

Sandringham Harbour

Local Port Area Plan

AW maritime

Prepared for  Parks
VICTORIA

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Executive Summary

Sandringham Harbour is a regional boating facility within the local port of Port Phillip that provides a diversity of services and facilities for boating (through clubs, associations and business) and is highly valued by the local community. The harbour comprises an expansive area of sheltered water, a rock breakwater, wave screen, floating marina, swing moorings and Hampton Pier. In addition to the maritime features of the harbour, the foreshore and beach provides a range of recreational, business and tourism opportunities and facilities connecting the land and on water experiences for the local community and visitors to enjoy.

Parks Victoria, as port manager for the local port of Port Phillip, is preparing a local port area plan for Sandringham Harbour. Local port area plans are developed to allow prioritisation of asset investment based on the broader local port precinct. This will more effectively achieve economic, environmental and community outcomes. AW Maritime Pty Ltd (AWM) has been engaged by Parks Victoria to provide consulting services for the development of the Sandringham Harbour Local Port Area Plan. In addition to confirming the entrance channel, swing mooring area and off-the-beach boating requirements, the plan considers the future options for Hampton Pier.

The purpose of this plan is to summarise the challenges and opportunities that have been considered to improve safe operation and sustainability of the harbour, as well as document the public feedback received on the draft plan.

The development of the plan is being guided by a Project Reference Group comprising members from the Department of Transport, Bayside City Council and Parks Victoria.

The objectives of the plan are to:

- Enable continued support for the wide range of uses of the harbour.
- Define the vessel entrance channel and safe navigation requirements.
- Propose options for Hampton Pier.
- Provide direction regarding the future of swing moorings and berths which Parks Victoria currently manage within the harbour.
- Consider the needs of the fast growing 'off the beach' boating users.

In preparing the draft plan, input from key stakeholders (local businesses, clubs, community and user groups) was sought through a series of online forums. This valuable early input highlighted several challenges and opportunities, including:

- The heritage and community value of the pier and surrounds
- The range and growing number of users that value and utilise the area.
- Sedimentation of the harbour and the accumulation of organic material.
- The opportunity to provide all abilities access for a range of on-water activities.
- Challenges and opportunities related to safe navigation and moorings.
- The impacts of climate change and sea level rise.

This information informed the development of the draft plan, which proposed options to address four key challenges, being:

- **Navigation.** The existing eastern entrance channel does not comply with the relevant Australian Standard. By reconfiguring the pier head and mooring ground there is an opportunity to provide a compliant entrance channel and improve off-the-beach sailing access to open water.
- **Moorings.** The swing mooring arrangement impinges on the navigation channel. Sedimentation and wave climate are also impacting on the mooring arrangement. Optimisation of the mooring layout was presented in the draft plan.
- **Hampton Pier.** A future Hampton Pier should acknowledge its heritage value and provide for all-abilities access for boating activities. Materials, location, extent and use of a pontoon are proposed to achieve this outcome.
- **Hampton Pier Entrance and Accessibility.** Opportunities to improve the pier entrance and accessibility include the incorporation of short-duration parking for kayak and other craft equipment drop off / pick up, and improved access to the water from the pier.

The draft plan was issued for community consultation and 129 submissions were received. The key themes in the responses were:

- Hampton Pier is an important feature of Sandringham Harbour, and there is a strong desire to see a pier facility retained.
- There is a desire to support the diverse range of existing and emerging recreational uses in the area through enhanced service offerings.
- Maintaining the maritime character and tranquillity of the area is very important.
- There is strong support for improving the safety and function of the harbour by widening the navigation channel and consolidating the mooring ground for more efficient layout.
- Opportunities to enhance the service offering by providing improved all-abilities access to the water, and for paddle craft activities, is welcomed.
- The proposed low land landing and floating pontoon on the pier is a popular feature.
- Protecting the marine and coastal environment is important.

The plan has been revised and finalised in response to the feedback captured through the community consultation and other technical information.

This plan provides the strategic direction for the harbour. Further detailed investigation and design is now required to implement the key recommendations including redevelopment of Hampton Pier and adjustments to the mooring ground layout.

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Acknowledgement of Country

Aboriginal cultural landscapes form the core of Victoria’s network of parks and reserves and have been modified over many thousands of years of occupation. They are reflections of how Aboriginal people engage with their world and experience their surroundings and are the product of thousands of generations of economic activity, material culture and settlement patterns. The landscapes we see today are influenced by the skills, knowledge and activities of Aboriginal land managers. Parks Victoria acknowledges the Traditional Owners of these cultural landscapes, recognising their continuing connection to Victoria’s parks and reserves and ongoing role in caring for Country.

Sandringham Harbour is on Bunurong Sea Country, and Parks Victoria consulted with the Bunurong Land Council Aboriginal Corporation during the preparation of the draft plan.

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1 Introduction

Parks Victoria is appointed as the port manager for the local port of Port Phillip and as the Committee of Management for Sandringham Harbour and Pier Reserve (which includes Hampton Pier). AW Maritime Pty Ltd (AWM) has been engaged by Parks Victoria to provide consulting services for the development of a Local Port Area Plan (plan) for the on-water components of Sandringham Harbour.

Sandringham Harbour is a regional boating destination within the local port of Port Phillip on Bunurong Sea Country. It is a popular place supporting a range of uses that benefit from the natural and built features of the harbour. The harbour is home to three boat / yacht clubs, many businesses (boat repairs, sales, education/tourism providers, hospitality, etc.), and active community groups.

The Local Port Area Plan for Sandringham Harbour has been prepared in accordance with the Department of Transport's Sustainable Local Ports Framework 2021.

To ensure the harbour remains a thriving regional boating facility the on-water features need to be fit for purpose. This plan aims to ensure the entrance channel and mooring ground meet the Australian Standard – Marina Design, identify the attributes of a successful pier facility and provide the space required to support the range of existing and emerging boating activities.

1.1 Study Area



Figure 1 – Location of Sandringham Harbour (Source: Melway Map 76)



Figure 2 – Study Area (Aerial image: Nearmap 29/10/2021)

1.2 Purpose and Objectives

The plan has been developed to improve the function and sustainability of Sandringham Harbour while protecting its values ensuring it remains a regional maritime and boating destination that cultivates economic and social prosperity. The plan is focused on maritime infrastructure and excludes adjoining land.

The objectives are to:

- Enable continued support for the wide range of uses of the harbour.
- Define the vessel entrance channels and safe navigation requirements.
- Propose options for Hampton Pier.
- Provide direction regarding the future of the swing moorings and berths managed by Parks Victoria within the harbour.
- Consider the needs of the fast growing 'off the beach' boating users.

The purpose of the draft plan was to summarise the challenges and opportunities that were heard and considered during early stakeholder consultation. It was intended to generate discussion on the proposed options to address the key issues. The subsequent community feedback has been used to help evaluate the proposed options and inform this final plan.

The development of the plan is being guided by a Project Reference Group comprising members from the Department of Transport, Bayside City Council and Parks Victoria.

The plan addresses:

- Improved function and layout for Sandringham Harbour (entrance channels, swing moorings, and safe navigation).
- Options for Hampton Pier.
- Sedimentation management (coastal processes).

In addition to these on-water maritime considerations, the plan acknowledges the importance of on-land uses such as dog walking, beach recreation, bird life and the broader environmental values and sense of community and place the area provides. On land works are addressed in the Bayside City Council, Sandringham Foreshore Masterplan (April 2016) by Thompson Berrill Landscape Design.

1.3 Strategic Context

The Victorian Government is committed to developing a long-term strategy for the future management and maintenance of local ports infrastructure. It is doing this through implementing the Sustainable Local Ports Framework 2021 (framework) that will help manage, maintain and prioritise funding for these assets where it is needed most.

The framework provides a consistent planning and decision-making pathway to support wider precinct planning, through local port area plans. Four principles will be applied to prioritise future upgrades and improvements. These include Local Economy and Job Growth, Tourism and Recreation, Emergency Response, Community and Cultural Value.

Guided by the framework, the Sandringham Harbour Local Port Area Plan has been developed using a place-based approach, leveraging local knowledge and expertise to plan for the future of local port infrastructure assets and services.

2 Background

2.1 Harbour History

Sandringham Harbour occupies the traditional land and water of the Bunurong people of the East Kulin.

One of the first elements of the harbour to be constructed was the original Hampton Pier in 1882. The pier supported fishing boats and was used as a general recreational facility. A timber breakwater was constructed between 1906 and 1909 to provide sheltered water near the pier, and extended in 1935 and 1939, but has since been demolished.

The original pier has been modified over time, with the most recent modifications being done in 1968. The main rock breakwater was constructed during 1948-51 and provided protection to the growing commercial fishing and boating fleet. It also provided one of several venues for the 1956 Olympics sailing competition on Port Phillip. Sandringham Yacht Club installed their floating marina and wave screen in 1993. Figure 3 provides a summary of the early development of the harbour.

In 2018 the Department of Environment, Land, Water and Planning (DELWP) delivered beach renourishment works including construction of a new rock groyne.

Today, the harbour provides a safe haven for the marina and swing moorings, and also a refuge for vessels seeking sheltered waters during storm events. Prior to its closure in 2020 due to structural failure, Hampton Pier and low landing provided an access point for emergency services and recreational activities.

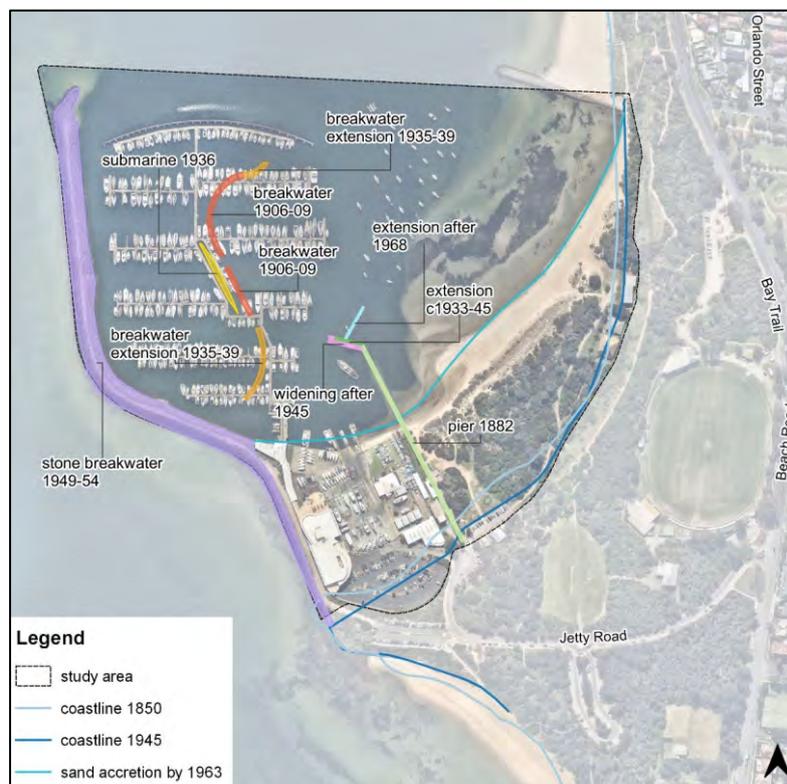


Figure 3 – Summary of harbour development over time (Source: GML 2021)

2.2 Breakwater

The breakwater currently provides protection for approximately 400 recreational vessels within the harbour, including a marina, swing mooring area and Hampton Pier. Maintenance works over the past 70 years have included the seaward extension of the breakwater to 670 metres in 1993-94, stage 1 repair work to rock armour (over 150 lineal metres) in 2001-02, and then stage 2 of another 150 lineal metres and re-establishment to provide safe pedestrian access in 2006-07.

In 2017, further repair work was undertaken on the shore end of the breakwater to complete the refurbishment. Based on this history, the breakwater will be due for significant repair work in 2050. Parks Victoria undertakes routine monitoring and maintenance of the Sandringham Breakwater.

2.3 Hampton Pier

Hampton Pier was first constructed in 1882 and is situated on a headland named Picnic Point. The pier has been modified and extended over time with a new pier head added in 1933-45, a widening of that pier head after 1945, and a further extension after 1968 to support a fixed mooring area which can cater for up to 15 vessels. The pier has undergone various repairs and replacement works with the deck structure replaced on the existing piles in 2002-03.

In the interest of public safety, Parks Victoria closed Hampton Pier in June 2020. This decision was based on recommendations from a dive inspection report regarding the condition of the pier and pile berths. The pier deck is slumping where the piles have failed.

Prior to its closure in 2020, the pier supported recreational fishing, pick up and drop off of passengers via a low landing, exclusive berths for 12 recreational vessels, and a pleasant place for a short walk. It was also used by emergency services for training and other purposes, such as supporting the yacht club race day activities.

2.4 Coastal Processes and Sedimentation

This stretch of coastline is subject to seasonal variations in sand movement, with waves generated by summer southerly winds driving sand northwards along the coast, and waves generated by winter northerly winds driving sand southward.

After the construction of the breakwater in the 1940s, the harbour *"became a trap for the beach sand that drifted southwards in the winter months ... and this sand no longer returned northward in summer."* (Bird, 2011). The net effect is that sand is driven into the harbour from the north and settles in the sheltered waters of the harbour, resulting in a shallowing of the harbour. *"Sandringham Harbour was reduced in area and shallowed by the accumulation of sand."* (Bird, 1993). These actions are summarised in Figure 4.

Loss of sand from Hampton Beach has been attributed to the construction of the breakwater. To maintain Hampton Beach, groynes and beach renourishment work has been undertaken periodically.



Figure 4 – Study area coastal processes (Aerial image: Nearmap 29/10/2021)

2.5 Organic Material

Periodically an issue arises with the accumulation and decay of marine plant material along the shore and in nearshore shallow waters. In a similar process to that which causes sedimentation of the harbour, seaweeds and seagrasses that grow on the sandy seabed of Sandringham Harbour and seabed north of the harbour are transported by northerly winds and waves into the harbour.

As this material naturally decays it forms a black smelly mud, which impacts on the use and enjoyment of sections of the beach. The deposits become particularly thick along the beach that is accessed from the Sandy Beach Kiosk, and also in front of the Hampton Sailing Club and Sandringham Yacht Club, as shown in Figure 5. When required this material is dredged and deposited outside of the harbour, with the most recent maintenance work occurring in 2019.



