



St Kilda Marina Project

Online Q&A session held on Thursday 30th July 2020.

Unanswered questions taken on notice from the session.

Note: Other questions asked were answered at the Q&A session and both questions and answers can be found on the digital recording of the session on the St Kilda Marina Project web-site.

No	Question	Answer
1	How much funding will Council commit to the project?	<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>A process has been determined as part of the proposed lease to comprehensively assess and remediate soil contamination. Council will contribute funds to the assessment and any remediation required. The costs which will be shared with the tenant will be estimated once a detailed contamination assessment has been undertaken.</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>
2	Will there continue to be on-water fuel facilities for the public? Does this mean that the marina is suitable for power boats?	<p>The proposal allows for on water fuel facilities for boats.</p> <p>The marina currently accommodates and will continue to accommodate motorised boats.</p>

No	Question	Answer
3	The space for boats to launch from the boat ramp is significantly reduced, making it dangerous to launch, manoeuvre and retrieve. How are you going to address this?	As part of the proposed redevelopment, the layout of the land side of the public ramp has been redesigned to improve the flow of traffic and manage congestion. With the replacement of the existing wet berths with new, the configuration of the marina will change while maintaining and improving the functionality of all aspects of the marina operation, including movement of vessels launched at the public boat ramp.
4	How much rigging room will be available for Trailable Yachts? Only after rigging does the boat get launched and then the car and trailer parked	As part of the proposed redevelopment, the layout of the landside of the boat launch has been redesigned to improve the flow of traffic and the functionality of the area. During the transition from the current to the proposed redevelopment the operator/tenant will further clarify the operational requirements for access to and use of the public boat ramp.
5	How does the new design respond to the sea level rise predicted to occur over the next 50 years?	The proposal includes the following measures to accommodate sea level rise: <ul style="list-style-type: none"> • Upgrade of the sea wall to protect against storm surge and projected sea level rise (0.8m by 2100) • 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 detailed design development)
6	How do you anticipate the lease cost will compare in regard to the current mast up storage with the new dry storage options you've outlined?	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 is subject to further assessments as transition to the redeveloped marina occurs.
7	How can you say you are committed to boating when there are less boats overall how many wet boat berths	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

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	<p>will be compared to now and who gets kicked out?</p> <p>What is the net loss/gain of dry storage spaces?</p>	<p>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>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, 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 and therefore 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.</p>
8	St Kilda is already the most expensive for wet berths on the bay with less boats how much more will it cost?	<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.</p> <p>The setting of prices is subject to further assessments as transition to the redeveloped marina occurs.</p>
9	Will there be consideration given to noise restrictions in terms of activation events at the site?	Events will need to comply with EPA requirements for controlling noise.
10	If State Government does not endorse the Planning	No. The procurement documentation that invited expressions of interest and requested proposals for

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	Scheme Amendment to accommodate taller buildings, is the proposed lease holder entitled to compensation?	<p>the new long-term lease was clear about the planning process being undertaken in parallel with the procurement process. There were also provisions in the process to inform proponents submitting proposals as the planning process evolved.</p> <p>The Planning Scheme Amendment is currently with the Planning Minister for Approval, with an outcome anticipated to be provided in advance of approval by the Victorian Government (via Governor in Council) for the proposed lease.</p>
11	Will the existing floating pontoons be retained at the boat ramp? Will there be priority lanes for launching and separate ones for retrieving, the current ramp does not resolve conflict between these two operations?	The proposed operator/tenant who has extensive experience in developing and operating marinas has advised that all aspects of the Marina operation will be reviewed during the detailed design process to ensure operation of the public boat ramp, including launching and retrieval, is as efficient as possible.
12	Melbourne trailable twilight racing will cease without the storage for mast up yachts. Melbourne trailable yacht club financially supports the coast guard with this, Is the council going to financially compensate the coast guard?	The Australian Volunteer Coast Guard, as part of the proposed long-term lease, will be provided with a new facility to a specification that suits their needs, at 'pepper corn' rent.
13	What is the estimated completion date for the redevelopment?	This is dependent on the detailed assessment of and program for remediation of contamination – there are provisions in the lease that deal with this. However, the intent is that the bulk of the

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		<p>redevelopment (including a new dry store building with capacity for 300 boats and ancillary facilities, new wet berths re-oriented to the peninsula side, a base level of public berthing infrastructure, a new Australian Volunteer Coast Guard facility, comprehensive refurbishment of the RIVA building, Marine Parade works to create a retail/food and beverage strip, peninsula works including landscaping and Beacon restoration, landscaping across the site, the Bay Trail and carparking upgrades.) will be completed in the first five or so years of the lease. The proposed new lease commencement date is 1 May 2022.</p>
14	<p>Why not include a crossing by the Beacon (a bridge) to avoid this being dead end?</p> <p>If there was to be a bridge, would it be better if the boat sheds were by Marine Parade with hospitality units on the peninsula? Is that possible?</p>	<p>Council requested market feedback on this issue during the Expression of Interest process for this project and required that submissions to the RFP included a bridge design and feasibility study. The outcome indicated a level of concern about including a bridge due to impact on boat users and associated operational issues.</p> <p>There are, however, provisions in the lease that enable Council to work with the tenant to incorporate a bridge at a later date should it be desired and supported more widely by the community.</p> <p>The proposed tenant for the lease, with significant experience in developing and operating Marinas, responded to the Request for Proposal with a design that embraces progressive marina design and one they considered the most suitable for the storage and movement of boats to current and future standards, that also met the built form criteria in the Site Brief.</p>

No	Question	Answer
		<p>The current and proposed design also provides a level of wind protection for the harbour area.</p> <p>While there will be an opportunity made available following the approval of the lease by the Victorian Government for further community input, this will be for look and amenity elements of the design and not for modifications to the proposed layout.</p>