

Hastings Foreshore Precinct Plan (Draft July 2017)

The Draft Plan was released for public comment on 28th August 2017.

The Westernport Angling Club believe that our previous submissions were almost totally ignored with no feedback from the Shire to our alternative proposals.

The Trailer Parking design proposed by WPAC eliminates almost all of the issues with the Shire Plan.

The Westernport Angling Club STRONGLY OPPOSE :-

- 1. Relocation of the Club Building from the current site.**
- 2. Relocation of the Public Toilets from the current site.**
- 3. Any reduction in the area of overflow Boat Trailer Parking. Plans indicate approximate 60% reduction. (The overflow area proposed South of Mullet St. is too far away from the Ramp).**
- 4. Destruction of the grassed Picnic Area between the Club Building & the Marina Boundary. (Used for the Annual Whiting Challenge Presentation & other Events).**
- 5. The intention of the Shire Plan to encourage Pedestrians & Cyclists through the Dangerous Boat Ramp & Trailer Parking Area.**
- 6. The proposed realignment of the Trailer Parking Bays in a North/South direction. (Currently in an East/West direction).**
- 7. The Plan to open a pathway along the waterfront in front of the Hastings Yacht Club which will lead pedestrians to the Dangerous Boat Launching Ramp Area.**
- 8. Location of Single Car Parking along the waterfront of the Boat Trailer Parking Area. This will block access to the Fish Cleaning Table, Weighing Gantry & Garbage collection.**
- 9. The Planned Entry - Exit road design which will create conflict on busy days. The Single Exit has tight corners & offers little choice for drivers other than Marine Parade.**
- 10. The lack of choice for parking Larger Boat Trailers & Tow Vehicles.**
- 11. The lack of Parking Bays for Disabled boat users close to the Boat Ramp.**
- 12. Having two queue lanes at the top of the Ramp. This will not reduce turnaround times and will create conflict.**
- 13. The Plan to have trees planted at the ends of Trailer Parking Bays.**

The Westernport Angling Club would like to see additional to the Plan:-

- The Club Building extended upward (or Outward) to cater for increased membership, Club functions & storage of Club Property.**
- A Second Pontoon on the South Side of the Boat Ramp which will reduce waiting time during busy Launch & Retrieve periods.**
- A Boardwalk & Kids Fishing Platform starting near the current Fish Cleaning Table and projecting Eastward to the Marina Rock Wall.**
- A larger Under Cover Fish Cleaning Table with appropriate Lighting, orientated East/West & located on the proposed Boardwalk such that waste drainage would flow directly to the sea.**
- Safety Rails along the top of the Wall each side of the Boat Ramps.**
- The Wasteland between the Weighing Gantry & the Marina Boundary to be levelled to create an expanded grass Picnic Area.**
- Some visual (electronic) indication signage for parking bay Vacancy or Full at the end of each row to eliminate driving around in loops looking for a place to park on busy days.**
- Minimal disruption to the launching facility during construction even in off-peak fishing season.**
- A Pole erected at the front of the Club Building to provide a power connection for the Presentation Stage during Whiting Challenge & other Events. It would also have a Flood light to illuminate the Grassed area adjacent to the Club Building.**
- An under-cover Electric BBQ in this area would also be an asset to the Public & the Club.**

Comments on the Above Points :-

1. The Club Building was completed in 1989 with 50% of the construction cost being WPAC contribution (\$20k). It has been a focal point of the area & base for the Annual Whiting Challenge & many other events over 28 years. The Draft Plan statement that "the fishing events & associated barbecues are not a direct result of where the Angling Club is located" is **incorrect**. Members weigh their catch immediately after retrieving their boat & then proceed to the Fish Cleaning Table. The Club would like to extend the clubrooms to cater for a growing membership & larger functions. There is not enough storage for much of the Club Property which is now held at some members homes. A proposed Power Pole to be erected at the front of the Building would provide Security Floodlighting & Power connection for the Whiting Challenge Presentation Stage. A Defibrillator will soon be located in the building as a result of a recent "Stronger Fishing Clubs" Grant.
2. The Public Toilets (Integral with the WPAC building) are the **ONLY** toilets in the area & are relied on, particularly for women before going out in a boat or after returning, as very few recreational boats have on board facility for women. The Toilets **MUST** remain close to the Boat Ramp. There are regular mini-bus visits by groups of disabled people or people with special needs who utilise this facility and usually picnic at the tables located on the East side of the Club Building.
3. On Page 32 of the Draft Plan, it states that the Council conducted a survey and found that approx. **230** boats launched & retrieved on Australia Day 2014. The demand for boating has & will continue to increase due to growth in the Mornington Peninsula, Cardinia & Casey Shires. The current capacity of the bitumen trailer parking is **46** with approx. **150** in overflow areas. The proposed Draft Plan has **72** trailer parking spaces on bitumen & an overflow area for an estimated **50** trailers. The proposed overflow area South of Mullet St. is too far away from the Boat Ramp to be considered, as drivers walking long distances between the Ramp & their parked vehicle will increase waiting times for others. Relocating the Club/Toilet Building would only give an estimated **6** more trailer parking spaces. The Alternative Plan submitted by the WPAC provides for **90** trailer spaces on bitumen plus an estimated **100** in overflow areas.
4. The Draft Plan shows a 3 lane roadway between the Club Building & the Marina Boundary which isolates the Public Toilet / Club Building to an Island within the bitumen trailer park. The grassed Picnic area is currently used for Major Events such as the Annual Whiting Challenge & Game Fishing Tournaments. It is also used regularly by disabled groups & the general public. The Alternative Plan submitted by the WPAC retains this grassed picnic area by routing the entry roadway to the Western side of the building.
5. We believe that the only reason that the proposed parking rows have been oriented in a North - South direction is to allow a pedestrian pathway through the middle of the parking area. This will cause conflict between pedestrians & heavy vehicles towing trailers at 2 or 3 locations near the actual launching area where drivers are concentrating more on which ramp is free or where the nearest vacant parking bay is.
6. The proposed North/South kerbing and pathway layout blocks the natural water drainage from the West toward the Bay during heavy rainfall. Drivers walking back to the Ramp after parking, or walking to their vehicle prior to retrieving their boat, will generally take the shortest route i.e. in an East/West direction & will be hindered by the North/South Parking Bays . This will increase the waiting times on busy days. The North/South layout will also cause confusion to drivers with large vehicle & trailers going around in shorter loops looking for vacant parking spaces.
7. The proposed path in front of the Yacht Club will lead pedestrians to the **MOST DANGEROUS** area of the Boat Ramp. Reversing Heavy Tow Vehicles with Trailers & pedestrians are a recipe for disaster. The Slipway rail tracks crossing the proposed path would be an unavoidable **TRIP HAZARD**.
8. The proposed single car parking along the waterfront will cause conflict with ramp users returning to the cleaning table to clean their catch & also it would be difficult to access at times when there are queues of trailers waiting to launch or retrieve. It would also block the access for a boat trailer to reverse under the fish weighing Gantry to weigh large fish. It would also inhibit Garbage collection. Currently, single cars without a boat trailer can be fined for parking in any area other than within the designated fenced park area adjacent to the Public Toilet Block. Will there be parking fees for Single cars? Vehicles with Boat Trailers are the only ones paying for parking anywhere in Hastings! There is a requirement for single car parking for passengers of Charter boats & other private boats but **NOT** along the waterfront.

