

St Kilda Marina New Long Term Lease – Summary of Submissions

No. (52 in total)	Organisation /Affiliation	Submission Summary
1	Resident	<p>Various:</p> <ul style="list-style-type: none"> • Public transport access to Marina - bus for the beach front • Economic rental and short-term accommodation to encourage tourism for young adults • Elster Creek and Elwood Canal environmental degradation. • Increased property pricing and overdevelopment as a result of the redevelopment • Increased policing and surveillance of the area (particularly in peak seasons) • Introduction of native and pre-existing flora and fauna
2	Australian Sailing Ltd on behalf of Melbourne Trailable Yacht Club (MTYC)	<ul style="list-style-type: none"> • Redevelopment of the Hard Stand preventing storage of Trailable Yachts affects the ability for MTYC to deliver this sport. • Bridge development impact on Trailable Yacht use of the harbour if the bridge is not high enough. • Men’s Shed Community group – Men on a Boat event - use SKM as a base. Concerned the redevelopment will discontinue this.
3	Interested party and St Kilda Visitor.	<ul style="list-style-type: none"> • Suggestions for Riva building redevelopment, including addition of another level • Use of solar panels to power the Marina • Free parking after 6pm daily to attract usage of restaurants
4	Resident Stores boat on trailer on hard stand at SKM	<ul style="list-style-type: none"> • Redevelopment of the Hard Stand preventing storage of Trailable Yacht • Economic options for storing boats in nearby locations are limited (nearest is Pier 35 but it is several thousand dollars more expensive) • Concerned about fee increases which affects access to the trailable yacht sport. It may be unattainable for many. • Would like to see a published comparison of the fees now vs future. The fees must remain reasonable to ensure that boat owners are not being exploited by a firm being granted a monopoly by the council, and to ensure that the business plan put up for approval is actually viable.
5	Melbourne Trailable Yacht Club (MTYC) Member	<ul style="list-style-type: none"> • The lease provisions will greatly impact on users of trailer-sailer yachts. • Redevelopment of the Hard Stand preventing storage of Trailable Yachts which effects the accessibility and affordability of the sport.

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		<ul style="list-style-type: none"> • If a bridge is eventually built, access and egress by any sailing boat will be prevented completely. There is reference within the documents to the facility being and "All weather Safe Haven. Not if the vessel in trouble has a mast and can't get under a bridge Lack of pontoons adjacent the boat ramp to aid in launch and retrieval. • What is the link between St Kilda Land Act 1965 and Sky Diving? • Consultation with boating public outside CoPP – has this been undertaken? • In these days of climate change awareness, promotion of sailing over powerboating should be encouraged by responsible governments.
6	Stores boat on trailer on hard stand at SKM Member of MTYC	<ul style="list-style-type: none"> • Redevelopment of the Hard Stand preventing storage of Trailable 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. • Storing the yacht in the dry store and having to drop the mast is not practical – it is difficult, labour intensive and takes time. • For those advancing in years the mast up storage has given us the opportunity to prolong the recreational sport we have loved over the year • Travel a long way to use the SKM facilities. Without having the facility of mast up storage I will not be able to follow my recreational activity, not only affecting me but also the two people who regularly crew for me.
7	Trailable yacht supporter.	<ul style="list-style-type: none"> • Bridge development impact on Trailable Yacht use of the harbour if the bridge is not high enough. • 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.
8	Hartley TS18-21 Yacht Club and an owner of a trailer sailer yacht	<ul style="list-style-type: none"> • Objection to the construction of a bridge due to impact on use of the harbour for yachts and boats generally, including use as a safe harbour. Being a member of the Hartley TS18-21 Yacht Club and an owner of a trailer sailer yacht, I have used the launch/retrieval ramp at St Kilda Marina on numerous occasions. I enjoy the ability to launch and retrieve safely in all conditions. Knowing this marina exists to provide a bolt-hole when conditions turn nasty is a comfort when sailing at the top end of the bay. If this facility was no longer available the next closest all-weather public boat harbour/launch facility would be Mornington Harbour on the east side of the bay and The Warmies in Spotswood on the west side of the bay.

