66 per cent support)</li> <li>○ provide public space for events and activation (56 per cent support)</li> </ul> <p>This lead to the approach taken in the St Kilda Marina Site Brief to the peninsula. It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>This <i>Have Your Say</i> survey conducted with the broader community included a question asking if people would like to be kept up to date about the St Kilda Marina Project and other projects on <i>Have Your Say</i>. Unfortunately, a process omission resulted in the contact details of those who nominated to be kept informed failing to be transferred to our St Kilda Marina project database. We thank you for bringing this to our attention during this statutory exhibition process and sincerely apologise for this oversight. We have now reviewed and updated our processes to ensure this does not happen again.</p>

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			<p>It should, however, be noted that members of the Melbourne Trailable Yacht Club including the Commodore were on the interested parties database. The Commodore was added to our database as requested via our project email in September 2018 and, therefore, should have received all project updates via email. Since September 2018 we have sent over 30 emails to our project database.</p> <p>In addition, Council's website has included an email and phone number to contact the project team for more information and subscribe for project updates throughout the entire process commencing in 2017.</p> <p><b>Meeting with Mayor</b></p> <p>The submissions process about the proposed long-term lease for the St Kilda Marina is being undertaken in line with legislation. All submissions will be carefully considered by Council when making a decision.</p> <p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p>



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			<p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Proposed Bridge Development</b></p> <p>The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Wet Berth Arrangement and Safety for On Water Vessels</b></p> <p>The new reoriented wet berth arrangement achieves a number of key functional and safety requirements:</p> <ol style="list-style-type: none"> <li>1. Ensures compliance with the Australian Standard 3962:2020 for Design of Marinas</li> </ol>

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			<ol style="list-style-type: none"> <li>2. Focuses private marina operations on the West edge of the marina basin to liberate the north and east edges of the marina basin for public access.</li> <li>3. Removes the immediate conflict between the put in point for dry stack marina operations and the channel to the publicly accessible boat ramp</li> <li>4. Provides additional channel width for existing boat traffic.</li> </ol> <p>The new wet berth layout was designed, on behalf of the proposed lease holder, by International Marina Consultants, a qualified Marina Engineering firm following an operational review of the site, using the Australian Standard 3962:2020 Design for Marinas</p> <p><b>Inadequate Parking to Support Growth in Dry Boat Storage</b></p> <p>In terms of dry storage capacity, currently there are approximately 168 boat and trailer spaces (hard stand) and 135 dry dock spaces for boats and jet skis (totalling 303 spaces), some of which are currently unoccupied. The new dry stack building is proposed to include 300 dry boat storage spaces. The lease includes the possibility for a Stage 2 which expands the dry storage capacity to 400. This will be subject to a market demand study that demonstrates the need, and Council approval will need to be obtained.</p> <p>Boat owners that store boats at the marina will have their own parking, parking for the general public is provided to match planning requirements, the car and trailer parking will exceed the current capacity by one.</p> <p>While parking to accommodate the requirements arising from the additional boats on site has been discussed provisionally, design development based on the Stage 2 dry store expansion will need to be undertaken and consider the statutory parking requirements at that stage to confirm the approach. It is not proposed that the open space or car and trailer parking absorbs any additional requirements for parking resulting from the dry store expansion.</p>
52	Members of MTYC	<ul style="list-style-type: none"> <li>• Protesting removal of hardstand storage and the proposed bridge (for reasons outlined in other MTYC submissions – only</li> </ul>	<p><b>Removal of Hard Stand Storage preventing mast-up storage of trailable yachts and Use of Peninsula Space</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p>

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		<p>local storage, difficult to transport and rig, impacts the social element, and bridge will need to be sufficiently high to accommodate yachts).</p> <ul style="list-style-type: none"> <li>• Socially and environmentally irresponsible to make a change which will prevent ordinary people with trailable yachts sailing from St Kilda. Trailable yachts are more affordable than power boats.</li> <li>• The public’s gain will be yet more beach front and a different coastal walk. Believe both of these aims could be achieved without bringing a long history of sailing at St Kilda Marina to an end.</li> </ul>	<p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for</p>

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			<p>the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Environmental Impact</b></p> <p>The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures.</p> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p> <p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council's Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>The proposal for the site also enables not only the storage of a diversity of vessels (those that use petrol or not e.g. small craft) but increases the opportunity for a range of other sustainable uses unrelated to boating.</p> <p><b>Social Impact</b></p> <p>St Kilda Marina will continue to welcome trailable yacht enthusiasts and club members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions</p>