Figure 5 – Accumulation of organic material (Aerial image: Nearmap 29/10/2021)

2.6 Climate Change Considerations

Like all coasts, the Sandringham coastline will be affected by climate change. As sea levels rise and predicted storm intensity increases, areas along the coast are likely to experience increased erosion and inundation affecting beach width and coastal resilience. Within Sandringham Harbour, which is well protected by the breakwater and wave screen, the primary concerns are:

- The heights of structures relative to increased sea levels. For example, any new infrastructure needs to be set at a height that caters for sea level rise and storm surge. However, increasing the deck level of the pier to allow for sea level rise will make boarding and disembarking vessels difficult, so a solution could be to use a pontoon. Given the well protected waters of the harbour this is a viable option for providing safe vessel access.
- Areas of accretion and potential changes to sedimentation rates over time. Changes in wind and wave patterns may affect the rates of sedimentation and organic material accumulation in the harbour.

These matters will require careful consideration in both early planning stages and detailed design of new infrastructure. The *Marine and Coastal Policy 2020* provides an integrated and coordinated approach to addressing these challenges. Of relevance to this project, sea level rise of 0.8 metres by the year 2100 is being considered, as will a predicted increase storm intensity and storm tide water levels. The predicted inundation of the site at high tide over the next 75+ years, inclusive of sea level rise, may cause localised flooding on foreshore land.

3 Stakeholder and Community Insights

Sandringham Harbour has been an iconic waterside facility for many years and is an important focal point for the community. Stakeholder and community input was sought at two key stages of the plan development as follows:

- Stage 1 – Stakeholder Consultation. The process to gather early information to inform the draft plan was undertaken through focus groups in September 2021. The summary results are outlined below in section 3.1.
- Stage 2 – Community Consultation. The process sought community feedback on the draft plan and options proposed to inform the final plan via Engage Victoria in May / June 2022. The summary results are outlined below in section 3.2.

3.1 Stakeholder Consultation

3.1.1 Approach

Parks Victoria convened online focus groups with the clubs, tenants, peak bodies and interest groups in September 2021. Representatives from the Project Reference Group were also invited to participate. An existing conditions plan was prepared to help inform this discussion, refer to Figure 6.

Attendees were asked how they currently use the harbour, what challenges they experience and their ideas for the future. Input has been used to inform this draft plan. For a detailed listing of the groups that participated in this consultation stage refer to Appendix A.



Parks Victoria

Sandringham Harbour Precinct - Existing Conditions

Figure 6 – Existing Conditions Map

3.1.2 Key Findings

Sandringham Harbour is a thriving precinct on Port Phillip. While the harbour has traditionally supported a strong sailing and motorised boating presence, the fast growing 'off-the-beach' non powered boating sector is also evident. Hundreds of vessels such as yachts, dinghies, kayaks, canoes, personal watercraft (PWCs), stand up paddle boards (SUPs), sail boards, tenders, motorboats, call the harbour home and use it as the key point of access to Port Phillip for recreational, competitive and commercial boating activities.

During the workshops, participants conveyed the value of the environment and sense of community that the harbour and foreshore also supports. The harbour provides for more than just boating; with dog walking, cold water walking, bird watching and quiet areas, and a network of paths to explore. Many references were also made as to how the clubs / tenants / interest groups support each other in their activities.

During Stage 1, both the existing challenges and possible future solutions were discussed. There was a commonality on the issues raised by stakeholders, with most conversations centred on navigational safety and swing moorings, Hampton Pier and coastal processes.

A summary of the issues for each of these topics is provided in Table 1 – Stage 1 Stakeholder Focus Group Key Issues.

Table 1 – Stage 1 Stakeholder Focus Group Key Issues

<p>Emerging Boating Uses</p> <ul style="list-style-type: none"> • Improved access and accommodation e.g. SUP, kayaking, ocean kayaking. • Drop off and pick up zones. • Storage for tenders and paddle craft (both on water and land).
<p>Swing Moorings</p> <ul style="list-style-type: none"> • Parks Victoria to undertake housekeeping – remove un-used moorings and un-seaworthy vessels to create space to reconfigure the mooring ground layout for the active swing mooring users. • Install fore and aft pile moorings to make more efficient use of the limited area. • Dredging the swing mooring area. Parks Victoria provided advice some 10 years ago that dredging to provide space for more swing moorings at Sandringham was not a feasible option. • Explore viability for wave protection measures to the north to create additional space for swing moorings.
<p>Hampton Pier</p> <ul style="list-style-type: none"> • All abilities access. • A low landing for emergency vessels, paddle craft pick up and drop off, etc. • Open up the water area on the western side of the current pier for off the beach sailboat access. • Space for the Hampton Sailing Club rescue boat to moor (berth) at pier. • On shore storage and on water tender berths for swing mooring permit holders. • Passive activities – fishing, sightseeing, sitting, walking.

- Vehicle access for maintenance of vessels (restricted - permit only access).
- Provision of some private short-stay vessel berths with power, pump out and freshwater supply.

Coastal Processes

- Impacts of sedimentation on harbour access.
- Need to better understand the impact of the new groyne on coastal processes.
- Acknowledgement that maintenance dredging is required to provide access to Hampton Pier and the Sandringham Yacht Club marina.
- Manage the “black sludge”, and possible option to address the impacts of sedimentation on other harbour activities e.g. swing moorings, kayak and tender launching.
- Consider marine environment impacts.

For a more comprehensive summary of the stakeholder groups and the key issues and opportunities raised, refer to Appendix A - ‘Sandringham Harbour - Stakeholder Focus Groups Key Findings’ document.

3.2 Community Consultation

3.2.1 Approach

Parks Victoria released the Draft Local Port Area Plan 2022 for community consultation via the Engage Victoria website in May 2022. The consultation involved three parts:

- Part A: 15 specific questions about the contents of the draft plan
- Part B: 7 questions about respondent demographics.
- Part C: Optional written submissions.

People contributed to the consultation in a variety of ways:

- 129 people provided their feedback through an Engage Victoria Survey (16 May – 10 June 2022).
- Approximately 150 people visited the community pop up tent at Sandringham Harbour on 15 May 2022.
- 5 written submissions were provided to Parks Victoria.

Most people who participated in the consultation were local community members living within 10 kilometres radius of the harbour. Most of the participants visited the harbour weekly, with the top three activities when visiting the harbour being boating (non-powered), walking and using the facilities (kiosk, clubs).

People were asked to rate their level of comfort with the draft plan, and 78% of the respondents agreed that the draft plan would deliver a ‘good improvement’ to the harbour.

3.2.2 Key Findings

The consistent themes that were heard through the consultation included:

- Hampton Pier is an important feature of Sandringham Harbour, and there is a strong desire to see a pier facility retained.

- There is a desire to support the diverse range of existing and emerging recreational uses in the area through enhanced service offers.
- Maintaining the maritime character and tranquillity of the area is very important.
- There is strong support for improving the safety and function of the harbour by widening the navigation channel and consolidating the mooring ground for more efficient layout.
- Opportunities to enhance the service offer by providing improved all-abilities access to the water, and for paddle craft activities is welcomed.
- The proposed low land landing floating pontoon on the pier is a popular feature.
- Protecting the marine and coastal environment is important.

For a detailed summary of the community consultation responses refer to Appendix B.

4 Future Management Direction

4.1 Key Issues and Proposed Solutions

The Local Port Area Plan sets out a future management direction that addresses the current challenges and identified opportunities to achieve maximum community benefit.

4.3.1 Navigational Safety

Sandringham Harbour provides a safe all-weather harbour to a diverse range of recreational, competitive and commercial boating and other water activities. There are six distinct zones of the harbour which require access to Port Phillip as shown in Figure 7.

- Ⓐ Western side of Sandringham Yacht Club marina
- Ⓑ Eastern side of Sandringham Yacht Club marina
- Ⓒ Swing moorings
- Ⓓ Hampton Pier and the private marina arm
- Ⓔ Travel lift/boat ramp/off-the-beach watercraft
- Ⓕ Guides and Scouts off-the-beach watercraft



Figure 7 – Sandringham Harbour Watercraft Zones (Aerial image: Nearmap 29/10/2021)

Zone A is the western internal channel within the marina and is constrained by the breakwater and marina arms. Sandringham Yacht Club manage this area and may consider reviewing the channel width against the Australian Standard - Marina Design.

Zone B to Zone E (east of the marina) entrance channel narrows to less than 20 metres. It is constrained by the swing mooring ground and Hampton Pier head and does not meet the requirements of the Australian Standard. In accordance with the Australian Standard - Marina Design the preferred minimum width of the entrance channel should be either 30 metres or 37.8 metres depending on which methodology is applied.

To comply with the Australian Standard and improve navigational safety, the entrance channel is proposed to be widened to 30 metres as shown in Figure 8. This will require relocating some of the existing swing moorings and removing the pier head. This will also benefit off-the-beach sailing activities to the west of the pier. The widening of the entrance channel to 30m to enable safer boating access was widely supported by survey respondents.

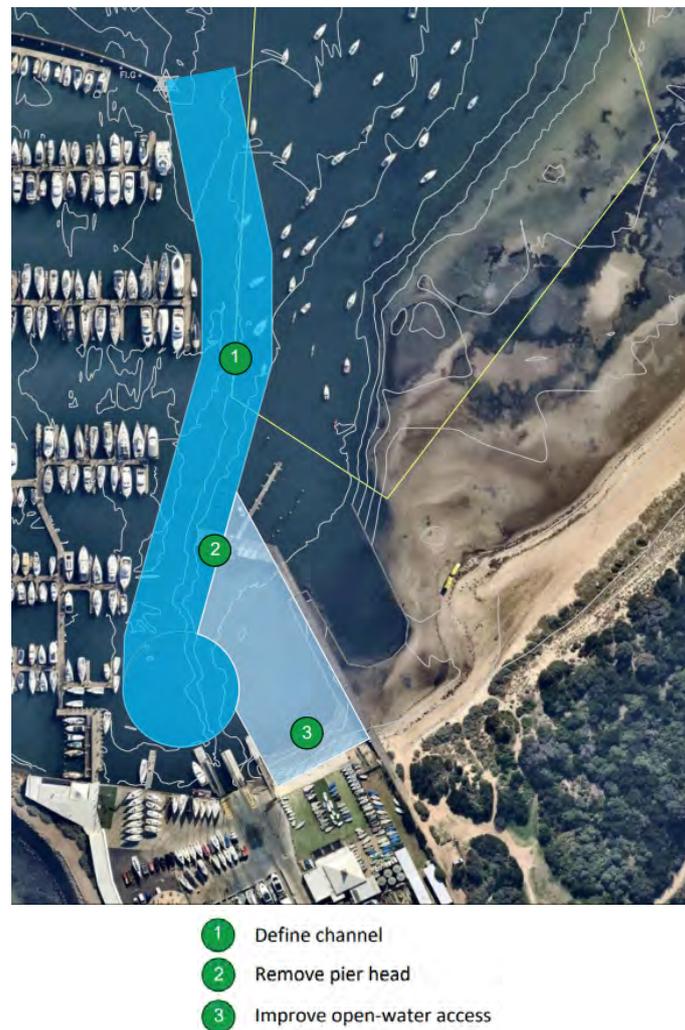


Figure 8 – Proposed Eastern Entrance Channel (Aerial image: Nearmap 29/10/2021)

4.3.2 Mooring Ground

Swing moorings have been part of the harbour for many years, with the first swing mooring installed in the 1830s. Those who responded to the survey expressed that the swing moorings added to the character of the area and should remain part of the harbour. Swing moorings offer a lower-cost option for people to store vessels on water. There are currently 47 permits for swing moorings which are managed by Parks Victoria.

There are challenges with the moorings in their current layout:

1. **Sedimentation** – sedimentation in the harbour has resulted in shallowing of the mooring ground. The Australian Standard suggests a draft of 1.8 metre for yachts of 10 metres in length, which when allowing for waves and vessel movement means that swing moorings should typically be located in water depths over 2.5 metres Chart Datum (low tide).
2. **Weather Exposure** – the moorings in the northern section of the mooring ground are more exposed to waves and wave reflection off the wave screen.
3. **Overlapping** – based on the GPS co-ordinates Parks Victoria has on record, the moorings are near each other and spaced such that swing areas appear to overlap. This is a poor layout and under certain conditions potentially unsafe and destructive to vessels.
4. **Channel Obstruction** – the western swing moorings encroach on the entrance channel, narrowing the access and impacting the safe navigation.
5. **Hampton Pier Closure** – access to the swing moorings require the use of small tenders, and the loss of tender berths on the pier has caused access issues for some mooring users. The low landing on the pier was used for vessel maintenance.

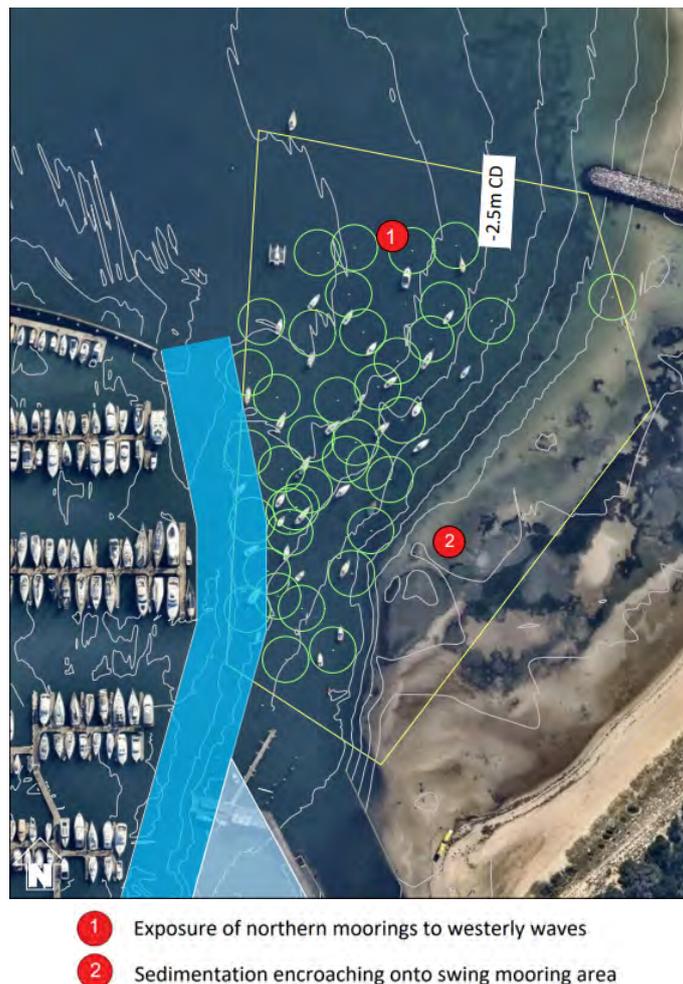


Figure 9 – Existing Mooring Ground (Aerial image: Nearmap 29/10/2021)

To address these challenges the following improvements could be implemented:

1. Reduce the number of redundant moorings by cancelling permits for moorings / vessels which have not been used in recent times. (For example moorings that have not been used for six or more months without notification to Parks Victoria).
2. Remove or relocate moorings which obstruct the 30 metre wide entrance channel.
3. Re-grid the mooring ground to ensure the mooring areas do not overlap and the space is efficiently allocated.
4. Ensure greater spacing between moorings in the more exposed northern area.
5. Introduce environmentally friendly moorings to minimise disturbance of seagrasses.

