

SANDRINGHAM HARBOUR Draft Plan



Engagement Report

July 2022

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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.

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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Cover image: Sandringham Harbour

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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.



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.

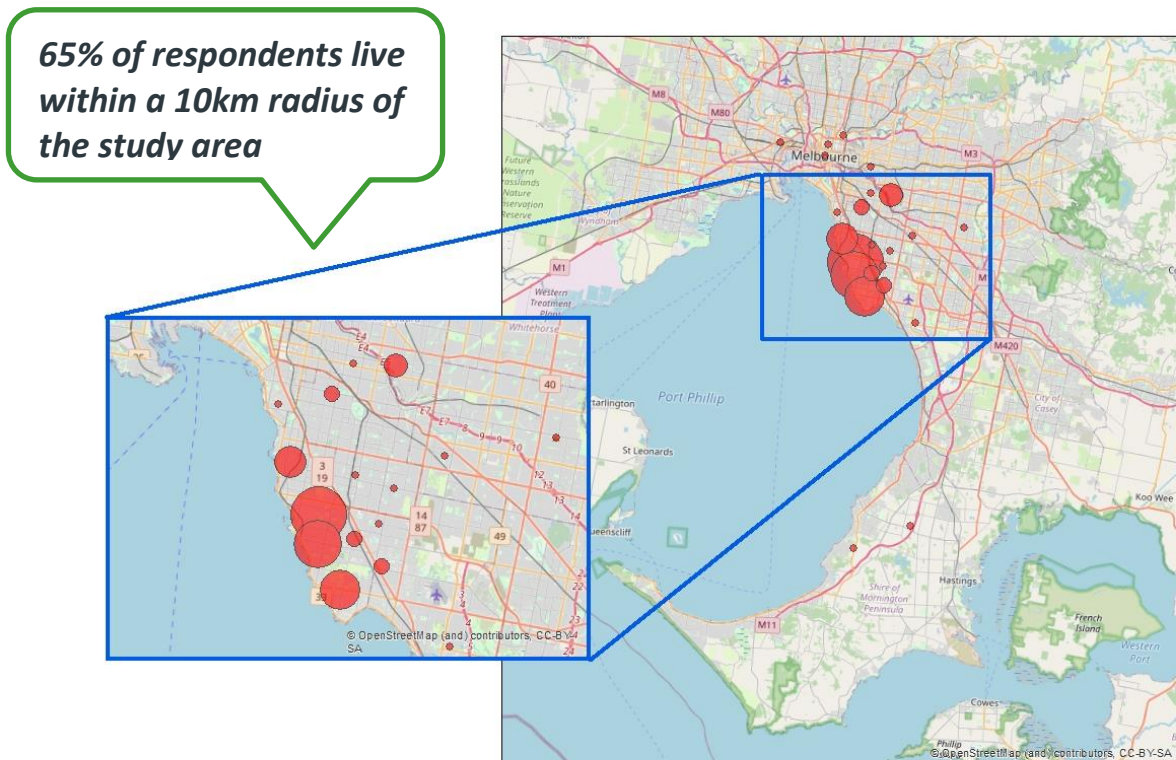


Figure 1 – Distribution of respondents by postcode (n. 113). Larger circles represent a larger number of respondents from that postcode

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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.

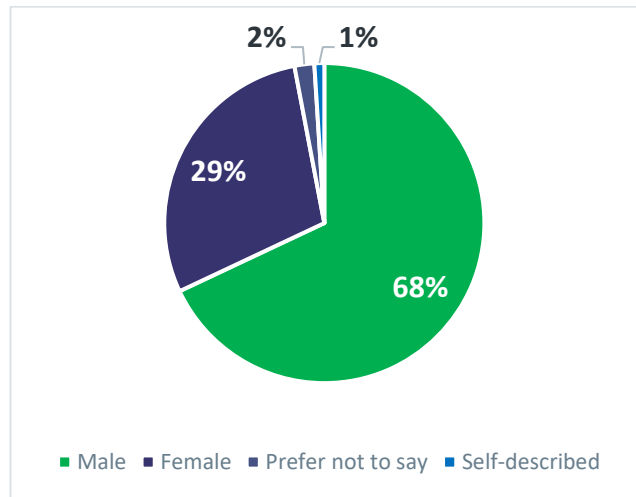


Figure 3 – Gender diversity of survey respondents (n. 129)

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.