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		<ul style="list-style-type: none"> Looks forward to improvements at the Marina but has concerns about bridge design and extent required to ensure it is accessible, and resultant impacts sight lines.
9		<ul style="list-style-type: none"> Redevelopment of the Hard Stand preventing storage of Trailable Yachts. Why was the requirement not in the design brief for hardstand storage? Limited facilities in Melbourne that cater for storage of trailable yachts Trailable yachts stored at the Marina participate in club events at the marina. Support for the trailable yacht club – concerned that lack of storage options at SKM will destroy the club, an existing community utilising the facility. Why was the need for mast up storage not queried as part of community consultation? Concerned about launching for trailable yachts – limited space/area for tied up vessels, with pontoons removed. Was there a boat traffic management study undertaken? Concerns about the design where the wet berth storage first row is close to the boat launch, and the impact of the wake created from boats being loaded on trailers. The development is supposed to be for everyone and not just for the perfect morning cocktail of exhaust fumes, noise, a cappuccino and a patisserie under the new scenario and consideration is given to the public launching facilities. There are limited all weather ramps on the bay and what you have at the moment is one of the best. Don't desecrate it. Improve what you have.
10	Owners of a trailable yacht, members of MTYC and heavy summer users of the marina	<ul style="list-style-type: none"> Removal of one of a launching ramp and elimination of hard storage disadvantaging owners of trailable yachts and members of the MTYC and the club events. Functionality concerns, including overcrowding/ congestion, of the public boat launch (being the only remaining boat ramp). Trailable yachts are not designed to be stored in wet berths 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.
11	Trailable yacht owner	<ul style="list-style-type: none"> 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.

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12	<p>Geelong trailable yacht club (Secretary)</p> <p>GTYC members sail from SKM as participants in events organised by MYTC which uses SKM as its home base.</p>	<ul style="list-style-type: none"> • Access to the marina by vehicles with long trailers conflicting with pedestrians and cyclists forcing left turn only access (and u-turns being impossible). Improved management of pedestrians will be required. Ideally access for bikes and pedestrian will be separated completed. Right turn into the Marina should be permitted. • Limited parking for boats with trailers • Congestion at the public boat ramp particularly with respect to the time required for trailable yachts to launch and retrieve. • Construction of bridge leading to access issues for yachts, impacting on efficient access to the harbour during emergencies <p>Note: The club yachts are typically between 5 metres and 8.5 metres length and have cabins with accommodation for crew. A trailable yacht is typically trailed to car/trailer parking area at a sailing venue where the mast is erected, and the vessel launched via a boat ramp.</p>
13	<p>Community Panel Member, and frequent attendee at Council Meetings.</p>	<ul style="list-style-type: none"> • Shed Massing – while community panel voted in favour of high/short, the 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. • 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. • 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). • Inconsistency in size of commercial foot print with the site brief – 3745 m2 proposed plus Service Station of 466m2 results in 611m2 over the mandatory upper limit of 3600m2 (figures to be checked) • Marine Parade Buildings – too many building proposed for Marine Parade.....which contributes to the excessive 3745m2 retail area proposed. • 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. • Financial offer – the proposed income of existing is quadrupled which represents a commercial focus. • Difficult to comprehend why the community panel was formed if the majority of outcomes were disregarded. • Note: extracts from the community panel process have been included.
14	<p>Secretary unChain Inc Resident</p>	<ul style="list-style-type: none"> • What provision is there concerning infrastructure at the end of the lease and decontamination?