9. The proposed plan with Entry from Marine Parade as well as Skinner St. will cause confusion on busy days as one will have to give way to the other at the intersection. The Proposed Exit into Marine Parade will not give drivers much choice as the left turn into Skinner St. is too tight & the added distraction of a pedestrian crossing at that intersection will create issues. The Alternative Plan submitted by the WPAC has a Single ENTRY & Single EXIT. The Exit at Herring/Elizabeth St. gives drivers a better choice to leave via Marine Parade, Herring St. or Skinner St.
10. There is a trend to larger boats & tow vehicles with a combined length in excess of **15** metres including Charter operators & the growing number of Game Fishing Participants. The amended Shire plan has made provision for these longer vehicles in the bays closest to the waterfront. This will **NOT** work as most other users will take the nearest parking to the Ramp to reduce the walking distance & any signage would be ignored by other drivers. The existing East/West parking row has a buffer zone between the bays which allows for both longer & normal vehicles from either side and currently works well.
11. The Proposed Draft Plan shows two Disabled parking spaces for **SINGLE CARS** only. There is no provision shown for Disabled Parking with a Boat Trailer in close proximity to the Ramp. The existing two Disabled bays are too far away from the Ramp.
12. Having two lanes waiting at the top of the ramp to launch or retrieve will cause confusion with drivers who believe they were in the queue before the other. Some drivers (particularly lone operators who do not have a drive-on trailer), insist on using the # 1 lane adjacent to the pontoon. They may be in the incorrect approach lane and will not be able to change lanes causing hold-ups. Currently drivers are content with a single approach lane even though it may be slightly slower on a busy day. The proposed pedestrian crossing across these approach lanes would also be **DANGEROUS** due to the roadway width & the view obscured by waiting vehicles. It would also cause conflict between impatient drivers & pedestrians.
13. Planting trees to beautify the boat trailer parking area must be planned very carefully. Trees cannot overhang the parking bays, corners and the through lanes where boat/trailers are parked and towed. Many boats are large and have high infrastructure such as windscreens, canopies, radio antennas & rod storage racks with valuable fishing rods pointing to the sky. Overhanging trees will damage boats and gear.
14. Provision should be made for a 5th Ramp & additional Pontoon on the South side of the existing Ramp as the current arrangement creates long delays on busy days & the predicted increase in usage will only exacerbate the problem. Some drivers insist on using the # 1 lane adjacent to the pontoon which can cause delay to the others waiting in the queue. Giving them a second option plus having more pontoon space for waiting boats will greatly reduce turnaround times.
15. It is popular for Kids & others to fish either from the concrete steps either side of the Ramp or from the existing Pontoon. This is **DANGEROUS** & can cause conflict with boat users. WPAC would like to see a Fishing "Boardwalk Style" Platform to be provided projecting Eastward from the South end of the Concrete steps near the Cleaning Table toward the Marina rock wall.
16. The existing Cleaning Table is in urgent need of an upgrade and should have a Gazebo type cover that prevents bird droppings on the filleting boards. It could also provide for improved solar powered lighting for night time fish cleaning. The existing signage re "aggregated littering" is too confusing & is largely ignored. Proper disposal Bins for fish carcasses must be provided & simple signage displayed. The birds dispose of small Whiting & Flathead frames but Gummy Shark, Snapper & other big fish heads & frames are left creating a smelly mess at low tide.
17. Safety Rails should be erected on top of the concrete walls both sides of the Ramp where there are **DANGEROUS** vertical drops of up to 1.5 metres onto the concrete ramp.
18. The area South of the WPAC proposed "Boardwalk Style" platform could be levelled and grassed to provide an extra picnic/viewing area. The water North of this proposed "Boardwalk Style" platform should be deepened to 1.0 metre at low tide to allow boats access to both sides of the proposed 2nd pontoon.

The Committee, on behalf of
The Members of Westernport Angling Club Inc.
September 2017