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			<p>and the boat launch facility which still requires a level of detailed design development will cater for the launching of a variety of vessels.</p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p>
53	<p>Founder &amp; CEO Mjet Aviation MSKY Aviation <b>Late written Submission</b></p> <p><b>Submission heard at Council meeting on 2 September 20</b></p>	<ul style="list-style-type: none"> <li>• Would like to lease a hospitality spot for a cafe/restaurant</li> <li>• Suggestion for a helipad on the west side of the boat shed to be used for the helicopter scenic flights and available for emergency services. An additional consideration for the near future is Uber Air and Elevate terminal for the air taxi services.</li> </ul>	<p>We are happy to provide your details to the proposed tenant. They have also been provided with the details of the submissions.</p> <p>It should be noted, however, that there is a process that needs to be undertaken to execute the lease for the St Kilda Marina as follows:</p> <ul style="list-style-type: none"> <li>• 16 September 2020 – Council endorses the intention enter into the proposed lease arrangement with the proposed tenant.</li> <li>• Mid to Late September 2020 – pending the outcome of the 16 September Council Meeting, the lease is progressed to State Government for Approval (by the Governor in Council)</li> <li>• End 2020 – anticipated approval of the lease by State Government.</li> </ul> <p>The lease may only be executed once it is approved by State Government. Once this occurs, the tenant will be more readily available to discuss detailed planning for the site.</p> <p><b>Community Consultation with the Proposed Tenant (AMDC)</b></p> <p>Following approval of the lease by the Governor in Council (anticipated to be late 2020), the community will be provided with an opportunity to have their say on elements of the St Kilda Marina design. The consultation which will involve the proposed tenant will focus on the look and amenity of public realm elements chosen by Council in consultation with the proponent.</p>
54	<p>Elwood Angling club <b>Late written Submission</b></p>	<ul style="list-style-type: none"> <li>• Consider the question if any specific areas for land-based fishing</li> </ul>	<p>Your suggestion for the St Kilda Marina Project has been provided to the proposed tenant and may be made at a future engagement session with the proposed tenant.</p> <p><b>Community Consultation with the Proposed Tenant (AMDC)</b></p>

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		<p>areas in the new development?</p>	<p>Following approval of the lease by the Governor in Council (anticipated to be late 2020), the community will be provided with an opportunity to have their say on elements of the St Kilda Marina design. The consultation which will involve the proposed tenant will focus on the look and amenity of public realm elements chosen by Council in consultation with the proponent. We will add you to the database of interested parties so you may be kept informed of future opportunities for engagement.</p>
55	<p>President Sonata Yacht Association <b>Late written Submission</b></p>	<ul style="list-style-type: none"> <li>• Concerned that the proposed development will significantly reduce the options available for boat storage and launching of sailing boats.</li> <li>• Support the objections raised by the Melbourne Trailable Yacht Club and Australian Sailing.</li> <li>• Will reduce the amount of sailing activity in the top end of the bay.</li> <li>• The loss of mast up boat storage will mean that Melbourne Trailable YC will no longer be able to operate from the marina. This will have a significant effect on</li> </ul>	<p><b>Redevelopment of Hard Stand Storage Preventing Mast-up Storage of Trailable Yachts</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p>

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		<p>the number of trailable yachts that will launch at the marina.</p> <ul style="list-style-type: none"> <li>Approximately 20 boats stored at the marina will no longer launch from there. Also many other day launches are related to the club. This is one of the largest trailable associations in Victoria and they attract many sailors who are not storing their boat and trailer at the marina.</li> </ul>	<p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Discontinuation of Trailable Yacht Sailing Activities of the MYTC Club</b></p> <p>St Kilda Marina will continue to welcome the MYTC and its members to use the site. The club will have opportunities to operate on the site with improved community meeting facilities to cater for activities. Trailable yachts are not precluded from parking or launching from the site. Car and trailer parking matches existing provisions and the boat launch facility which still requires a level of detailed design development and will cater for the launching of a variety of vessels.</p> <p>The Club has reported that it has 140 members, with approximately 20 storing boats on site. This means a relatively small number of club members will need to look at different arrangements for the storage of their boats – at another facility, privately, wet berth, dry berth.</p>
56	Stores Trailable	<ul style="list-style-type: none"> <li>Removal of hard stand</li> </ul>	<b>Redevelopment of Hard Stand Storage</b>