A consolidated swing mooring arrangement is the recommended approach to address the challenges. Following feedback, the mooring ground has been designed based on an interlocked pattern, ensuring that moorings are within the sheltered waters and located outside the entrance channel as shown in Figure 10. This will make navigation in the harbour safer through the entrance channel, however as part of this approach there is a necessary reduction of approximately 10 to 12 swing moorings. The final number of swing moorings will be determined during detailed design where there is further opportunity to optimise the swing mooring grid based on boat length and draft.



Figure 10 – Proposed Mooring Ground Arrangement Grid (Aerial image: Nearmap 29/10/2021)

The anchor point co-ordinates in this proposed mooring ground arrangement grid are provided in Appendix C. The grid is based on a boat length of 10m.

While alternative options such as the use of mooring piles have also been investigated, these are not considered a viable option from both a management and user-pay perspective. They are costly to develop and likely to significantly increase the fee to mooring holders reducing access to low cost boating opportunities.

4.3.3 Hampton Pier

Parks Victoria engaged GML Heritage to prepare a report on the history of Hampton Pier. This investigation identified the various stages of the development of the pier, with the main straight section of the pier aligning with the original 1882 pier.

Hampton Pier was closed to pedestrian access to ensure public safety in June 2020. Inspections by maritime engineers in July 2019, and specialist divers in May 2020 found widespread damage to the majority of piles from marine borer activity. The loss of pile width was such an extent that it was determined the pier was failing and complete closure was recommended. Figure 11 shows the poor condition of the pier.

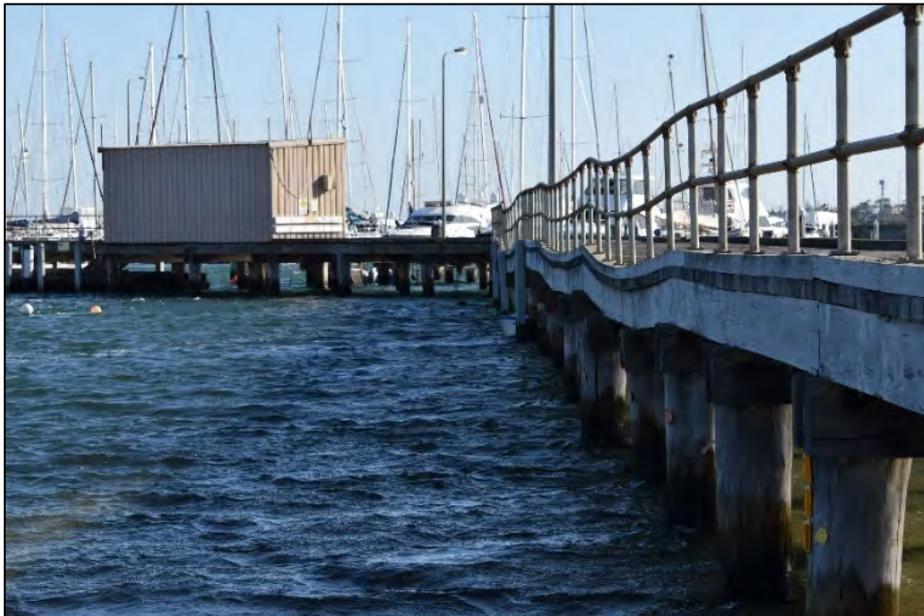


Figure 11 – Hampton Pier (July 2021)

The design life of a timber pier is generally about 30 to 50 years. Even with regular maintenance a timber pile will eventually reach a point where it needs to be replaced. The sheer number of failed and poor condition piles under Hampton Pier means the only viable option is to consider replacement of the pier. Although there is recognised community disappointment that the current pier has reached the end of its life, it does present the opportunity for rethinking the future of the pier and optimising the best design and technology advancements.

This includes:

- Ensuring the pier does not impede safe navigation, particularly for users from Hampton Sailing Club and the Sandringham Yacht Club off-the-beach fleets who currently need to sail around the pier head to access the open waters of Port Phillip.
- Incorporating a lower landing for public berthing.

- Providing all abilities accessible compliant facilities for boating access for the community.
- Maintaining the 1882 alignment and timber appearance of the pier to aid in interpretation of the history of the pier development.
- Improved access for emergency services on to the pier for training and critical incident response (paramedics, coast guard, water police).
- Increased carrying capacity to support increasing visitation, events.
- Improved public safety through modern safety railings.
- Environmental benefits through solar lighting.
- Raising the height of the pier to cater for future sea level rise.

Figure 12 presents two options for the pier that address the above. The questions in the community consultation survey were designed to further inform the desired attributes for a future pier, rather than asking for a 'vote' for a preferred option.

Option A includes rebuilding the pier to approximately the same length as the original 1882 pier with the addition of a floating pontoon to provide *Disability Discrimination Act (1992)* compliant water access. Similar pontoons have been installed by Parks Victoria (for example at Tooradin Jetty), and they include fixings and furniture to accommodate hoists to facilitate all abilities access to vessels. The pontoon could also be used for a variety of other users such as launching kayaks.

Option B is similar to Option A but includes a shorter pier length and an alternative pontoon arrangement.

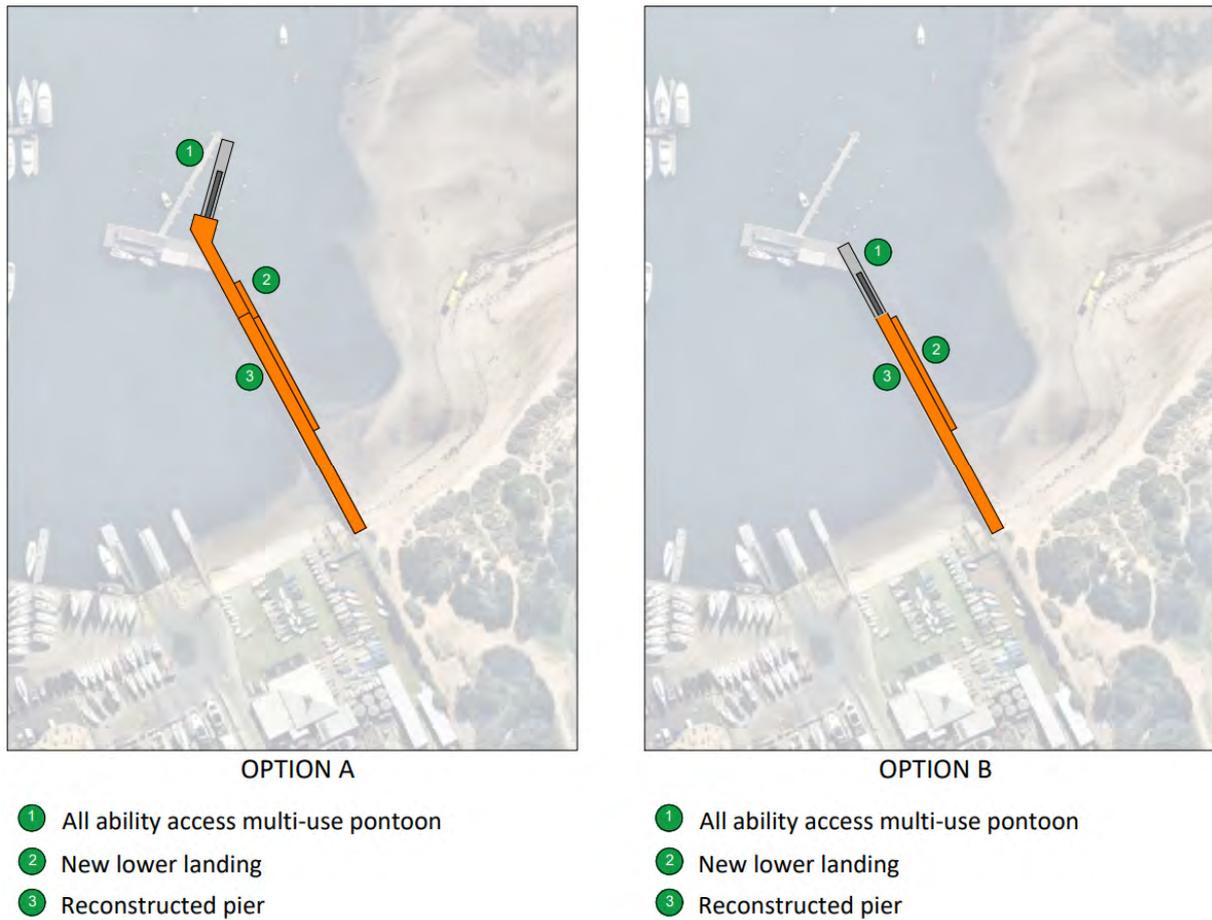


Figure 12 – Hampton Pier Options (Aerial image: Nearmap 29/10/2021)

As part of the community consultation, “building a functional pier” was reported to be the most important aspect in creating a better Sandringham Harbour. Respondents were also asked to rank the most important attributes in an upgraded Hampton Pier, with the most important attributes being:

1. Floating pontoon
2. Lighting
3. Seating
4. Public berthing (2 hours)
5. Fixed landing

The floating pontoon and fixed landing were seen as important pier features to support launching non-motorized watercraft and offer short-term public berthing. Building a new pier on the existing alignment was endorsed, with commentary that Option B was preferred to improve navigation around and alongside the pier. Widening the pier was supported to enable emergency vehicle access, and there was a focus to maintain a heritage aesthetic to the pier (i.e. timber decking). It is recommended that these elements are considered further in the detailed design phase of the new pier.

When rebuilding the pier, it is likely there may be historical artefacts in the sediment under the pier given the pier’s long history at this location and require careful assessment, planning and management to protect these historical values. This could be managed through design of a modified pier alignment or during construction with practices that cause minimal seabed disturbance.

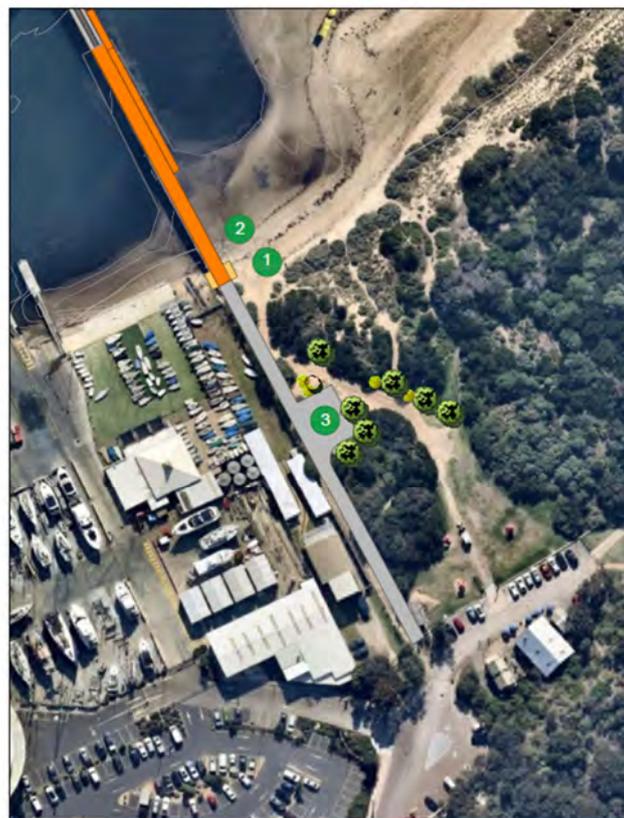
4.3.4 Pier Entrance and Accessibility

Planning for a future Hampton Pier offers the opportunity to address several issues raised by the stakeholder focus group participants and during community consultation, including tender storage to access swing moorings and limited facilities near beach for offloading kayaks, SUPs, etc.

The Sandringham Foreshore Masterplan (TBL, 2016) recommends that the land connection to Hampton Pier should be “retained for pedestrian and maintenance only vehicles access due to the lack of turnaround space”. Comments made in the focus groups and community consultation highlighted the need for a drop off / pick up point near the water for kayaks and other watercraft equipment, disabled persons car parking close to the pier, and a vehicle turnaround near the start of the pier.

With this in mind, Figure 13 presents several features that could be incorporated, including:

- Improved tender storage,
- Improved vehicle turnaround space near pier entrance for passenger and equipment drop off and pick up, and
- Minimum pier deck width of 4.2 metres to accommodate small maintenance vehicle and ambulance access, and built to meet permitted vehicles loading capacities.



- 1 Improved tender storage
- 2 Pier/beach access
- 3 Improve pier access and short term parking for offloading equipment

Figure 13 – Pier Entry and Accessibility Option (Aerial image: Nearmap 29/10/2021)

Respondents were agreeable to the improved tender storage in the proposed location. A drop-off/pick-up area was strongly supported, with requests to limit short term parking to 30 minutes and to allow for only disabled parking in this area. It is recommended that as part of the detailed design phase, Parks Victoria optimise the car park design to ensure vehicle turning arcs are practical with the presence of 1-2 disabled parking spots.

4.3.5 Sedimentation

A common issue highlighted by the stakeholders was siltation of the harbour over time. As discussed in sections 2.4 and 2.5, coastal processes acting on the site result in an accumulation of sediment and organic material in the protected waters of the harbour. The presence of the organic material was mentioned during the community consultation.

Siltation is an acknowledged issue, and a few options have been considered for management. Coastal process modelling could be completed, but it comes with high cost and its effectiveness to model organic matter is limited. It is recommended that a more reactive approach be adopted through monitoring and maintenance dredging. Maintenance dredging activities are undertaken to ensure continued safe boating access in accordance with the approved Bays Maintenance Dredging Long Term Environmental Management Plan (BMT 2018), including:

- Maintaining navigable depths (-2.0 metres CD) on the approach to and around Hampton Pier. Material dredged from this area is typically placed on the beach to the east of the pier where it can re-enter the natural longshore process.
- Maintaining the approach to Sandringham Harbour (that is, offshore of the northern end of the breakwater) to -3.5 metres CD. Material dredged from this area is typically placed offshore.