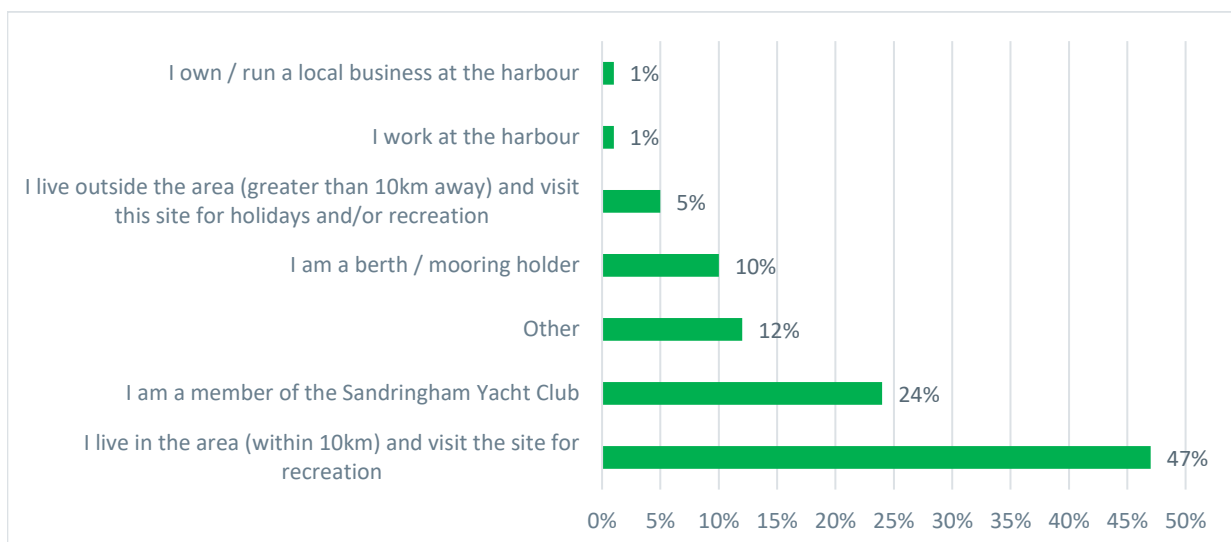


Figure 2 – Relationship with Sandringham Harbour of survey respondents (n. 129)

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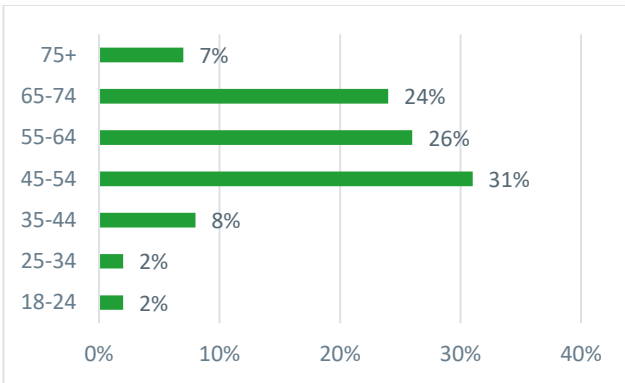


Figure 4 - Age range of survey respondents (n. 129)

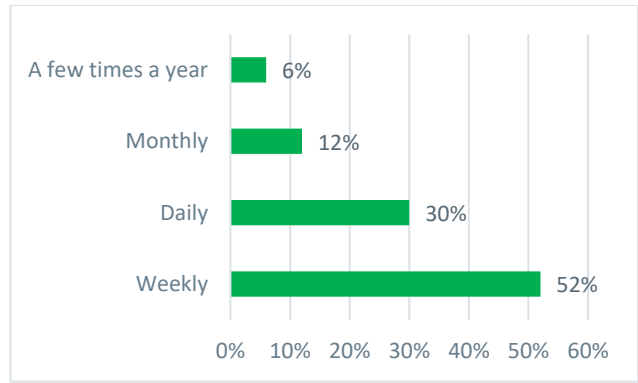


Figure 6 - Frequency of visits to Sandringham Harbour of survey respondents (n. 129)