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		<ul style="list-style-type: none"> • 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. • The benefits for the general community are outlined • AMDC and Community Consultation over its Development Plan – suggestions for areas for consultation.
15	Member of MTYC and Long term tenant of the Marina	<ul style="list-style-type: none"> • 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. It’s not reasonable to have presumed that marina would not have had space for mast up storage. • Too difficult to store in thy 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. • No other options for mast up storage in the northern part of the bay so people in CoPP would have to sell their boats. • Views of the beacon will be affected by the 15m high shed. • There is no flora on peninsula and the only fauna are the sea gulls – why is the peninsula being opened up? • Concerns re: rough sleepers and campers on the back of the buildings. • Concerns re: boat ramp immediately in front of wet berths and resultant collisions with stored boats. • How can boats be rigged at the public boat ramp? • Closeness of boat ramp to restaurants, and conflicts with pedestrians • Half the boats are being taken away thus destroying the ambience of the marina. • The storage shed is a boat mooring for the rich, with the homeless sleeping behind the shed. • An “existing society” will be destroyed in the hope of creating another one that may never happen.
16	Member of MTYC, with boat stored at SKM	<p>There is much to like about the marina update proposal and I agree it’s good to include as many people as possible to enjoy the area. However:</p> <ul style="list-style-type: none"> • Redevelopment of the Hard Stand preventing storage of Trailable Yachts affects the ability to effectively continue this sport. I don’t know how I would store my boat? • 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. • Rigging the boat on the water is dangerous – better to do it on land with more spaces available.....and how will de-rigging work? • St Kilda Marina is the centre for trailer sailing in Melbourne, and elements of the sport will be discontinue if facilities for trailer sailors cannot be accommodated.

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		<ul style="list-style-type: none"> • 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.
17	Owner of a Trailable Yacht	<ul style="list-style-type: none"> • Bridge development impact on Trailable Yacht use of the harbour and diminish the diversity of boats that could use the Marina.
18	Members of MTYC, with boat stored at SKM	<ul style="list-style-type: none"> • 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. • Storage with mast up is about quick and safe access to the water • Community participation – the concept drawings of a 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? • The community engagement report stated that of all the ideas explored as ways to enhance the working marina the idea of “improving the dry boat storage with an increased capacity to meet demand and removing the need for hard stand storage “received the lowest levels of support”. Indeed it goes on to say that fully two thirds of participants “felt that diverse storage options would be ideal”. • Feels that the trailable yacht owners are being discriminated against as the proposed redevelopment allows for all users except trailable yacht users. Asks for a small portion of hardstand to be made available. • 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.
19	Members of MTYC, with boat stored at SKM	<ul style="list-style-type: none"> • Possible pollution of beach at the peninsula and unsafe for public. • Redevelopment of the Hard Stand preventing storage of Trailable Yachts affects the ability to effectively continue this sport (and impacts on the social element) • Storage with mast up is about quick and safe access to the water • 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.
20	Hartley Yacht Club Committee – with Trailable Yacht Membership	<ul style="list-style-type: none"> • 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. • SKM is the only safe, all weather harbour on Port Phillip Bay’s eastern side that is suitable for trailable yachts. Concerned that the redevelopment will affect the future of the club.
21		Agrees that the Marina requires upgrade. However:

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		<ul style="list-style-type: none"> • Opposed to the construction of the bridge as it will prevent access to and use of the St Kilda Marina. • SKM is the only safe, all weather harbour on Port Phillip Bay's eastern side that is suitable for trailable yachts.
22	Member of Trailable Yacht Club (likely MTYC). Travels with boat to SKM	<p>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:</p> <ul style="list-style-type: none"> • 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. • Currently SKM is the safest launching and retrieval site. • Requests redesign as follows to facilitate Trailable Yacht rigging and retrieval: <ul style="list-style-type: none"> ○ The public ramp and the 2 pontoons - Trailable yachts cannot be launched or retrieved from the middle of the ramp. They need to be guided by ropes held by people on the land, so the boats can be pulled safely on to a pontoon and then tied up to finish the rigging process. Please keep the 2 pontoons to facilitate this. ○ Rigging and de-rigging area and the trailer car park – the new design appears that there might only be 4 spaces for cars with boats on trailers to rig. That is not nearly enough for the boating community at this marina, especially outside the Winter months. As a working marina, there needs to be adequate room given to these activities. Address through increases in space for trailer car park.
23	Commander – Coast Guard St Kilda	<ul style="list-style-type: none"> • 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. • Suggests the club has had minimal incidents, with little requirement from AVCG and the support is environmentally friendly.
24	Member of Yachting Australia and MTYC	<ul style="list-style-type: none"> • 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. • Opposed to the big white storage boxes, plain ugly. • Storing boats stacked in a big box does not create a “working marina” look. It looks more like a cargo facility. • There look to be fewer launching ramps than currently. • The wet-berths have been moved west so that all boats launched from the main public ramp will have to navigate around all the berths, rather than heading straight down the channel. Risky and crazy! • The proposed promenade takes visitors beside the two big boxes thus halving a decent view.