These activities are summarised in Figure 14. Dredging occurs infrequently with an estimated total volume of 15,000m³ over 10 years (BMT, 2018). In addition, Parks Victoria has dredged the decaying organic material from adjacent to the pier, as described in Section 2.4. Dredging was most recently completed within Sandringham Harbour in 2019.

This plan aims to minimise maintenance dredging requirements by optimising the location of moorings and infrastructure. The existing dredged channel is approximately 23 metres wide, and includes dredging around the pier head and fixed mooring area. A revised dredging design will need to be developed based on the final endorsed channel width and pier alignment.



Figure 14 – Parks Victoria Existing Maintenance Dredging Activities (Aerial image: Nearmap 29/10/2021)

5 Concluding Statement from Parks Victoria

Parks Victoria is committed to a future that delivers the best outcome for a safe, accessible and sustainable Sandringham Harbour that can be enjoyed by all for many years to come.

We thank all stakeholders and the community for their valued input into the plan development process. The comments received have helped support and optimise the decision-making process in relation to issues such as:

1. Realignment of the mooring grounds.
2. Redesign of Hampton Pier including shore-based arrangements, and
3. Implementation of a wider eastern entrance channel.

This document is the Final Plan which will help inform the Victorian Government on future investment priorities to realise the long-term vision for the harbour and contribute to a thriving local ports network across Victoria. All detailed feedback provided during the stakeholder and community consultation phases will continue to be considered during the future stages of planning, including when the pier upgrade progresses from concept to detailed design.

The next steps for implementation of the plan may include detailed design, statutory approvals, procurement and construction; then leading to ongoing operation, maintenance and review. Parks Victoria, as the port manager, is responsible for leading the implementation of the plan through each step in the next process.

6 References

The following documents have been reviewed and consulted in the development of this plan.

No.	Title	Author	Date
1	Hampton Beach Renourishment – Coastal Processes and Design Report	Cardno for DELWP	June 2017
2	Hampton Pier Structural Timber Condition Assessment – Portion A - Draft	Hyder for Parks Victoria	September 2011
3	Hampton Pier Diving Inspection	Professional Diving Services for Parks Victoria	May 2020
4	Sandringham Sand Management Scoping Study	Cardno for DELWP	March 2016
5	Sandringham Foreshore Masterplan	Thompson Berrill Landscape Design P/L for Bayside City Council	April 2016
6	Sandringham Foreshore Coastal Management Plan	Department of Sustainability and Environment (DSE)	December 2010
7	Hampton Pier – Background History	GML Heritage for Parks Victoria	November 2021
8	Port Phillip piers and jetties heritage information - Hampton Pier (Sandringham Jetty) Heritage Report	Robin Crocker and Associates	July 2004
9	Management options for sand and decaying vegetation in Sandringham Harbour	CEE P/L and AW Maritime P/L for Parks Victoria	April 2019
10	Bays Maintenance Dredging Program – Long Term Environmental Management Plan 2018 - 2027	BMT for Parks Victoria	February 2018
11	Recreational Boating Facilities Network	Central Coastal Board	February 2014
12	Bayside Coastal Management Plan	Urban Initiatives for Bayside City Council	November 2014
13	Changes on the Coastline of Port Phillip Bay	Eric Bird for the Office of the Environmental Monitor	March 2011
14	Moorings Review Issues Paper	Maritime Management Centre, Transport for NSW	March 2014
15	Review of Mooring Infrastructure Technology – Q0294 GCWA – Buoy Mooring Review	RPS APASA P/L for Gold Coast Waterways Authority	July 2014
16	The Coast of Victoria: The Shaping of Scenery	Eric Bird	1993
17	Sandringham Harbour Stakeholder Focus Groups Key Findings	Parks Victoria	September 2021
18	Sustainable Local Ports Framework	Department of Transport	2021

APPENDIX A – Stakeholder Focus Groups – Key Findings Report

Sandringham Harbour – Local Ports Area Plan Project

Stakeholder focus groups key findings

About the project

For over 100 years, Sandringham Harbour has been an iconic yachting and boating destination within Port Phillip and an important focal point for the community. More recently it has become a popular place for 'off the beach' boating activities such as kayaking and paddle boarding.

To ensure that it continues to be a safe and efficient maritime precinct and responds to changing community needs for many more years to come, Parks Victoria is developing the **Sandringham Harbour Local Ports Area Plan**. Consultants AW Maritime have been appointed to prepare the draft and final plan.

The plan, which focusses on the 'on water' components of the precinct, aims to:-

1. define the vessel channels,
2. propose a future for Hampton Pier,
3. provide direction regarding the future of public swing moorings and berths within the harbour,
4. identify and provide for existing and emerging off the beach boating activities.

A future ready plan will help guide Victorian Government local ports infrastructure investment priorities and provide a more sustainable approach to meeting economic, tourism and community needs.

Consultation overview

A project reference group (PRG) comprising representatives from Parks Victoria, Bayside City Council and Department of Transport will advise on the project.

Stakeholder and community input will be sought at key stages of the development of the plan as follows:-

- Stage 1: September 2021. Key stakeholders and user groups will be engaged to gather early information that will help inform the draft plan.
- Stage 2: First Quarter 2022. The broader community will be invited to view the draft plan and provide feedback to inform the final plan.

This document provides a summary of the outcomes of the Stage 1 stakeholder consultation conducted in September 2021. It does not reflect the agreed position of all participants or Parks Victoria, however provides a summary of points raised to be considered in the preparation of the draft plan. See Table 2 for the list of user groups that participated.

Key findings

Sandringham Harbour is a thriving precinct on Port Phillip. While the harbour has traditionally supported a strong sailing and motorised boating presence, the fast growing 'off the beach' non powered boating sector is also evident at this precinct.

Hundreds of vessels like yachts, dinghies, kayaks, canoes, personal watercraft (PWC), stand-up paddle boards (SUP's), sail boards, tenders and motor boats call the harbour home using it as the key point of access to Port Phillip for recreational, competitive and commercial boating activities.

Focus group participants conveyed the value the environment and sense of community that the harbour and foreshore also supports. It provides for more than just boating; with dog walking, swimming, cold water walking, bird watching and quiet areas, and a network of paths to explore.

There is strong evidence of the clubs / tenants / interest groups working collaboratively to support each other in their activities creating a sense of community.

Hampton Pier condition, sedimentation and compliance with the Australian Standard for marina design are evident as key challenges for the harbour.

Further information

For further information visit the project page at parks.vic.gov.au/projects. For general enquiries email engage@parks.vic.gov.au or call Parks Victoria on **13 1963**.

Table 1 - Summary issues and suggested solutions

A successful pier will provide for	Managing coastal processes
<ul style="list-style-type: none"> • All abilities access. • A low landing for emergency vessels, paddle craft pick up and drop off, etc. • Open up the water area on the western side of the current pier for off the beach sailboat access. • Space for the Hampton Sailing Club rescue boat to moor (berth) at pier. • On shore storage and on water tender berths for swing mooring permit holders. • Passive activities – fishing, angling, sightseeing, sitting, waking. • Vehicle access for maintenance of vessels (key only access). • Provision of some private short-stay vessel berths with power, pump out and freshwater supply. 	<ul style="list-style-type: none"> • Impacts of sedimentation on harbour access. • Need to better understand the impact of the new groyne, breakwater and wave screen on coastal processes. • Acknowledgement that maintenance dredging is required to provide access to Hampton Pier and the Sandringham Yacht Club marina. • Manage the “black sludge”, and possible option to address the impacts of sedimentation on other harbour activities e.g. swing moorings, kayak and tender launching. • Consider marine environment impacts.
Supporting emerging other boating uses	Swing moorings – Coastal process impact and compliance with updated Australian Standard.
<ul style="list-style-type: none"> • Improved access and accommodation e.g. SUP, kayaking, ocean kayaking. • Drop off and pick up zones. • Storage for tenders and paddle craft (both on water and land). 	<ul style="list-style-type: none"> • Parks Victoria to undertake housekeeping – remove un-used moorings and un-seaworthy vessels to create space to reconfigure the mooring ground layout for the active swing mooring users. • Install fore and aft pile moorings to make more efficient use of the limited area on a full cost recovery basis. • Dredging the swing mooring area. Parks Victoria provided advice some 10 years ago that dredging to provide space for more swing moorings at Sandringham was not a feasible option. • Explore viability for wave protection measures to the north to create additional space for swing moorings. • Consider ways to provide more wave protection to the north to create additional space for swing moorings.



Detailed findings

Table 2: Current situation by each stakeholder user group

User group	Current situation
Black Rock and Sandringham Conservation Association (BRASCA)	BRASCA involvement in the harbour is around caring for the foreshore environment and vegetation planting on the breakwater and foreshore, not so much activities on the water. They observe a lot of yachting, juniors sailing, paddle boarding and sea scouts on the water and dog walking on the beach. They have observed less swimming or snorkelling within the harbour. The grassy area in front of the kiosk is valued open space.
East Coast Kayaking (ECK)	A Licensed Tour Operator (LTO). ECK provide many services such as kayak safety training, schools programs, hire, sales and repairs, outdoor education. They have thousands of participants every year. A concern is the loss of paddling space due to the siltation. Hampton Pier could be a great place for launching paddle craft for people with disabilities.
Hampton Life Saving Club (HLSC)	HLSC has observed that the pile with a ladder near the main wall of marina attracts young adults to swim to the pole, climb the ladder and leap off. This requires time to educate them of the risks and is a concern to the HLSC. Need to prevent people accessing the Aids to Navigation. Clubhouse is north of the Existing Conditions Maps and was built 25 years ago, and it lacks space for storage. Need for storage within the precinct.
Hampton Sailing Club (HSC)	Number 10 on plan. Boat storage on the northern side of the clubhouse (between Sandringham Yacht Club and Hampton Pier access), launch into pondage (to the west side of the pier), run races north of the breakwater. Need continued access to western side of pondage, but would also be useful to access boat launching on eastern side of the pier and give more space for off the beach launching. About 40 to 50 vessels stored at club, share some sailing events with Sandringham Yacht Club. Some kayaking members, swing mooring members store dinghy's in club. When pier was open, used to moor rescue boats on low landing. Sandringham Yacht Club is providing assistance to the club to store rescue boat due to pier closure.
Hampton Swing Mooring Association (HSMA)	Number 6 on the plan. Has 33 members who have swing moorings – within the 60 odd swing moorings within the harbour. Moorings inspected every 12 months as per the permit conditions. Require access to the pier for crew pick up and vessel maintenance. Of the 15 wet berths available on the existing pier eight HSMA members had vessels in the wet berths on the pier prior to pier closure. The other seven empty pens were unusable as the Parks Victoria pylons had broken away or were unusable. Mentioned a long waiting list (confirmed by Parks Victoria) for the wet berths proving the longstanding demand for these by the public. Tender situation - loss of tender berths on the pier is an issue, the rack for six tender all with permits is positive, however need more. Access difficult to get to boats, siltation main issue within the on pier tender area. Need to reinstate pier, 15 wet berths, vehicle access on pier (key access for maintenance of vessels only), low landing and wheelchair access. Believe there is an impact on sedimentation from the groyne and wave screen. There to assist each other, main focus is on getting the pier operational. The harbour is a bigger issue. Swing moorings are a social equity offering in particular for people to enjoy sailing without spending a lot of money. Siltation caused by breakwater and wave screen with the main benefit given to Sandringham Yacht Club at the cost of other users. Reported that letter to mooring holders in 2011 states Parks Victoria will be reducing the number of moorings available with a view to reconfiguring due congestion and changing environmental conditions. Noted certain types of boat owners like swing moorings. First swing mooring 1835. Pier used by elderly people, social connection e.g. advice on where to fish. Community all over Melbourne come to the site – over 250,000 harbour visitors annually. Observed the sedimentation of the harbour. It was noted that users could see the water from the Kiosk in 1984 and used to race sailboards in the harbour in water 2 to 4m deep. Groyne seems to have accelerated trapped sedimentation. Question whether the dredging had an impact on Pier. <i>Parks Victoria advised that the piles are in poor condition (deck replaced in 2002 on existing piles) dredging works kept clear of piles.</i> Observed that in a northerly wind, waves from the wave screen deflection causes issues for outer swing moorings. Co-ordinated petition regarding desire to save the pier with 5,000 signatures tabled in Parliament. Some of the comments regarding the pier: walking on the jetty, married on the jetty, read books, taught to fish, not just the boating use. Raised that Parks Victoria yet to return to build six more racks for swing mooring row boats (six already built).