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	<p>Yacht at the Marina</p> <p>Late written Submission</p>	<ul style="list-style-type: none"> <li>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.</li> <li>Believe that the Council has a duty not to simply go for best income for the lowest outlay but accommodate the full range of community requirements, particularly current users.</li> <li>Trailer-sailer much less expensive option than a fixed keel boat and dry storage avoids additional maintenance costs of keeping a boat in a wet berth.</li> <li>Very few options for storing trailable yachts in the higher density inner suburbs. The marina currently</li> </ul>	<p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p> <p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for</p>



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		<p>responds to this need, mast up facility allows the boats to be launched and retrieved quickly making the popular evening racing possible, and meets the need of those who are beyond raising and lowering the mast every time they sail.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The current plans are a distinct move away from sail boats to power boats, while the inclusion of a bridge across the mouth of the marina would be</li> </ul>	<p>the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Challenges Created through Alternative Storage Options</b></p> <p>We acknowledge that there may be some challenges created for certain trailable yacht enthusiasts to lift or lower masts or rig their boats if they are not able to store them on site with the masts in place. The proposed lease holder has been provided with the concerns of the trailable yacht community. There will also be future opportunities to engage with the proposed new lease holder to discuss services that may facilitate the launching or retrieval of boats, parking or other issues that may arise.</p> <p><b>Opportunities Provided for Community Engagement Including with Marina Users</b></p> <p>Extensive consultation was undertaken during Stage 2 (Setting the Vision and Objectives) and Stage 3 (Setting the Parameters i.e. The St Kilda Marina Site Brief) of the project with the aim of reaching specific and diverse local and broader input.</p> <p>As part of Stage 2, Setting the Vision and Objectives, between 30 April and 30 May 2018, feedback was sought from the community on the draft vision and objectives including any big ideas for how to make St Kilda Marina a great place. This occurred via community pop up sessions at the St Kilda Esplanade Market and the Elwood retail precinct on Ormond Road, as well as an Open Day at the Marina. The community were notified of these events via Council's project web page, letter box drops to the surrounding area (approx. 6k-7k people), a media release on 14 May 2018, social media blasts via Facebook and Twitter, and an email update to interested parties (Council's website provided information on how to be included in these email updates). 425 community members actively participated via the face-to-face events (the two community pop-up sessions, a Community Open Day at the St Kilda Marina, with arranged walk throughs of the Marina, and a Community drop-in session) or via the online survey tool available via Council's <i>Have Your Say</i> page</p> <p>Stage 2 also involved intercept surveys / public life surveys undertaken at the site on 3 days, over 4 distinct time periods, nearing peak season (December 2017). Site observations were undertaken Friday December 5th 7:30am-9:30am and 10:30- 12:30pm, Sunday December 17th 1-3pm and Wednesday December 20th 5:30-7:30pm. These involved both observations of users' behaviour on the site and in person surveys. The report can be found <a href="#">here - St Kilda Marina Place Assessment</a> . The purpose of these surveys was to facilitate the development of the <a href="#">St Kilda Marina</a></p>

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		<p>the final death knell for any sailing use.</p>	<p><a href="#">Project Opportunities And Constraints Final (5.1 MB)</a> which would inform the engagement process to establish the Site Vision and Objectives.</p> <p>As part of determining the design criteria for the site (Stage 3), between 18 May and 11 June 2018, Council made a public call for expressions of interest to join the Community Panel. Nominations were open to anyone interested in taking part (excluding those identified as having an economic interest in the site). An online expression of interest form was available on Council's <i>Have Your Say</i> St Kilda Marina project page, at the community pop-ups during Stage Two engagement and in Council's newsletter, <i>Divercity</i>.</p> <p>During Stage 3, a survey was issued to members of the <b>Marina Industries Association</b> to both create awareness of the project and work being undertaken to develop design parameters for the site, and to obtain feedback from marina industry experts, clubs and commercial marinas operators on key areas of progressive and sustainable marinas. 14 members completed this survey.</p> <p>Also, as part of Stage 3, between 21 September and 7 October 2018, the broader community was invited to participate in the project via an online survey. 368 people completed the survey online.</p> <p>The survey was promoted through a range of channels to attract Marina users including private boat owners and public boat ramp users (signage was placed at the Marina in 11 locations and in the surrounding area including Peanut Farm Reserve from 24 September 2018 through the period of the survey), community groups, clubs and trader associations, local businesses and social media blasts.</p> <p>Two community drop-in sessions were held in June 2019 following the endorsement of the Site Brief by Council where community could discuss the planning process, procurement process and the Site Brief with the project team.</p> <p>Throughout the project a range of engagement opportunities were provided to accommodate the differing needs of the community and a range of techniques used to provide different options for people to contribute.</p> <p><b>Financial Offer Represents a Commercial Focus</b></p> <p>While the financial offer effectively triples the current income, this does not represent a commercial focus for the site. A market rent valuation for the site as it currently stands under the existing lease estimated the market rent as approximately \$850,000. The rent currently received is well under market value (a hangover from the lease developed in 50 years ago).</p>