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		<ul style="list-style-type: none"> • There seems to be far less short-term dock space for boats to prepare after launching. All boats need this when first launched. • Concerned the redevelopment sole focus is on the financial side and increasing rental.
25	Boating Industry Association of Victoria (BIAV)	<p>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:</p> <ul style="list-style-type: none"> • Halving of wet berths - BIAV remains unsure as to whether enough has been done to expand the wet-berth space and provide more opportunity. • 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. • Multi-use/flexible boat and trailer parking - This really does not auger well for boating and for this site being preserved as a premier boating facility and destination. Whether this be proposed at this stage only for boating ‘down-time’ is still unacceptable as once an activity such as basketball sets in, chances are it will increase its demands and usage to the detriment of boating. • 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.
26	Boat owner with boat stored at SKM	<ul style="list-style-type: none"> • 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. • If this is the case, would this mean that our yearly fees would double?
27		<ul style="list-style-type: none"> • Opposed to bridge as this would prevent trailer-sailer yachts from using the facility. • The marina is the only suitable launching ramp for these vessels on the eastern side of the Bay until you reach Martha Cove. As such, it is also the only Safe Harbour from where vessels can be retrieved in the event of dangerous weather conditions
28	Unchain	<ul style="list-style-type: none"> • Non-compliant marina berths - Given that Council was fully aware that a new wet berth design would be submitted by the new tenant, why was old, outdated and redundant berths purchased (for a cost of \$620K)? What due diligence was undertaken? Was CoPP aware of the reviewing of AS 3962-2001 for marina berths? • Contamination - At the end of a lease it is usual for the tenant to remove any contamination which has occurred over the lease. Given this contamination, will the City of Port Phillip be required to pay for this decontamination, or will the existing tenant be required to pay?

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		<ul style="list-style-type: none"> • Infrastructure Costs - What new and ongoing infrastructure will the City of Port Phillip be required to undertake at the city's cost? • Full BOM weather station - We understand that the weather station on site is only a partial station giving only wind speed and direction. Given the tourist role of St Kilda, it would be useful to have a full weather station information.
29	MYTC Member and user of SKM	<ul style="list-style-type: none"> • Limited area for rigging particularly during events. As it stands we rig the yacht adjacent to the grassed area before driving to the ramp and on a club event day now this is currently very limiting. • Storage for mast up yachts is a benefit for general yachting community • SKM is key to maintaining club connections • The proposed marina access water way and ramp arrangement look to be very congested with limited room for tying boats up adjacent to the ramp. The typical length of our yachts is 7.5m even now 2 yachts nose to tail don't fit on the current floating docks • Bridge – require a height at least 12m to give clearance for mast up yachts • The peninsula area is out of the way and will promote a 'dead area' for rough sleepers and camper vans. There is sufficient foreshore space elsewhere. • Size of dry sheds, particularly height will block views. • Money grabbing exercise
30	SKM wet berth tenant	<ul style="list-style-type: none"> • 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%) • 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 • Decrease in use of hospitality resulting from the reduced Marina footprint, particularly in winter.
31	Commodore - Melb Yacht Trailable Yacht Club + attachment by Australian Sailing	<ul style="list-style-type: none"> • Engagement process – completion of HYS survey in 2018, including view that hardstand should remain and diverse storage options should be maintained – how has this been incorporated? And why were members not kept informed after they ticked the box? • The two key aspects of the proposed redevelopment that, in their current design, will negatively impact the club are: 1. Redevelopment of the current hard stand into car parking 2. Installation of a bridge over the entrance to the marina • 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.