Sandringham Anglers and Triathlon Club (SATC)	<p>Number 7 on the plan. Most members fish away from the harbour, some fish from a kayak with 20 to 30 kayaks stored under the club. Kayakers launch into the harbour out the front of the club and fish out near the wave screen. Siltation as mentioned by swing mooring holders is making it harder to launch kayaks. Comment was made that there is a timber boat ramp buried under sand near the club. Looking to get more people into kayak fishing. Siltation impact on getting disabled people into vessels. Hampton Pier needs a low landing and infrastructure to assist disabled access into boats.</p>
Sandringham Foreshore Association (SFA)	<p>SFA's membership includes approx. 2,000 people (mostly local residents). A major role of Association (a not-for-profit), is to actively conserve and nurture the local natural environment especially along the Bayside foreshore - including indigenous flora, fauna, geology, palaeontology, geomorphology, and air-soil-water quality. SFA are active in mindful and constructive communication, with all of the main management authorities, and frequently volunteer their time and resources to promote knowledge and awareness of independent science-based, best-practice environmental management approaches. The unifying characteristic of SFA members is their high level of environmental awareness, but they are a diverse group, partaking in many different land and water-based activities such as nature walking, bird watching, dog-walking, and general enjoyment of Bayside's quiet and peaceful urban forests and foreshore park zones. SFA members also enjoy and value clean and healthy water in the bay for swimming, sea kayaking, SUP, cold water walking, including wheelchair access via the Hampton Pier. Many SFA members value accessing the harbour area via soft surface access points (sandy paths), such as the restricted, gated laneway to the Anglers Club / Sea Scout Club - which is a very special and quiet lane surrounded by a magical small forest of mixed native trees and shrubs, and indigenous flora and fauna - where children often play. SFA understands that the harbour's history includes 80 to 100 years of progressive silting-up because water here (waves and currents) enters a low energy environment sheltered by breakwaters / wave screens. Generally water will carry sand and silt particles of different weights, but as the energy of the water-currents progressively drops, only the finest particles are carried, hence fine silt makes its way into the calm harbour. This has happened over a very long time and is the reason the land in front of the Sandy Beach HQ is naturally reclaimed. Whilst the reclaimed land is a great benefit, other consequences are more challenging, such as the smelly mud (at periodic times), which is not clean for beach users and is a barrier to kayak paddlers accessing deeper water. As well, Sandringham Beach (mainly the southern end) experiences coastal / cliff erosion, and a net-loss of sand annually which becomes trapped in the harbour, unable to return by seasonally circulating currents. The existing rock breakwater was originally constructed with a 20 metre gap, which was later filled in due to a sand spit forming in the harbour. The breakwater, wave screen and newest groyne (north end of dog beach) provide protected water for moorings, however result in increased sedimentation which is impacting on area available for the swing moorings. There is a need to dredge routinely to keep water access open for sailing and reaching the pier. SFA question whether the new groyne has had an impact on increased sedimentation in the harbour and advocate coastal-geomorphological dynamic sediment modelling based on bathymetry data, and modern software. SFA question whether a permanent sand by-pass system to pump sand back south, from the harbour, could form part of a solution, or whether this would introduce too much fine and muddy material to the main Sandringham beach? Design of the repairs to the Hampton Pier should not attract sediment accumulation, and leave room for maintenance dredging. SFA strongly states that it would NOT support a new public boat ramp anywhere in the harbour, nor would it support the introduction of any infrastructure to promote motorised boating. SFA will support primarily non-motorised vessels on a basis similar to the current levels of activity (not significantly expanded) in the interests of respecting and maintaining quiet spaces for enjoying the natural environment - the reason why this area is so attractive and peaceful in the first place. SFA values preservation of this precious natural environment zone, above all else, and hence would strongly oppose ANY increased level of commercialisation and/or carparking, within the Sandringham Harbour zone.sa</p>
Sandringham Yacht Club (SYC)	<p>Numbers 2,4,5,10 on the plan. Holds a current lease over 6.5ha of the water, 360 berth marina, providing for recreational boating, competitive racing, 490 boats in the club (stored on water and on land), some boats are stored at home. The club provides access and egress to the water, sell fuel to visiting vessels, landing pontoon provide access for emergency services (as the pier is currently closed), repair and maintenance facility, bunch of other related activities. Racing - off the beach (number 4 on existing conditions plan) racecourses to west or north of harbour.</p>

<p>Sandy Beach Kiosk & Watersports Centre (SBKW)</p>	<p>Number 9 on the plan. Been in operation since 1983 with the kiosk and water sports school. Building base is a 106-year-old former boatshed and has and continues to be a community meeting place. The dog beach became a focal point about 15 years ago. Water sports school offering wind surfing, SUP and kite boarding at Hampton Beach. Lots of schools come down for curriculum purposes. Convened peak body: Windsurfing Victoria and Kite Boarding Victoria – long relationship with community since 1983. Pandemic has highlighted the value of the conservation areas. Bird watching along the amazing dirt track so precious. Do not support a new public boat ramp in the harbour or any infrastructure to encourage motorised boating. Non-motorised vessel use (at current rate) is sustainable and promotes calm water environment suitable for families, pets and reduces noise levels.</p>
<p>Scouts Victoria State Sailing & Powerboating Team (Centre)</p>	<p>Number 8 on the Plan. The Centre has approximately 100 youth members who participate in various water-based activities on weekends from either association (Guides and Scouts) over the summer sailing season. That comes to around 5000 children participating in various activities of canoeing, swimming, paddle boarding (derigged windsurfers) in the shallow water adjacent to the beach and beach activities per year. That figure doesn't include around 250 leaders and parents supporting these activities over each season. Use three PWC's to provide safety cover for these activities as the outboard powered safety boats cannot operate safely in the shallow water due to sand compromising their engine cooling systems with resultant servicing expenses so would need the PWC's to be operationally acceptable if the area was designated PWC restricted. Centre has 8 Corsairs, 6 Pacers that are used for short sailing trips into the waters of the harbour as well as to the waters beyond. Those waters are also used for dinghy sailing training courses as well as for powerboat and safety boat training courses throughout the season utilising six outboard powered vessels covering IRB, RIB, Polycraft and Aluminium vessels all registered as safety boats with Marine Safety Victoria and all operators are appropriately licenced as well as holding Scout and Australian Sailing Safety boat qualifications. Provide Race Management vessels to Sandringham Yacht Club in consideration of the use of their launching ramps for our larger Safety boats during the season. There was a lagoon at the front of the beach when operator first started supporting the Centre some 35 years ago before the wave screen, but that has now silted up as has the red gum launching ramp outside the beach access shared with Sandringham Anglers. The Centre utilises a road registered tractor to launch and recover some of the sailing and safety vessels due to difficulties traversing the sand on the beach that the council has raked regularly to remove dangerous objects. Youth members from both associations enjoy the shallow at various stages of the tide.</p>
<p>SUP Victoria (SUPV)</p>	<p>Club has around 160 to 200 members, not all the users at this location. Sandringham Hampton / Half Moon Bay pod that paddles in the morning. Issues with silt, sludge and access to the pier. Suggested a launching site on the pier and the need to cater for SUP access/launching in the low light of the morning. Looking for a home base to have meetings and for storage. Northerly wind makes Sandringham not so good. People do it for fitness.</p>
<p>Victorian Ocean Sports Club (VOSC)</p>	<p>New club for ocean sea kayaking and SUP. Have a need for boat (kayak) storage. Has been established to meet the growth in kayak paddling on the bay. Do a lot of training in mornings and afternoons with an aim to hold races in the future. Big growth in kayaking as a sport and recreation.</p>



Detailed findings

Table 3: Summary of challenges, ideas and solutions provided by participants

	Challenges	Ideas and Solutions
Environmental considerations	<ul style="list-style-type: none"> Black sludge - acknowledged that it will come back. Sedimentation – questions raised regarding whether the groyne has increased the rate of sedimentation, and the implications on the swing mooring area. Near the head of the breakwater and Aids to Navigation (AtoN). Ongoing renourishment of the breakwater. “What do the fish want?” Protection of the foreshore vegetation. 	<ul style="list-style-type: none"> Coastal Engineers vs Coastal Geomorphologists views on the coastal processes differ and that we need to ensure that the right advice is obtained to ensure that impacts are well understood to inform decision making. Proposed groyne/breakwater could deflect some of the sand away from the harbour. This would require detailed numerical modelling to determine if it would achieve the desired outcome. Big problem – black sludge – issue has been addressed for the moment. New groyne built a few years ago and new beach is a positive outcome, very popular in summer. Maintenance dredging either by-pass system or mobile dredge.
Channel widths & swing moorings	<ul style="list-style-type: none"> Compliance with updated Australian Standard (AS3962:2020). Swing moorings face specific challenges with sedimentation encroaching into the mooring ground, un-suitable wave climate in the northern area of the swing mooring ground and the requirements for the access channel to comply with Australian Standards. Swing moorings being squeezed out by expansion of the dog beach and impact from north westerly winds wave screen deflection is a concern for swing moorings Moving swing moorings north may not be viable due to conditions. Improving safety of western boundary of swing mooring ground (especially in easterlies) – increasing use. 	<ul style="list-style-type: none"> Question whether we should keep providing for larger and larger vessels? Consider limit on vessel size within harbour. Suggested an offshore breakwater/bombora. Consider moving the swing moorings further out into the water space - will need sediment modelling / coastal processes and consideration of accessibility for tenders.
Hampton Pier	<ul style="list-style-type: none"> Poor condition of the existing piles. Impact of the current pier head on channel width. 	<ul style="list-style-type: none"> Priority is to resolve future of the pier. General support the idea of reconfiguration to provide greater access to the water on eastern side of the current pier. Design of the pier could be floating to make it easier to dredge in the future. Consider contemporary design options to provide safest access. Needs to be designed for dredging access. Enhance access to the water for boaters (paddle craft / all abilities) from the pier. Greater access for boating users on eastern side of pier. Consider enabling use by police and ambulance as a training venue e.g. low landing to practice lifting people out of vessels. Consult with emergency services to determine needs. Consider pontoons facing north east. Fishing opportunities and facilities on the pier. Potential to relocate the pier to the east.

Amenity and facilities	<ul style="list-style-type: none"> • Desire to store off the beach boating equipment and tenders (e.g. more tender racks). • Power boats – out board motors and jet skis (PWC's) not part of the harbour, better suited to Black Rock and Beaumaris Motor Yacht Squadron boat launching facilities. • Noted dog owners and people in the water / paddle boarders, mixing with motorised craft in a small area is a risk. • Availability of existing buildings. • Loss of land to car parking – vehicles drive through the area where people are sitting. Air pollution and noise pollution in the area. Oil spills around the harbour. • Lack of an area to unload SUPs and kayaks near the water. 	<ul style="list-style-type: none"> • Parking and more vehicles in the area creating congestion, noted the desire to bring car up to pier. • Suggested a drop off area for non-motorised vessels. • Consider reinstating boat ramp back out the front of the Angling Club (public access?). • Potential to remove some vegetation to enable access realignment provided there is an offset area.
Other	<ul style="list-style-type: none"> • Commercial sustainability. • Safety in the harbour. • Access to the beach / pier access track. • Bottle neck with people parking on grassed area near kiosk. • People accessing through locked gate (when open) and driving along dirt track /public parking at Anglers / Scout Centre 	<ul style="list-style-type: none"> • One of the few marine employment precincts around Port Phillip. Suggestion to recognise economic value and build on the precinct as a major employment precinct. • <u>Improve 'Safety'</u> in the safe harbour – pontoon for emergency, western corner of the swing mooring ground in easterlies. Improved education and signage for paddle craft users and swimmers.

IMPORTANT: This report is intended to provide a summary interpretation of the focus group attendee responses. It does not reflect the agreed position of all participants or Parks Victoria, but will be considered in the preparation of the draft Maritime Precinct Plan. Any landside matters raised such as parking, drop off areas, storage which are outside the scope of the project will be forward to Bayside City Council for consideration.

Plan 1: Existing conditions site plan



APPENDIX B – Community Consultation Summary Report

SANDRINGHAM HARBOUR Draft Plan



Engagement Report

July 2022

OFFICIAL

Acknowledgement of Country

Aboriginal cultural landscapes form the core of Victoria's network of parks and reserves and have been modified over many thousands of years of occupation. They are reflections of how

Aboriginal people engage with their world and experience their surroundings and are the product of thousands of generations of economic activity, material culture and settlement patterns.

The landscapes we see today are influenced by the skills, knowledge and activities of Aboriginal land managers. Parks Victoria acknowledges the Traditional Owners of these cultural landscapes, recognising their continuing connection to Victoria's parks and reserves and ongoing role in caring for Country.

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Melbourne VIC 3000

Cover image: Sandringham Harbour

Privacy

Parks Victoria is committed to protecting privacy and personally identifiable information by meeting our responsibilities under the *Privacy and Data Protection Act 2014* and the associated Information Privacy Principles.

For the purposes of community engagement for this project, we have collected personal information from individuals, such as email addresses, contact details, demographic data and feedback. This information is stored on secure servers for the duration of our project.

Community Engagement

Notes were made during consultation activities, however, were not attributable to any individuals. Diligence is taken to ensure any comment or sensitive information does not become personally identifiable in our reporting.

Unless otherwise stated, all feedback documented in this report was written or recorded during our consultation process, and the views expressed are those of participants, and not the views of staff.

Parks Victoria staff, together with our partners, have taken care while transcribing participant feedback, but unfortunately cannot guarantee the accuracy of all notes. We are however, confident that we have captured the full range of ideas, concerns of views expressed during consultation.

Definitions

'Parks' – Parks Victoria manages many sites such as piers, waterways, ports, bays, historic building, trails, urban parks, small conservation reserves, and large national and state parks. For the sake of brevity, these are collectively referred to as 'parks', unless a specific type of site is stated.

'Community' – Community can comprise of local residents, visitors and businesses near a project area, of who may have an interest in the project. The term is very broad and used to define groups of people. A community may be defined by a geographic location, a set of similar interests such as an industry or sporting club, or a shared sense of identity such as a culture or a generation.

'Stakeholder' – Stakeholder refers to key organisations or individuals who have an interest in the project. Examples include MPs, government departments, industry, peak lobby and interest groups.

'Engagement' – Engagement refers to a planned process involving two-way dialogue with the specific purpose of working with communities and stakeholders to encourage discussion or active involvement to inform a project decision.

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1. Executive Summary

In May / June 2022, Parks Victoria conducted community consultation on the **draft Sandringham Harbour Local Port Area Plan**. Altogether, 129 people shared their feedback and ideas for the future management of this highly valued waterside facility. Five written submissions were also received as part of the process.

The purpose of this stage of consultation was to seek community views on a draft plan to guide investment in the upgrade of Hampton Pier and other proposed changes within Sandringham Harbour.

The draft plan aims to respond to changing conditions and user needs, as well as improving the safety and function of this waterside facility allowing it to be enjoyed by all well into the future.

People contributed to the consultation in a variety of ways:

- 129 people provided their feedback through an Engage Victoria Survey (16 May – 10 June 2022).
- Approximately 150 people visited the community pop up tent at Sandringham Harbour on 15 May 2022.
- 5 written submissions were provided to Parks Victoria.

Most people who participated in the consultation visit the harbour weekly, tending to spend more than one hour there. The majority of participants are local community members living within 10 kilometre radius of the harbour. The top three activities participants do when visiting the harbour are boating (non-powered), walking and using the facilities (kiosk, clubs).

People were asked to rate their level of comfort with the draft plan; 78 per cent of the respondents agreed that the draft plan would deliver a 'good improvement' to the harbour.

The consistent themes we heard through the consultation include:

- Hampton Pier is an important feature of Sandringham Harbour, and there is a strong desire to see a pier facility retained.
- There is a desire to support the diverse range of existing and emerging recreational uses in the area through enhanced service offers.
- Maintaining the maritime character and tranquillity of the area is very important.
- There is strong support for improving the safety and function of the harbour by widening the navigation channel and consolidating the mooring ground for more efficient layout.
- Opportunities to enhance the service offer by providing improved all-abilities access to the water, and for paddle craft activities is welcomed.
- The proposed low land landing floating pontoon on the pier is a popular feature.
- Protecting the marine and coastal environment is important.