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

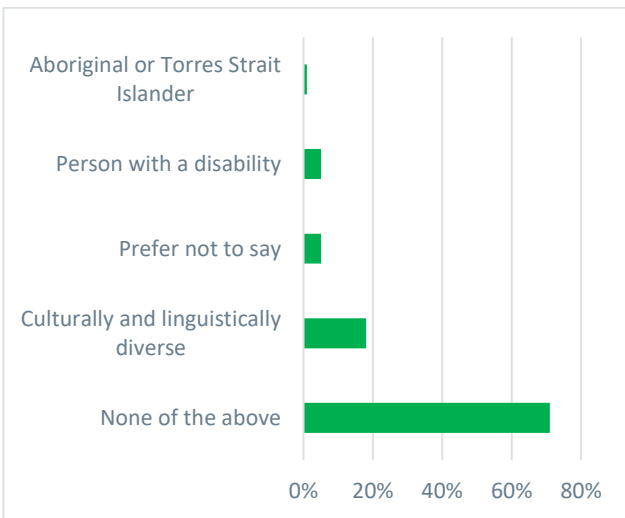


Figure 5 – Cultural diversity of survey respondents (n. 129)

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).

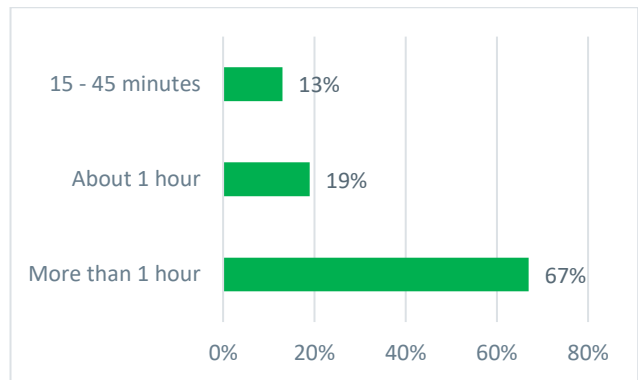


Figure 7 - How long survey respondents typically spend at Sandringham Harbour (n. 129)

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.

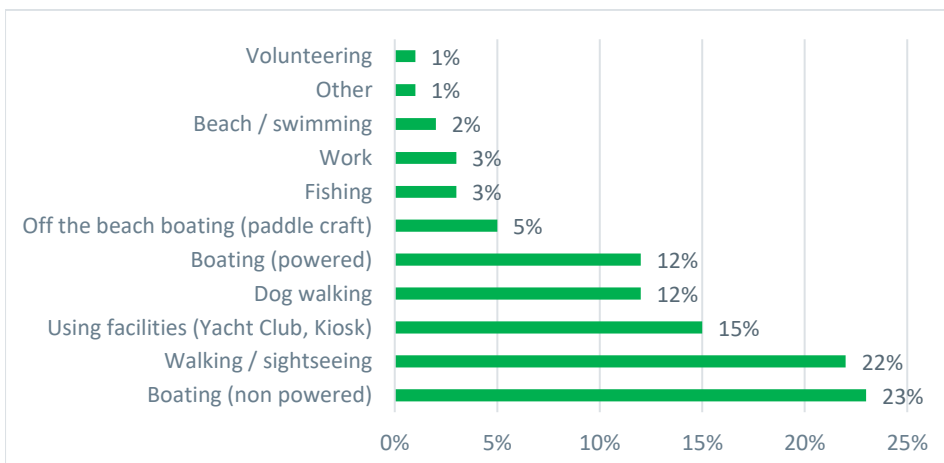


Figure 8 – Primary reason for visit of survey respondents (n. 129)