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		<ul style="list-style-type: none"> • The plans can hardly be described as diverse or sustainable when it provides much more storage for motor boats and none for our environmentally friendly sailing boats. • Requesting 20 hard stand positions for their yachts • Submission has tied into some objective areas for the site: Place identity, Social and Cultural, Economic.
32	Appears to be a member of MTYC	<ul style="list-style-type: none"> • 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. Users of the Marina should be project partners not stakeholders. While responses were provided by trailable yacht owners that the hardstand should not be removed, these appear to have been ignored. • Removal of the hard-stand open boat storage area – the re-purposing is a grab of land that was original created for the Marina/ boating community. 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. • 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.
33	Trailable yacht owner, user of SKM and MTYC member	<p>Detailed submissions articulating all issues as raised by other Trailable yacht owners and organisations (except for the community element).</p> <p>Failed Stakeholder and Community Consultation and Feedback, leading to;</p> <ul style="list-style-type: none"> • Abolition of mast up hard stand boat storage for trailable yachts, and • Dry Stack storage unsuitable for trailable yachts, and • Inadequate detail on public boat ramp and trailer parking suitability, and • Future bridge consideration rendering the Marina unusable by (trailable) yachts, and • Environmental Outcomes inconsistent with community and Port Phillip vision.
34	SunMaid SunBird Yachting	<ul style="list-style-type: none"> • Lack of consideration for hardstand storage – they have been stored at the marina for many years and has been the home for MTYC. • SKM has long-served as a safe haven for boat owners confronting adverse weather in the northern end of Port Philip Bay. • 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.

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35	Trailable boat owner and user of marina (boat stored off-site). Member of MTYC.	<ul style="list-style-type: none"> • Concerned about 50% of the marina being re-purposed for non-marina uses, noting that by law it should be a marina • Safety concerns for the launch and retrieval of yachts on the boat ramp – currently not safe, nor is the proposed design. • Lack of boat rigging area adjacent the boat ramp. • Floating Pontoon removal is a safety concern for launch and retrieval of yachts. The pontoons should be retained. • Lack of storage options for trailable yachts and its impact on alienating a community of people.
36	Chairman - Australian Sailing - Trailable Yacht Supporting MTYC	<ul style="list-style-type: none"> • The facilities at St Kilda Marina are important to trailable yacht owners, as it is the only facility of its kind for access at the northern part of Port Phillip, that offers some rigging areas and short and long-term parking. Other locations around metropolitan Melbourne for trailable yacht storage are extremely scarce. Sandringham YC, Mornington YC and Blairgowrie YS offer limited trailable yacht storage – for members only. The nearest public trailable yacht storage facilities are at Martha Cove, Dromana, Yaringa Marina and Hastings Marina on Westernport. • The current St Kilda Marina lease proposal is viewed as a major setback for the MTYC members and the broader trailable yacht community. • Removal of ramps and trailer boat hard stand storage area will see the extinction of Thursday twilight sailing for the club members and visitors and potential losses for the current members that utilise the trailer boat storage area. Expect about a 50% reduction in member participation. • A reduction in appropriate rigging areas would also be a potential congestion issue that may be off-putting to MTYC members and other visiting boats. • The council should not be distracted by the monetary return on footprint as stated in the influences of criteria mentioned in the 'Dry storage' p21 of the 2018 Community Panel Process Outcomes. • The consideration of a bridge across the marina entrance would be a negative unless able to provide +15m air clearance.
37	Member of MTYC	<ul style="list-style-type: none"> • There 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 support your Objective - Creating opportunities and flexible spaces for active and passive recreation, quiet enjoyment and culture, welcoming people to spend more time and build community connections. • It 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. I don't think this will enhance your Objective - Showcasing the foreshore and a working marina through innovative design