Alongside other research and stakeholder engagement, feedback captured in this report will be used to inform the development of the final Sandringham Harbour Local Port Area Plan.

2. Introduction

Sandringham Harbour is an iconic Port Phillip bayside destination much-loved by anglers, boaters, sailors, beachgoers and the wider community. Parks Victoria, in its capacity as local port manager, is looking ahead and considering ways to make the harbour and pier facilities safer and more accessible for people to enjoy for many more years to come.

Project overview

Hampton Pier has reached the end of its design life and options for its future need to be considered. In addition, the existing eastern entrance channel does not comply with the relevant Australian Standard, and coastal processes are impacting on the use and function of the facility.

Working with the Department of Transport (DOT), Bayside City Council, and key local stakeholders, Parks Victoria and engineering consultants AW Maritime is developing a Local Ports Area Plan for Sandringham Harbour.

This project is part of the Victorian Government's *Sustainable Local Ports Framework* and Parks Victoria's local ports forward planning program.

This project sought community views on a draft plan to guide investment in the upgrade of Hampton Pier and other changes within the harbour responding to changing conditions and user needs, improving the safety and function of the waterside facility.

The feedback received during the consultation process will be used to further refine and inform the final plan and progress designs for a new Hampton Pier.

About Sandringham Harbour

Sandringham Harbour, on Bunurong Sea Country, is one of the iconic yachting and boating destinations within Port Phillip and an important focal point for the community.

The Harbour supports a diversity of recreational and commercial boating and other water dependent activities. Regular users include the club members, beach walkers, dog walkers, anglers, off the beach

boating (e.g. kayaks, stand up paddle boards, sail boards, kite boarding and dinghy sailing), keel boats/yachts, motor boating, commercial boating (e.g. hire boats, training activities, boat repair and sales, etc.), swing mooring holders, and others.

The precinct also contributes more broadly to the social and environmental values of the area and community.

Hampton Pier has supported fishing boats, yachts and other recreational crafts and served as a pedestrian promenade and a place for general recreation. The first pier was built in 1882. The current pier was last substantially upgraded in 2002 with the replacement of the deck elements. The piles have now failed having reached the end of their service life and the pier is closed for safety reasons.

Purpose of this report

This report summarises the consultation process and feedback received during the draft plan community engagement process. This report includes feedback received from Engage Victoria survey responses collected between 16 May and 10 June 2022, as well as direct written submissions from local organisations and individuals.

Report limitations

Limitations of the engagement process that need to be acknowledged are that this report reflects the views of the community who provided feedback. It does not represent the views of Parks Victoria or the Traditional Owners who have an interest in this area.

3. How we engaged

Parks Victoria engaged with community through a range of platforms to gain feedback on the draft plan and gather insights on design attributes for a new Hampton Pier. A total of 129 surveys were completed, sharing their feedback and ideas through the Engage Victoria website. Written submissions were also received.

Purpose of consultation

The purpose of the consultation was to:

- Seek community and stakeholder input into the draft plan and proposed changes.
- Gain a clear understanding of the desired attributes of a new pier for consideration in a future design stages.

Engagement questions

The following engagement questions were presented on the Engage Victoria website (See Appendix for survey questions):

1. Demographic data collected included age, gender, residential postcode, cultural or linguistic background, and reason, frequency and duration of visits.
2. Sentiments collected on proposed changes to key aspects of the harbour and aspirations of a successful pier facility.

Parks Victoria sought agreement from survey participants regarding collection of information and use of the information.

Supplementary information to assist survey respondents to provide feedback included:

- The draft Local Port Area Plan.
- Frequently Asked Questions document.
- Project timeline.
- Parks Victoria contact information.

Communication and engagement activities

During the early stages of plan development, Parks Victoria provided key stakeholder and user groups with the opportunity attend online focus groups to help inform the draft plan. Once the draft plan was prepared, residents and broader community were given the opportunity to provide feedback through a survey, face-to-face discussions with staff and direct submissions. See Table 1 for methods adopted.



Collateral – A5 Postcard and A3 Poster



Participant groups

Traditional Owners

The Bunurong Land Council and Aboriginal Corporation were involved in the development of the draft plan.

Stakeholders

As part of the overall consultation process for the development of the plan, a Project Reference Group (PRG) comprising representatives from Parks Victoria, Bayside City Council and Department of Transport has been established to advise on the project. Consultants, AW Maritime, have been appointed to prepare the draft and final Local Port Area Plan.

In addition to this this, Parks Victoria conducted stakeholder focus groups with people who represent the views and interests of key local stakeholders and user groups of the harbour. Held in September 2021, the participants worked with Parks Victoria to discuss the current values, issues and future vision of Sandringham Harbour.

Early input from this group helped inform the draft plan that was presented to community for feedback. View the [Stakeholder Focus Groups key findings](#).

Community

All community members were welcome to attend the pop ups, respond to the survey or provide written submissions.

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Table 1: Communication and engagement activities

Activity	Date	Audience	Comments
Stakeholder Focus Groups	September 2021	Recreational user groups and clubs, peak bodies, Licensed Tour Operators, Tenants.	<ul style="list-style-type: none"> Gain an understanding of current types of use. Hear thoughts on the current value, issues and future vision of Sandringham Harbour.
Engage Victoria online survey	4 weeks between: 16/05/2022 to 10/06/2022	Local residents, recreational groups and stakeholders	<ul style="list-style-type: none"> Seek feedback and determine level of support for draft plan. Gather input towards the form and function aspirations of a new pier. Identify additional facilities/ideas / issues not captured in draft plan. Gain an understanding of the type of use. 129 responded to the survey. 52 people subscribed to further project updates through this survey.
Engage Victoria survey promotion	4 weeks between: 16/05/2022 to 10/06/2022	Local residents, media, recreational groups and stakeholders	<p>Promoted on:</p> <ul style="list-style-type: none"> Engage Victoria – dedicated page Media Release – issued by Victorian Government Parks Victoria Project Page Bayside Council website Posters placed at the Harbour and clubs / businesses. Parks Victoria emails to key stakeholder groups and subscribers. This was delivered to 127 people and achieved a 59% click through rate. 500 postcards distributed to passers-by at community pop up and through local clubs / tenants.
Community Pop Up	15/05/2022	Local residents and users of the harbour and foreshore facilities	<ul style="list-style-type: none"> Provide more detailed explanation of draft plan and proposed changes. Provide opportunity for participants to ask project staff questions, provide information and comment on the options. Promote opportunity to provide feedback via the survey.
Targeted Stakeholder Meeting	30/05/2022	Members of Hampton Swing Mooring Association	<ul style="list-style-type: none"> Present the draft plan and address questions specific to proposed changes to swing mooring ground. Promote opportunity to provide feedback via the survey.

4. Who we heard from

129 people contributed their feedback through the Engage Victoria survey. A majority (65%) of the survey responses received came from the local community – living within a 10km radius of the Harbour. They predominately walk, socialise and boat from the marina or beach, but also fish, work or undertake volunteer activities. More males (69%) responded to the survey, and there was a very strong representation (88%) from across the middle to senior age groups.

Survey respondents

The Sandringham Harbour draft Local Port Area Plan engagement survey was hosted on Engage Victoria between 16 May to 10 June 2022. There were 129 submissions.

People also contributed to the consultation in other ways:

- Approximately 150 people visited the community pop up at Sandringham Harbour.
- 5 written submissions were provided to Parks Victoria.

The responses provided through Engage Victoria have been included in the analysis of who we heard from in this section.

Information captured in the survey indicates a strong representation of the **local** community sharing their views on the draft plan. Most respondents (65%) came from the surrounding suburbs of Sandringham, Brighton, Caulfield and Moorabin which fall within a 10km radius of the site, as shown in Figure 1 below. There was one respondent from Queensland.

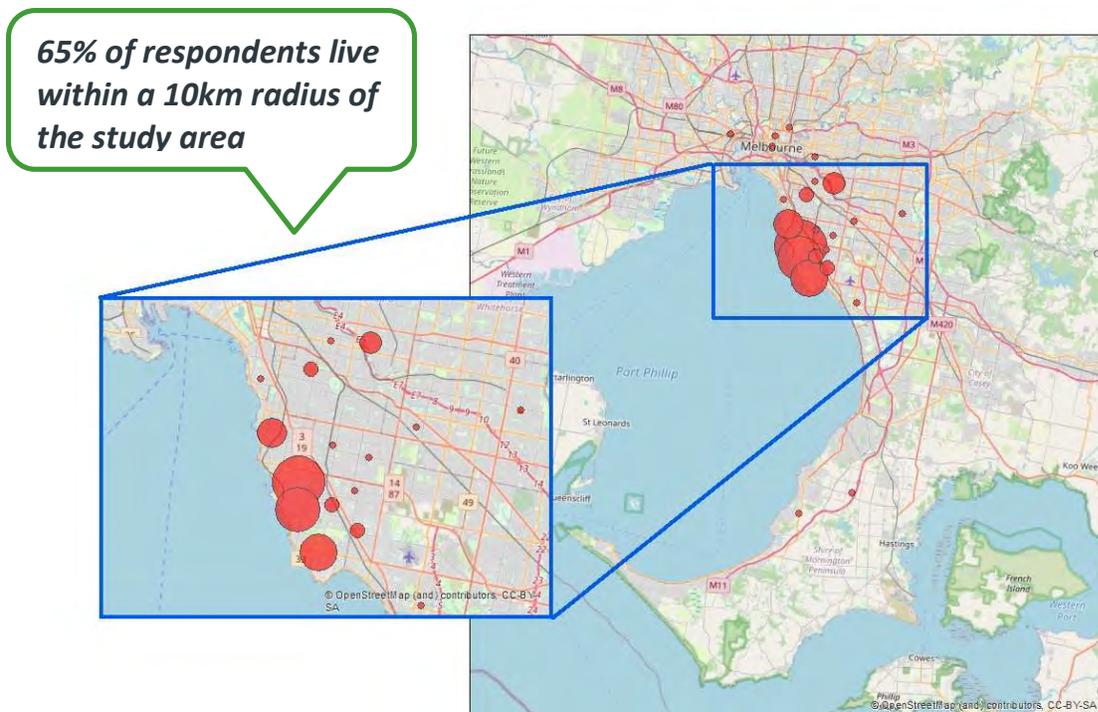


Figure 1 – Distribution of respondents by postcode (n. 113). Larger circles represent a larger number of respondents from that postcode

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Reaffirming the results of Figure 1, when asked Question 1 (“Which of the following best describes your relationship with Sandringham Harbour?”), almost half (47%) of the respondents indicated they live within 10km of the harbour and visit for recreation purposes. This shows there is a strong relationship between local community and users of the harbour.

Nearly a quarter (24%) of the respondents indicated they were members of the Sandringham Yacht Club. Those that nominated the ‘Other’ category provided the following comments to expand on their selection and connection to the harbour:

- Sandringham Foreshore Committee member
- Hampton Sailing Club member
- Royal Brighton Yacht Club member
- Licensed Tour Operator
- Hampton Neighbourhood Association Member

There were few ‘tourist / visitors’ who responded to the survey.

Figure 2 shows the results to Question 1.

More males (68%) than females (29%) provided responses to the survey. See Figure 3.

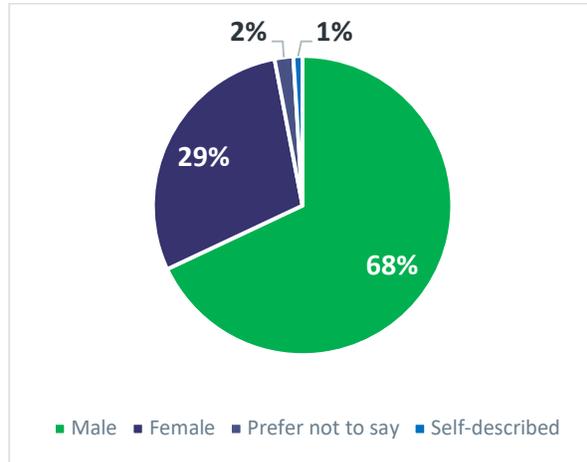


Figure 3 – Gender diversity of survey respondents (n. 129)

Over half (57%) the respondents fall within the 45 – 65 years combined age groups, and a further 31% in the 65+ years combined age bracket meaning the middle to senior age groups were well represented. The younger age groups were less well represented with only 4 percent of respondents falling into the 18 – 34 years brackets. See Figure 4.

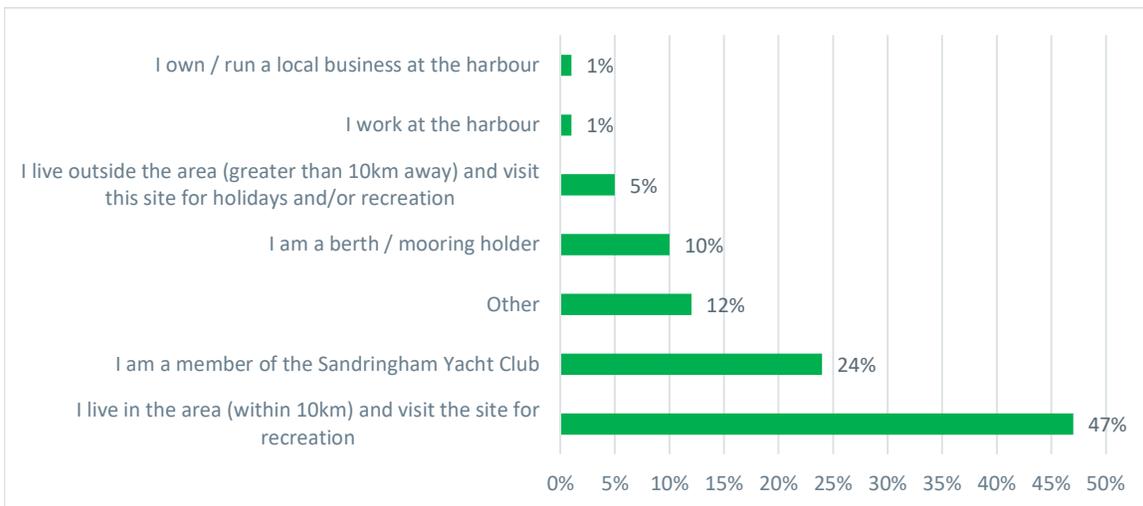


Figure 2 – Relationship with Sandringham Harbour of survey respondents (n. 129)

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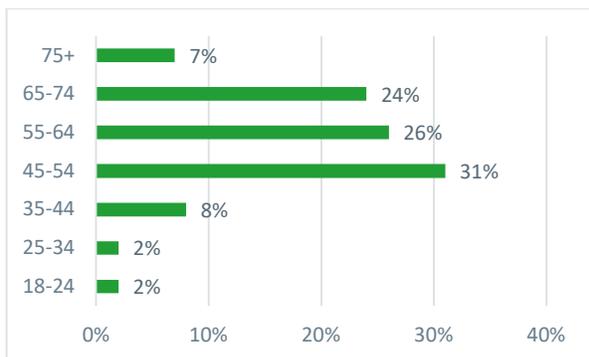


Figure 4 - Age range of survey respondents (n. 129)

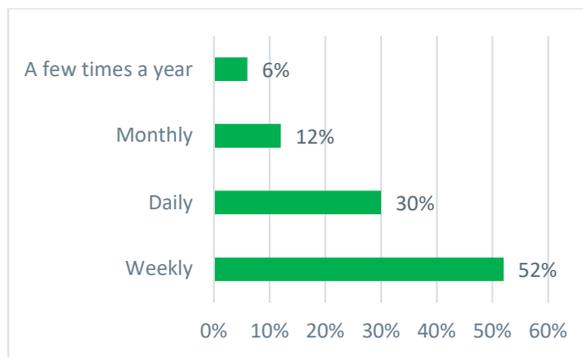


Figure 6 - Frequency of visits to Sandringham Harbour of survey respondents (n. 129)

Figure 5 displays the cultural and linguistic diversity of survey respondents.