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			<p>It should also be noted that as part of the evaluation process for the proposals for the site the evaluation criteria included financial and non-financial elements. The financial was weighted at 30% while the non-financial elements (design, experience and capability, Corporate Social Responsibility and operations, transition and asset management) were weighted at 70%.</p> <p><b>Future Fees</b> The proposed operator/tenant has advised that the costs of leasing a dry berth or a wet berth at the Marina are expected to be competitive with similar facilities around Port Phillip. The setting of prices by the marina operator will be subject to further assessments as transition to the redeveloped marina occurs, noting that the proposed new lease is scheduled to commence in May 2022.</p> <p><b>Proposed Bridge Development</b> The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p>
57	Trailable Yacht Supporter and Member of MYTC  Late written Submission	<ul style="list-style-type: none"> <li>Concerned the Melbourne Trailable Yacht Club (MTYC) will be due to lack of hardstand.</li> <li>We request a re-think to maintain 20-30 trailable yacht positions within the complex, as well as</li> </ul>	<p><b>Redevelopment of Hard Stand Storage</b></p> <p>The redevelopment of the existing hardstand boat storage is aligned to the Site Vision and Objectives and design criteria detailed in the St Kilda Marina Site Brief.</p> <p>The existing hardstand boat storage was identified as an inefficient way to store boats, with each privately-owned boat taking up significant space along the peninsula compared to other storage options.</p>

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	<p><b>Stores trailable yacht at St Kilda Marina</b></p> <p><b>Submission heard at Council meeting on 2 September 20</b></p>	<p>yachting representatives included within any ongoing community consultations.</p> <ul style="list-style-type: none"> <li>• 30 trailable spots would take up some 2,300 square metres of the 80,000 square metres of the Marina lease. Surely this could be incorporated into the Marina’s footprint as a more balanced outcome?</li> <li>• The plans do not reflect the site vision, “a special place for everyone” as you are evicting lower budget yachting and boating people.</li> <li>• Your “diversity of sustainable uses” is questionable, given the only dry storage remaining is forklift rack storage of motor boats, whilst removing all hardstand areas for</li> </ul>	<p>Reorganisation of the hardstand area through consolidation of most boats currently stored on the hardstand storage into a modern boat storage facility, supports better utilisation of the whole space, both for marina operations and public open space access. Many more boats can be stored in a smaller footprint.</p> <p>Community consultation identified that it was a priority to open up the marina as a whole, but in particular the peninsula, for the general public to enjoy. This is in-line with modern marinas around the world, who have a much more integrated approach to marina operations and publicly accessible spaces that are activated during the day and evening.</p> <p>Legislation (the St Kilda Land Act 1965) supports this through reserving the land for recreation and stating the purpose is for a Marina which includes facilities for recreation comfort and convenience of member of the public as well as those who own or use boats or motor vehicles.</p> <p>It should be noted that the Site Brief does not preclude hardstand storage on the peninsula. However, it makes clear that the intention is not to have large areas of the site given over to asphalt boat storage. This includes the criteria related to public access, reduction in fencing and environmental outcomes.</p> <p>Amongst the approximately 160 boats currently stored on the hardstand, we have been advised that there are approximately 20 trailable yachts being stored, with most of the owners being members of the Melbourne Trailable Yacht Club, which currently has a membership of about 140 people from across Melbourne region.</p> <p>Trailable yachts will not be precluded from being stored on the site. The dry store building will be suitable for vessels up to 15m. Wet berth storage is also an option. Of the approximately 20 trailable yachts that do not suit being stored in a layered boat storage facility due to size or other considerations; other private storage options will need to be found.</p> <p>While increasing dry boat storage to remove the need for hard stand boat storage received the low levels of support (46 per cent) in a <i>Have Your Say</i> survey (425 people participated), this was still considered the appropriate response for the site to bring the marina up to a modern day standard and to maximise outcomes for marina operations, boat users and the general public.</p> <p><b>Community Consultation with the Proposed Tenant (AMDC)</b></p> <p>Following approval of the lease by the Governor in Council (anticipated to be late 2020), the community will be provided with an opportunity to have their say on elements of the St Kilda Marina design. The consultation which will involve the</p>