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		<ul style="list-style-type: none"> • 3. Design of the water access between the ramp and the port exit (removing the straight line access) while possibly proposed to reduce boat speed inside the marina, is unlikely to effect this and is more likely to cause congestion and an increase in boat collisions with the combination of speed boats, jet ski's and sailing vessels all vying for a place in a queue for the ramps at peak periods. This will not enhance your Objective: . Showcasing the foreshore and a working marina through innovative design. • Little to no jetty space away from foot traffic where boat can be de-rigged and moored while retrieving trailers.
38	Trailable yacht owner and long time user of SKM. Member of MTYC	<ul style="list-style-type: none"> • The launching ramp as proposed is compromised by the reduction in the number of lanes, and the removal of the pontoons for loading and unloading or simply securing the boat while the car and trailer are removed to the parking area (or retrieved upon return). • The moving of the wet berths across the harbour significantly reduces the safety and useability of the marina, introducing blind spots while boats are moving, and making manoeuvring of vessels – especially if it is windy – problematic due to the low boat speeds required during such movement. • Yachts require longer rigging time. The area available for launching preparation is reduced. This area is inadequate on busy days currently. Any more than four boats preparing to launch causes issues with traffic and waiting times. Having launched, there will be reduced parking available for boats and trailers. • Completed two surveys, in December 2017, and October 2018, regarding the potential development of the marina. It would appear that concerns expressed in those surveys have been ignored. I note that I was asked to provide details in the second survey so that I could be kept updated, but that has not happened. • The marina was built on reclaimed land for the purpose of a working marina. A working marina requires that there be a safe and usable boat ramp, and secure storage for all types of vessels on site. I believe the current proposal does not fulfil this requirement, particularly in regard to safety for all boats as outlined above. The particular requirements for trailable yachts have been totally ignored.
39	Albert Part Yachting and Angling Club Some members have their boats housed at the Marina	<ul style="list-style-type: none"> • Would like to participate in future consultation processes. • The security of tenure for boat owners who have their boats at the Marina. • The continuing of availability of public boat launching access and trailer parking at the Marina. • The need to protect the marine environment in the vicinity of the Marina – 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

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40	MTYC Member	<ul style="list-style-type: none"> • 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. • 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. • Please keep me informed of what actions would be taken to effectively address the objections raised about the planned redevelopment of St Kilda Marina.
41	Owner of a trailable yacht and uses SKM to launch	<ul style="list-style-type: none"> • 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. • There is no space allocated for rigging of trailer sailers. Parking areas as depicted in pdf document are not really suitable, unless parking area is almost completely empty. Rigging line should be incorporated into this design. • Retaining petrol station site (trailable yachts also use petrol). • 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.
42	Trailable Yacht owner and crews a boat stored at SKM	<ul style="list-style-type: none"> • The new plan has retained the public ramp and trailer parking suitable for trailer sailer and other trailed craft but no provision for trailer sailer storage and the two inside ramps appear to be removed. • Commercial space – what is the definition (to generate income?)? Plans appear to show a big reduction in commercial area, not increase while supporting an increase in landscaped area? • Requests: <ul style="list-style-type: none"> ○ 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 ○ Provisions to be made for all boating types (trailer sailers) at a reasonable cost
43	MTYC Member and user of SKM	<ul style="list-style-type: none"> • Safety - Limited space to launch and retrieve • Removal of the mast up boat area. Moving these boats all together or to an undercover mast down area creates other problems • Limited boat rigging area. • Responsibility of the Marina to cater for the wider boating community

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		<ul style="list-style-type: none"> • Historically Unique - The initial brief states that it needs to remain a “working marina.” To see it become another Docklands complex which initially had open space, cafes, and festival activities and the expectation of a vibrant tourists destination is now largely a housing development and a ghost city. • Environmentally short sighted - The current economic and environmental pathway is away from fossil fuels and the future boat types will most likely encompass many more types of craft than we now see on the water. The current plans are not inclusive of various types of watercraft, i.e. yachts and solar/wind propelled, not just a select few boat types that fit into the storage sheds and jet skis. • Working Marina intent but it looks like a picnic, café complex and bike trail around a water park.
44		<ul style="list-style-type: none"> • Who is AMDC? Where is the funding coming from? Council needs to understand this. • Marina fees – will they increase? • The proposed development of StKilda Marina is counter to the city of Port Philip’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). It was not about working collaboratively – no surveys or telephone contact, no letters or information prior to the proposal being agreed. Value for money – removal of hardstand and reduced capacity represents significant reduction in value • Proposal is not in the best interests of the community: <ul style="list-style-type: none"> ○ Sailing community – reduction in marina facilities ○ Stress on parking ○ Polluting the environment through focus on motor boats ○ Increased pressure on coast guard from motor boats vs yachts ○ Impact on surrounding suburbs and roadways through vessels trailered and transported to ramps. Also increase in pollution. ○ Increase congestion at public boat ramp which impacts on boat users and ped/bikes • SKM history of sailing threatened – history dating back over 150 years. • Seeks to have the proposal overturned
45	Member of MTYC, owner of Trailable	<ul style="list-style-type: none"> • A bridge connection will deny the use of the Marina facility to Trailable yachts, plus promotes a safety issue for any boat with height • Concern with the future need to raise and lower masts for use