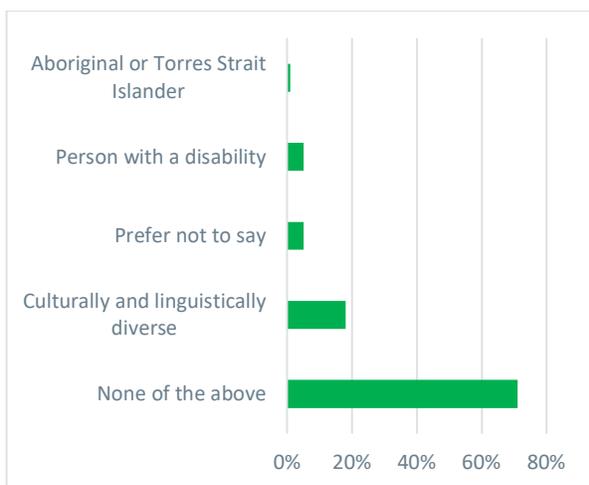


Figure 5 – Cultural diversity of survey respondents (n. 129)

Participants were asked to further expand on their relationship with Sandringham Harbour by telling us why, how often and how long they visit the site.

Most respondents stated they visit Sandringham Harbour weekly (Figure 6) and most tend to spend more than one hour each time they visit (Figure 7).

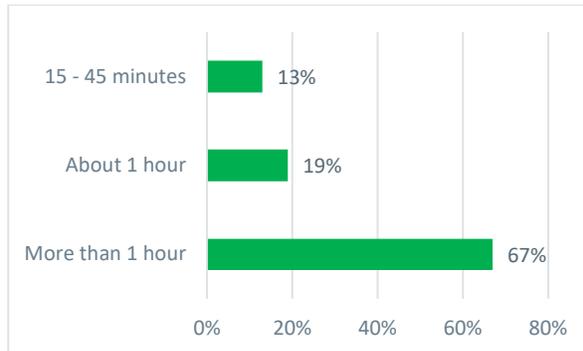


Figure 7 - How long survey respondents typically spend at Sandringham Harbour (n. 129)

The primary reason for survey participants to visit Sandringham Harbour is for non-powered recreational boating such as sailing. This is followed closely by walking and sightseeing activities. See Figure 8.

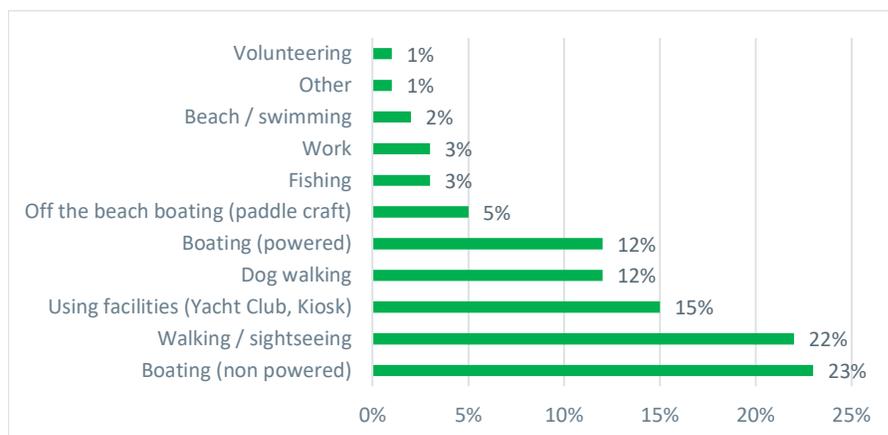


Figure 8 – Primary reason for visit of survey respondents (n. 129)

5. What we heard

The following section presents an analysis of all the data collected through the consultation activities including survey responses and written submissions.

Key themes

- Hampton Pier is an important feature of Sandringham Harbour, and there is a strong desire to see a pier facility retained.
- There is a desire to support the diverse range of existing and emerging recreational uses in the area through enhanced service offers.
- Maintaining the maritime character and tranquillity of the area is very important.
- There is strong support for improving the safety and function of the harbour by widening the navigation channel and consolidating the mooring ground for more efficient layout.
- Opportunities to enhance the service offer by providing improved all-abilities access to the water, and for paddle craft activities is welcomed.
- The proposed low land landing floating pontoon on the pier is a popular feature.
- Protecting the marine and coastal environment is important.

“When I visit the harbour, I love seeing the boats anchored off the beach, and the whole feel of the place.”

Creating a better harbour

The survey was designed to help better understand the overall desires and expectations of the community in planning for and creating a better future for the on-water components of Sandringham Harbour.

Participants were asked to tell us what is important to them in creating a better Sandringham Harbour, with a specific emphasis on the on-water components. They could select up to five aspects or provide additional comments.

Figure 9 over the page displays the results of Question 3. (*“Thinking about the on-water components, which of the following aspects are most important to you in creating a better Sandringham Harbour? Select up to five”*)

In summary the need to build a functional pier was positioned as a top priority, followed closely by the need to widen the entrance channel for safer boating access while also protecting the marine environment.

When asked to expand on selections (*Question 4 – “If you selected ‘other’ please explain”, or Question 5 – “Would you like to expand on your selection”*), respondents offered the following comments:

“...love to see and have a clear plan to pick up and drop off guests from the Hampton Pier and a simple solution to tender storage.”

“Reinstate berthing for mooring holders tenders along the pier.”

“Most important – all abilities access to our harbour... our gateway to Port Phillip Bay.”

“Need a low water construction that is also future proofed from rising sea level.”

“Maintain moorings – cost effective way to access boating.”

“Appropriately designed pier to minimise black sludge build up.”

“Restore the sand flow and longshore drift ... Wave Portals.”

“Be able to stay overnight on boats at the pier like overseas.”

Several comments were made about maintaining safe access to the dog beach and to water activities suitable for children

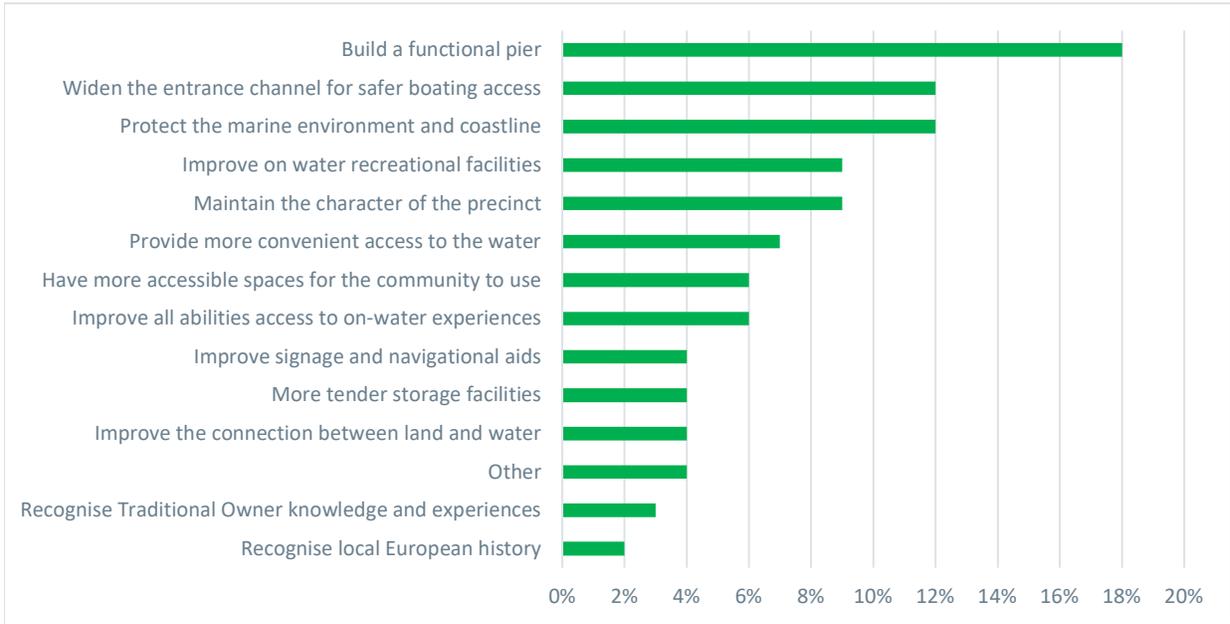


Figure 9 – Most important aspects in creating a better Sandringham Harbour as determined by survey respondents (n. 129) Respondents were asked to select top five.

When asked how people felt overall about the draft plan in Question 14 (“Overall how do you feel about the draft plan and proposed changes?”) the response was generally very supportive.

A total of 101 (78%) of 129 respondents felt the draft plan will deliver good improvements to the harbour. A further 22 respondents (17%) were neutral – that is, felt it would be neither good nor bad. While 6 people (5%) felt the draft plan does not provide an improvement at all. See Figure 10.

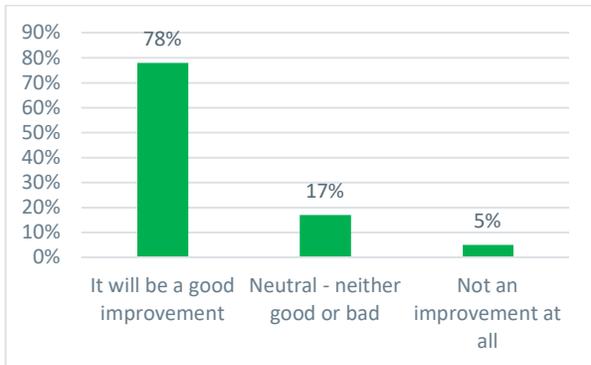


Figure 10 – Overall feeling of survey respondents about the draft plan and proposed changes (n. 129)

Below is a selection of general comments provided by survey respondents on the draft plan.

“Recreational/passive activities are important elements for the pier.”

“Could be further improved – shorter, re-routed pier, pontoon greater portion of the asset to support events etc.”

“Good all weather harbour – provision of public access boat ramp would significantly increase usability.”

“The swing moorings allow average person to have a boat who might not be able to afford membership of a yacht club.”

“Proposed 30m (eastern harbour widening) is too narrow – it needs to be 60m. Design needs to be inclusive of all skill levels.”

“Need to acknowledge and maintain heritage. Need to acknowledge key connection it served as a commercial jetty.”

“Consideration for fishing charter vessels / commercial operators.”

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“Hampton pier – add a retaining wall on eastern sides to stop black sludge.

“Should be nurturing our natural environment, educating the public on how to care for it.”

“Tenders could be stored in racks on the beach rather than take up space on the pier.”

“Create opportunity for flow of water and sand through the sea wall area.”

“It needs more attention to addressing the reasons for limited engagement of women in the activities the current draft plan is catering for. “

“Increase access for emergency services to Port Phillip... and training facilities.”

There were several comments suggesting that more consideration needs to be given to climate change and environmental impacts.

Swing moorings and pier access proposed changes

The draft plan proposes a reconfiguring of the mooring ground providing opportunity to widen the entrance channel from its current width of less than 20 metres at its narrowest point to 30 metres. Doing this aims to ensure compliance, improve navigational safety and enhance off-the-beach sailing access to open water.

In doing this there is an expected reduction of 10 to 12 available swing moorings. This would be achieved by removing redundant moorings, removing moorings which obstruct the new channel and re-gridding the layout to improve efficiencies.

In addition, the draft plan addresses opportunities to improve the pier entrance and accessibility through the incorporation of short-duration parking for kayak and other craft equipment drop off / pick up, and improved access to the water from the pier.

The questions in the survey were designed to gauge the level of support for proposed changes to the swing mooring arrangement and pier entry access, not a ‘vote’ for the preferred options. Figures 11, 12 and 14 provide the results on responses to these key areas raised.

Mooring ground

When asked in Question 6 (“How important are swing moorings to your visit to Sandringham Harbour?”), almost half (49%) of the respondents said that the swing moorings are **not at all important** to them. This suggests a large portion of these respondents are not regular users of this part of the harbour.

A total of 47 percent of respondents feel swing moorings have a degree of importance to the precinct. When analysing the data further they are most likely users or people who appreciate the character the moored boats provide to the precinct. See Figure 10.

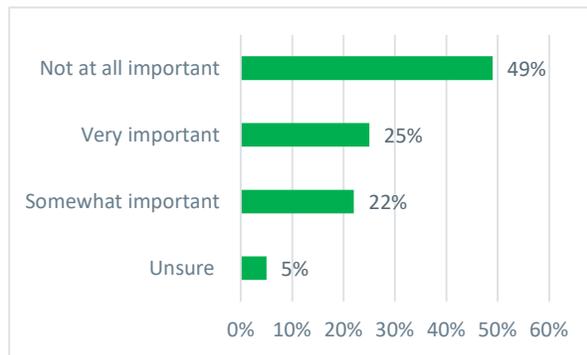


Figure 11 – Level of importance of swing moorings to survey respondents (n. 129)

When given the opportunity to explain further in Question 7 (“Would you like to expand on your selection?”), the following comments were provided:

From those that feel swing moorings are **not all important** to them:

“They are a danger to navigation.”