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		<p>trailable yachts and boats. Yachts are more sustainable than motor boats.</p> <ul style="list-style-type: none"> <li>Your chosen option of the complete removal of over 130 lower cost hardstand areas, had the least support in your own survey of the various options.</li> <li>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”.</li> <li>The proposal’s mandatory change is to relocate the Bay Trail for cycling and pedestrian access to the seaward hardstand side of the marina, with a potential future access bridge over the marina entrance as a</li> </ul>	<p>proposed tenant will focus on the look and amenity of public realm elements chosen by Council in consultation with the proponent. We will add you to the database of interested parties so you may be kept informed of future opportunities for engagement.</p> <p><b>A Development for Everyone</b>  The Site Vision (<i>A special place on the foreshore <u>for everyone</u> that welcomes a diversity of sustainable uses anchored by a working marina</i>) and Objectives has guided the development of the criteria for the site which in turn guided the assessment of proposals for the site against the criteria.</p> <p>The design and functioning of the Marina means it currently acts as a barrier to movement along the foreshore and makes it feel privatised. To reflect changes to community perceptions and priorities over the last 50 years since the Marina was established, Council set out to achieve a more balanced outcome for this significant foreshore site that attracts a diverse patronage by offering increased opportunities for access and recreation.</p> <p><b>Proposed Bridge Development and Relocated Bay Trail to Peninsula</b>  The St Kilda Marina Site Brief identified a bridge that connected the bay trail across the mouth of the marina as a desirable outcome for the site. For the concept of a bridge to be progressed, Council will need to undertake further planning, consultation and prioritise funding. The new lease does include provisions that ensure a bridge can be developed at some point in the future. These provisions cover but are not limited to a design development process that will seek to effectively coordinate a bridge with the marina operations including the heights of vessels that regularly use the harbour (both yachts and sizeable motorboats), and its use as a safe harbour. The submissions will be given due consideration should the delivery of a bridge be contemplated.</p> <p><b>Environmental Impact and Sustainable Uses</b>  The new lease seeks to protect and enhance the natural environment through a considerable number of key environmentally sustainable initiatives and operational measures.</p> <p>In terms of the impact of sail boats versus motorboats on the environment and climate changes, the issue is multi-dimensional. A bigger issue for eco concerns of boating is the disposal of rubbish and black water, deck treatments, hull treatments and so forth.</p>

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		<p>very likely outcome from public pressure.</p> <ul style="list-style-type: none"> <li>• Concerned about the bridge. The marina entrance would require a minimum of 12m clearance for yachts to pass underneath, and 170m long ramparts either side to comply with the maximum Australian Standard wheelchair slope of 1:14.</li> <li>• Concerned about environmental issues resulting from motorboats.</li> <li>• Concerned about 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.</li> </ul>	<p>The lease requires the comprehensive development of a Sustainability Plan and Environmental Management Plan (EMP). The intent of the Sustainability Plan is to ensure Council's Sustainability targets are captured through various design initiatives and measures. The features range from various coastal resilience measures (protection and enhancement) to environmental design initiatives that benchmark against the Design and As-Built Green Star tool (which focusses predominantly on how the built environment is constructed and operated). Initiatives include but are not limited to 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% electricity with the provision of on-site renewable energy supply and solar power to a minimum of 50% roof area. The EMP outlines how the targets will be met and provides a basis for reporting and monitoring. The EMP will need to be updated every five years and reviewed and approved by Council.</p> <p>The proposal for the site also enables not only the storage of a diversity of vessels (those that use petrol or not e.g. small craft) but increases the opportunity for a range of other sustainable uses unrelated to boating.</p> <p><b>Hasty Decision Made During Lockdown</b></p> <p>This project has been underway since 2017 with two comprehensive stages of engagement offered to the community in early 2018 and late 2018. Procurement has taken well over one year from mid-2019 to mid-2020, in line with the program developed late 2017 and endorsed by Council on 5 February 2018. A detailed evaluation process of proposals submitted was undertaken from close of proposals on 19 December 2020 through to late June 2020. Refer to the following documents for more information about the project, and the procurement process:</p> <p><a href="#">project approach (PDF 11 KB)</a></p> <p><a href="#">St Kilda Marina project update - new long-term lease (PDF 2 MB).</a></p>

**End of Submissions and Council Officer Comments**