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	Sunmaid yacht and SKM user	<ul style="list-style-type: none"> • 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 the boat up and /or fend it off in a prevailing wind. • Concerned about lack of storage options for trailable yachts (although stores boat at home) • Lack of facilities in Port Phillip Bay for trailable yachts
46	Appears to be member of MTYC	<p>While I recognise that the marina complex is currently in need of renovation, and I welcome an overall refresh, I have specific concerns about the suitability of the proposed design for a key group of users – trailable yachts:</p> <ul style="list-style-type: none"> • Design is not suitable for trailable yachts – needs to cater for storing, launching and retrieving. Lack of hardstand does not allow for storing. • 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. • Re-orientation of wet berths – will lead to congestion and is unworkable. • 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.
47		<ul style="list-style-type: none"> • Environmental design brief is vague – lacks detail. Why are the requirements not mandatory? • Why is the brief silent on electrical charge stations for cars and boats? • What will be Council’s role in ongoing inspections, measurement and intervention to ensure environmental operational and management obligations are met? • 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? • 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? • 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? • 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

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		<ul style="list-style-type: none"> • What are the performance criteria for the tenant over the duration of the lease and how will the Council monitor and enforce those requirements to prevent what has occurred during the previous 50 years lease? What will be the Council's level and extent of intervention and what will be the penalties for non-compliance? • 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 • What is the carparking provision for Stage 2? • The conflict between the ped and cycle path, boat ramp and Civic heart has not been removed – why? • Bridge – why is it discretionary and not mandatory, given its merits in creating a continuous promenade on the foreshore?
48		<p>Comments about the New Lease update document describing the development:</p> <ul style="list-style-type: none"> • 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. • 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. We note such strategy was the 2nd key recommendation made by Planning Panels Victoria, after hearings held in April 2020. • We understand final approval for the rezoning and redevelopment of this marina is still in the hands of the Victorian Minister for Planning. It is unconscionable that the Council is even considering entering into a lease agreement before they have the Minister's final approval.
49	Member of MTYC	<ul style="list-style-type: none"> • Safe trailable yacht launching is limited on the Eastern side of Port Phillip, we are unable to launch at other ramps due to having road bridges to traverse under IE Patterson Lakes & Mordialloc. • 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 • Disadvantaged by the redevelopment of St Kilda Marina. I would have to seriously consider as to the future of sailing as my boat is not suitable to be kept on the water.
50	FARR Trailable Yacht Club – President. The club	<ul style="list-style-type: none"> • 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).

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	has used the boat launch at SKM.	<ul style="list-style-type: none"> • 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. • The bridge should consider the height of 12m.
51	Vice Commodore of the Melbourne Trailable Yacht Club (MTYC) and Chairman of the Trailable Yacht Division of Australian Sailing (TYD) Currently stores yacht at the Marina.	<ul style="list-style-type: none"> • Concerned that sufficient opportunity has not been provided for all stakeholders (trailable yacht group). • Community panel has not engaged with the trailable yacht community • 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. • No evidence of approach to Marina occupants during consultation • MTYC members became aware of the Q&A session by chance. • Met with Mayor Voss – little interest shown in making changes due to the late stage. • Issues with Redevelopment <ul style="list-style-type: none"> ○ Removal of hardstand storage – trailable yacht group will be forced to move outside Melbourne or sell their yachts ○ Bridge – the community would be forced to go elsewhere if this was constructed ○ Decrease in safety for on water vessels – navigating turns is dangerous, and will cause congestion ○ Inadequate parking to support growth in dry boat storage.
52	Members of MTYC	<ul style="list-style-type: none"> • Protesting about removal of hardstand storage and the proposed bridge (for reasons outlined in other MTYC submissions – only local storage, difficult to transport and rig, impacts the social element, and bridge will need to be sufficiently high to accommodate yachts). • 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. • The public’s gain will be yet more beach front and a different coastal walk. We believe both of these aims could be achieved without bringing a long history of sailing at St Kilda Marina to an end.