“I understand there are commercial benefits to having sailing clubs in the area, but they should fit in with community use and conservation values. We should have other development priorities for our community than people who can afford yachts.”

“Hardly get used – favour reducing the swing moorings numbers and introduce more stringent survey requirement on these vessels.”

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From those that feel swing moorings are very or somewhat important to them:

“These provide character to the harbour and provide a facility for ‘the less well off’. There should be a mechanism to prevent not-in-use moorings and remove un-seaworthy craft.”

“It is an affordable way to keep a boat.”

“An alternative option for non-sailing / yacht members.”

“Fourth generation .. earned a living from the harbour.”

“Access to moorings is limited on the bay.”

When asked in Question 8 (*“Do you agree or disagree with the proposed changes to the mooring ground”*), 93 (72%) of the 129 respondents agreed.

Figure 12 provides pie chart representation of the responses to Question 8. Figure 13 is an extract from the draft plan showing the proposed mooring ground changes.

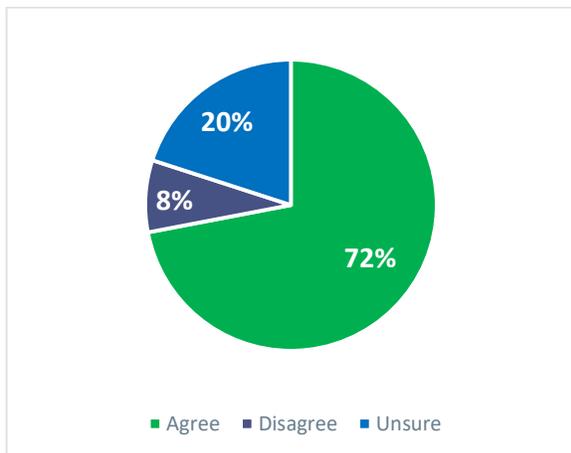


Figure 12 – Level of support by survey respondents for proposed changes to mooring ground arrangement as per Figure 13 (n. 129)



CONSOLIDATED SWING MOORINGS

- 1** Consolidated swing moorings
- 2** Remove swing moorings from navigation channel

Figure 13 – Map from draft plan (pg 15) showing

Those that agreed with proposed changes provided the following comments. (Question 9 *“Would you like to expand on your selection?”*):

“Would make it safer to navigate’.

“I agree that the mooring ground needs to be realigned, but the relative placement of moorings within the area needs to remain as is. Specifically, the sheltered moorings encroaching on the channel should not just be relocated to the northern end but placed in a similarly sheltered position.”

“Would like consideration to how we increase protection of the mooring ground.”

“Swing moorings should be designed in a way that the navigation channel is not affected even in a strong easterly breeze.”

“Allocation of moorings should be by public ballot.”

“Too many ghost boats. Owners should be encouraged to maintain their boats for improved amenity.”

A total of 26 (20%) of the 129 respondents disagreed with the proposed changes to the swing mooring ground providing the following comments:

“Loss of swing moorings is a reduction of spaces for lower-income people to access a sailing activity and store a boat or yacht, as a lower annual fee compared with club membership.”

“Do agree that swing mooring configurations need to be revised, however width of the channel so far... not posed any real problems”.

“Looks more densely packed and harder to navigate around.”

“Still too many – should be 50% less.”

“Not been specific on vessel size.”

“Reduce the number of moorings at north end – increase safe training for sea scouts.”

A smaller number of 10 (8%) of the 129 respondents said they were unsure with the proposed changes to the swing mooring ground, providing the following comments:

“An offset pattern would allow more boats.”

“Looks like will limited swimming and beach use.”

“... mooring tackle likely provides habitat for marine creatures, impact?”

Pier entry and accessibility

When asked Question 10 (“Do you agree or disagree with the proposed pier entry and accessibility improvements?”) the results were the same as Question 8.

Figure 14 provides pie chart representation of the responses to Question 8. Figure 14 is an extract from the draft plan showing the proposed mooring ground changes as a reference.

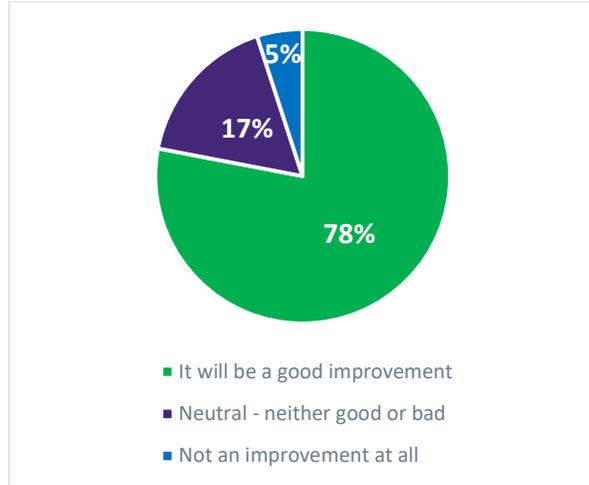
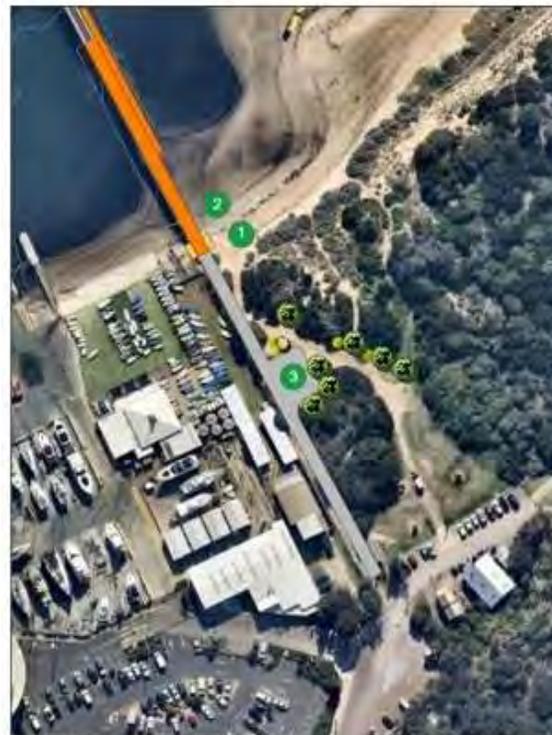


Figure 14 – Level of support by survey respondents for proposed improvements to pier entry and accessibility as per Figure 15. (n. 129)



- 1 Improved tender storage
- 2 Pier/beach access
- 3 Improve pier access and short term parking for

Figure 15 – Map from draft plan (pg 18) showing proposed changes to pier entry and accessibility.

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A total of 93 (72%) of the 129 respondents agreed with the proposed changes, while 26 (20%) disagreed and 10 (8%) were unsure.

Below is a selection of comments provided by people who agreed with the proposed changes.

“Would like to understand how we can access our tenders from the pier and how it could be used for boat maintenance.”

“A turning circle is required at the start of the pier ... avoid backing out.”

“Better access for paddle craft needed.”

“Improved access appreciated.”

“... As long as long tender storage does not impinge accessibility to Hampton Sailing Club.”

Below is a selection of comments provided by people who disagreed with the proposed changes.

“Not convinced we need a big new pier.”

“Benefits so few.”

“I don’t clearly see the parking for disabled close to the pier and turn around area for vehicles.”

“Existing is perfect.”

“More parking needed”.

Attributes of a successful pier

With the current Hampton Pier closed due to structural failure, information gathered through consultation will help confirm the community’s aspirations for an upgraded pier before progressing planning.

The draft plan considers two reconstructed pier options, each shorter and following a slight change in realignment to the current pier, enabling widening of the access channel for safer navigation.

To help with future design considerations, the survey sought to find out what people want in an upgraded pier.

When asked Question 12 (“Tell us what design attributes are most important to you in an upgraded Hampton Pier. Select and rank Top 5.”) the results show people generally want a modest, fit-for-purpose facility that serves a range of users, while also advocating a design that protects the environment and addresses the black sludge issue.

Figure 16 displays the rankings for each of the design attributes presented in the survey. The top 5 design attributes and number of people who ranked each of these attributes in their top 5 are:

1. **Floating pontoon** – 200 respondents
2. **Lighting** – 189 respondents
3. **Seating** – 179 respondents
4. **Public berthing (short term)** - 161 respondents
5. **Fixed landing** – 115 respondents

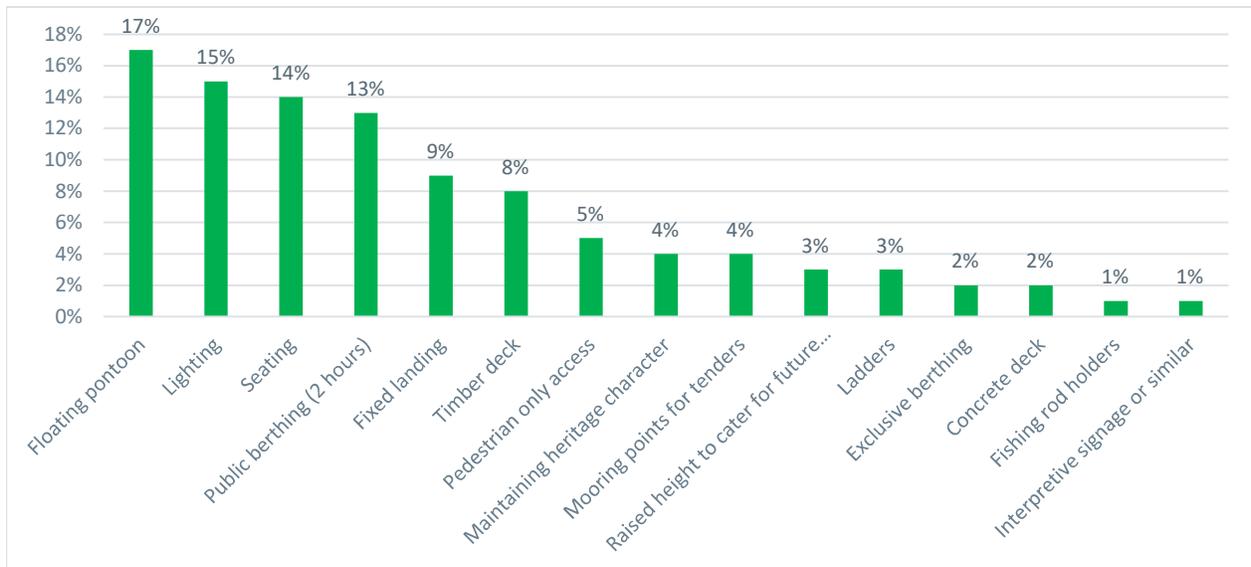


Figure 16 – Ranking of design attributes of an ungraded pier. (n. 129) Respondents were asked to rank their top 5.

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A selection of the general themes of these comments are represented below.

“Access for people with disabilities.”

“The addition of ladders invites illegal jumping.”

“Timber deck is more in keeping with historical significance of the pier. “

“Racks to store kayak trolleys.”

“Ramp / launching facility for sea kayaks.”

“Dog friendly.”

“Short stay public berthing only permitted on pier.

“Opportunity for 24hr mooring for overnight visits.”

“Rubbish bins and toilets.”

“Work berth – serviced with power and water for minor maintenance and repairs.”

“Provide a barrier to limit movement of black mud into the harbour .. (and yacht club).”

“Deep water access for boats, mooring cleats, corner buffers and a continuous rubbing strake.”

Note: While two pier options were presented in the draft plan, the survey questions were designed to further inform the desired attributes for an upgraded pier for future planning purposes, and did not seek a ‘vote’ for the preferred options.

Analysis of written submissions

Five written submissions were received from a range of organisations and individuals. Their expressed views and detailed feedback on the draft plan will be considered in the development of the final plan.

A summary of the general themes the submissions contained is below:

- General support for the mooring ground rearrangement – subject to further consultation with the mooring holders directly.

- Support for the floating pontoon – would assist all abilities access and keep people involved in sailing and race management.
- Maintain 1882 alignment of pier and timber appearance to aid in interpretation of the history of the pier development.
- Consider further realignment options for the pier.
- Short term berths are advantageous.
- Short term drop-off and pick-up area for better water access is needed.
- Power access on pier for minor vessel repairs requested.
- Benefits of depositing dredged sand back in the harbour queried.
- Further consideration around the potential impacts / benefits of the proposed retaining wall structures on the pier to manage sedimentation is requested.

6. Next steps

Parks Victoria will use the feedback captured in this consultation period to refine and inform the final plan.

Community feedback on the aspirations and requirements for a successful pier facility will be used to help inform the next stage of pier design.

Please note the 2022-23 Victorian Budget has an allocation for the upgrade of Hampton Pier.

This report is intended to reflect the views shared by community and stakeholders.

Further information will be provided by Parks Victoria as this project progresses. For further information visit www.parks.vic.gov.au or email engage@parks.vic.gov.au.

APPENDIX C – Proposed Mooring Ground Co-ordinates



PROPOSED SWING MOORING ARRANGEMENT

AWM3572 Sandringham Habrour
Proposed Swing Mooring Layout
15/07/2022

Swing Mooring ID	Easting	Northing
1	323945.42	5798725.90
2	323945.42	5798705.90
3	323945.42	5798685.90
4	323945.42	5798665.90
5	323945.42	5798645.90
6	323945.42	5798625.90
7	323945.42	5798605.90
8	323945.42	5798585.90
9	323962.74	5798735.91
10	323962.74	5798715.91
11	323962.74	5798695.91
12	323962.74	5798675.91
13	323962.74	5798655.91
14	323962.74	5798635.91
15	323962.74	5798615.91
16	323962.74	5798595.91
17	323962.74	5798575.91
18	323980.06	5798725.90
19	323980.06	5798705.90
20	323980.06	5798685.90
21	323980.06	5798665.90
22	323980.06	5798645.90
23	323980.06	5798625.90
24	323997.37	5798735.91
25	323997.37	5798715.91
26	323997.37	5798695.91
27	323997.37	5798675.91
28	323997.37	5798655.91
29	324014.69	5798725.91
30	324014.69	5798705.91
31	324014.69	5798685.91
32	324014.69	5798665.91
33	324032.01	5798735.92
34	324032.01	5798715.92
35	324032.01	5798695.92
36	324049.32	5798725.91
37	324049.32	5798705.91