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

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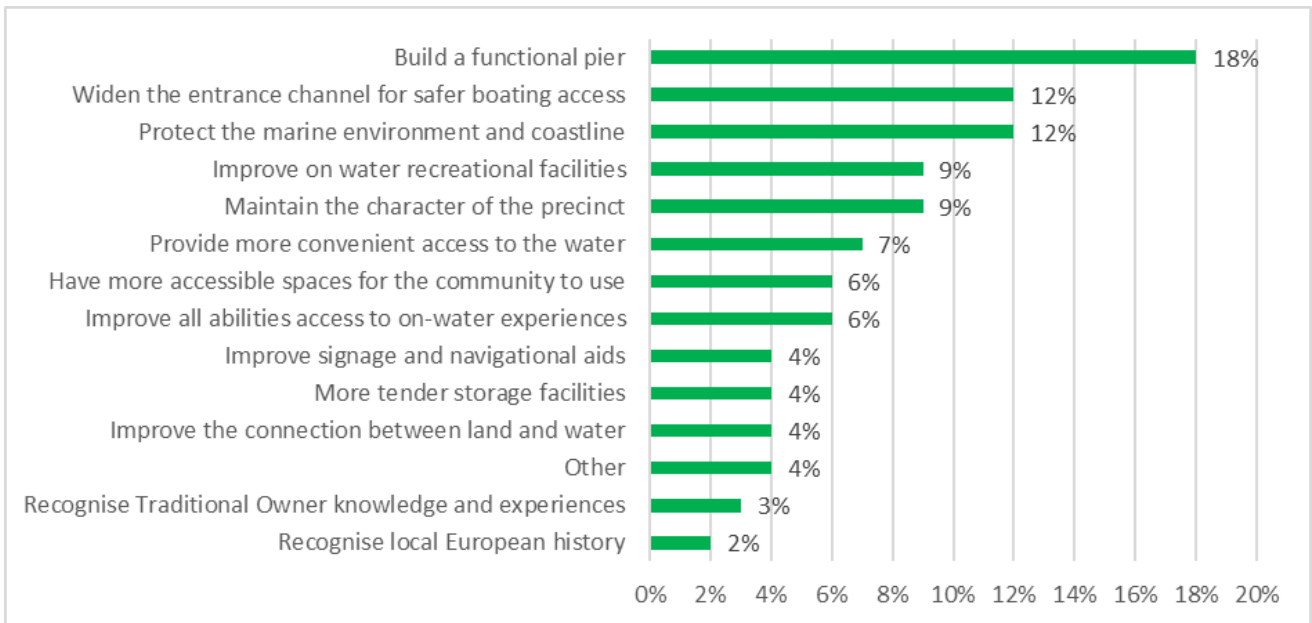


Figure 9 – Most important aspects in creating a better Sandringham Harbour as determined by survey respondents (n. 129) Respondents were asked to select top five.

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.

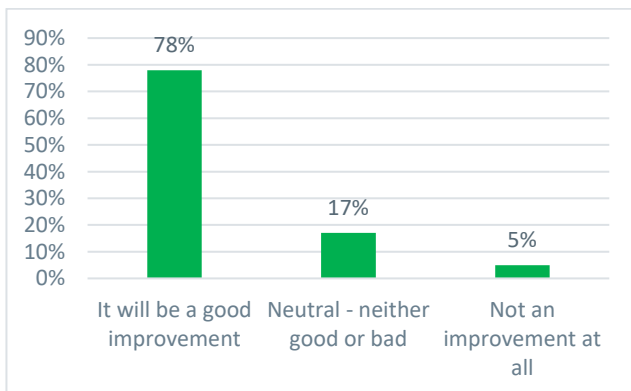


Figure 10 – Overall feeling of survey respondents about the draft plan and proposed changes (n. 129)

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.

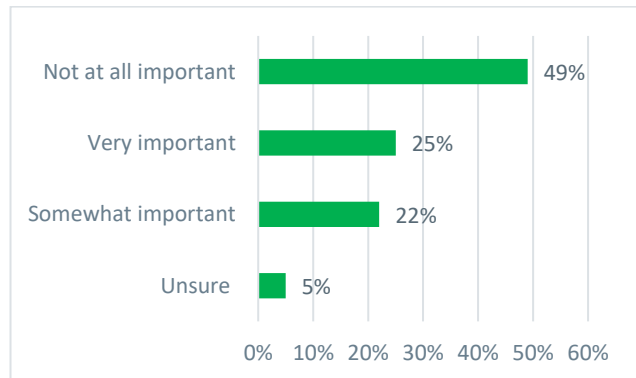


Figure 11 – Level of importance of swing moorings to survey respondents (n. 129)

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.

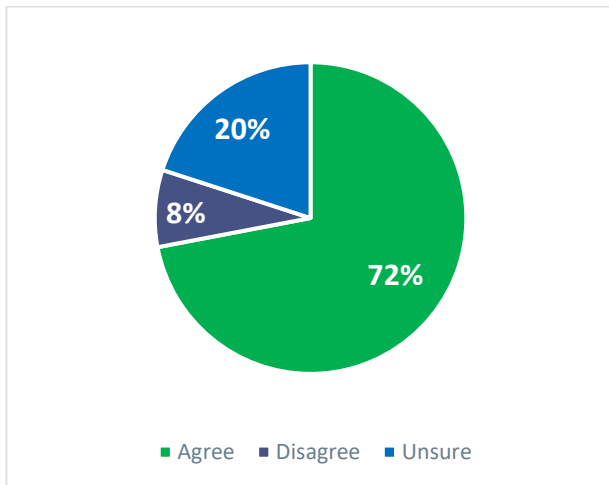


Figure 12 – Level of support by survey respondents for proposed changes to mooring ground arrangement as per Figure 13 (n. 129)



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.

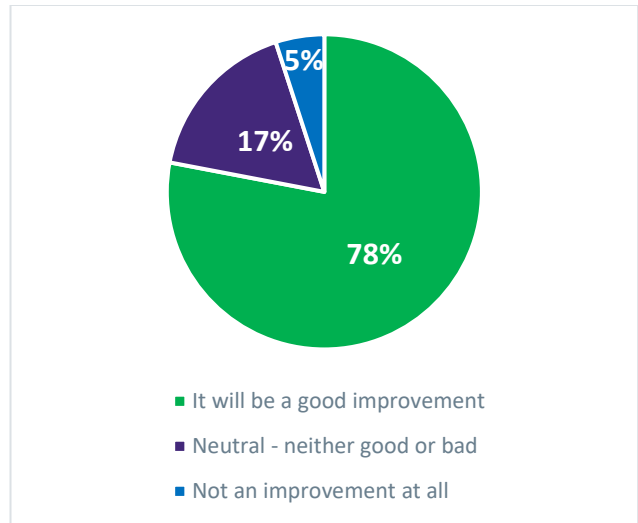


Figure 14 – Level of support by survey respondents for proposed improvements to pier entry and accessibility as per Figure 15. (n. 129)



- 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

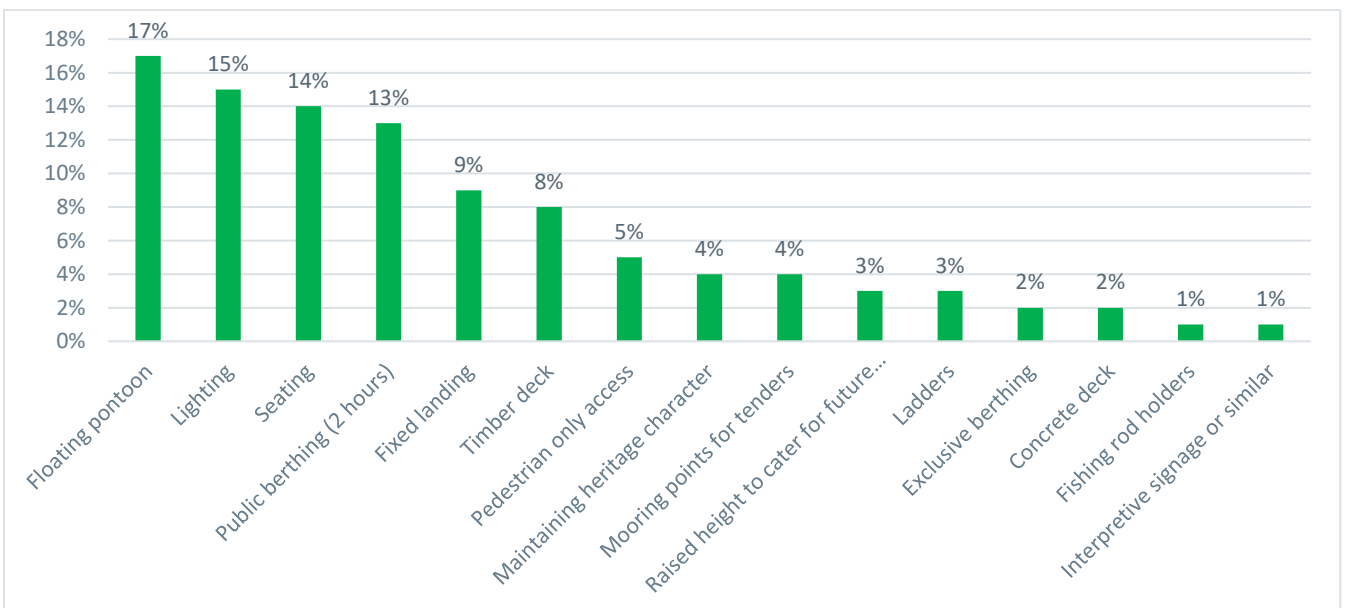


Figure 16 – Ranking of design attributes of an ungraded pier. (n. 129) Respondents were asked to rank their top 5.

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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.