

## Hastings Foreshore Precinct Plan

WPAC President Bob Wilkinson & Life Member Don Newman met with Jeska Dee & Essen from Mornington Shire Council on 1st June 2017 at Hastings Shire Office to be updated on the proposed Precinct Plan. There were few changes from the previous meeting on 10th August 2016.

Westernport Angling Club is only interested in the area of the boat Ramp & Parking South of the Yacht Club boundary to the Northern Marina boundary and West to Skinner St.

It was made clear that the Shire wanted to relocate the Club Building away from the present location.

**The Committee & Members of the WPAC strongly oppose this proposal.**

The building was completed in 1989 with 50% of the cost WPAC contribution (\$20k) to the construction and has been a focal point of the area & base for the Annual Whiting Challenge & many other events over 28 years.

The Draft plan of the ramp parking area has changed very little from the original plan presented in 2016.

**WPAC Members & Committee believe that the proposed plan is unworkable & creates a DANGER to pedestrians directed through it from the Westernport Bay Trail.**

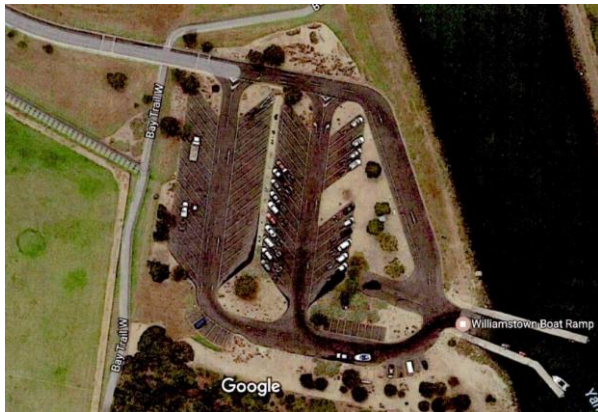
- We believe that the only reason that the proposed parking rows have been oriented in a North - South direction is to allow a pedestrian pathway through the middle of the parking area. This will cause conflict between pedestrians & heavy vehicles towing trailers at 2 or 3 locations near the actual launching area where drivers are concentrating more on which ramp is free or where the nearest vacant parking bay is. We also believe that most people using the Westernport Bay Trail would not be interested in going through a car park & there is no provision for them to pass safely along the Western boundary (Shortest Route).
- 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. There are regular bus visits by small groups of disabled people or people with special needs who utilise this facility and generally have a picnic at the tables located on the East side of the Club Building.
- We advised the Shire at the previous meeting that there is a trend to larger boats & tow vehicles in excess of 14.1 metres including Charter operators & the growing Game Fishing Participants. The amended plan has made provision for these longer vehicles in the bays closest to the waterfront. This will **NOT** work as most users will take the nearest parking to the Ramp to reduce the walking distance & any signage would be ignored by drivers. The existing East - West parking row has a buffer zone between the bays which allows for both longer & normal vehicles and works well.
- The single car parking along the waterfront will cause conflict with fishermen returning to the cleaning table to clean their catch & also 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 on trailer to reverse under the fish weighing Gantry to weigh large sharks or Tuna. Currently, single cars without a boat trailer can be fined for parking in any area other than the designated fenced park area adjacent to the Public Toilet Block. Will there be parking fees for Single cars? Cars with Boat Trailers are the only ones paying for parking anywhere in Hastings!
- There **MUST** be adequate parking for Single cars for Club Members & Visitors in close proximity to the Club Room for Meetings & Events. Also customers of the many charter operators that use the Boat Ramp usually arrive in single cars & require all day parking.
- The proposed North - South kerbing and pathway layout blocks the natural water drainage from the West toward the Bay during heavy rainfall.

- There is no provision 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.
- Having two lanes waiting at the top of the ramp to launch or retrieve will cause conflict with drivers who believe they were in the queue before the other. Some people (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. Currently drivers are content with a single approach lane even though it may be slower on a busy day.
- We agree that there are people who are very interested in looking at the Pelicans and other birds that are attracted to the Cleaning Table area. Giant Stingrays and occasional Seals also arrive for a free feed. There are also many people interested in seeing what fish have been caught especially if there is a large Shark or Tuna being weighed on the Gantry. There should be Safe access for these people from a nearby single car park area or from the adjacent Marina car park or from the Westernport Bay Trail but **NOT** via the busiest part of the Boat Ramp.
- The construction period for the proposed parking area will cause a Major disruption to the normal function of the facility during over a lengthy time. The Hastings Boat Ramp is the **MOST** popular & frequently used almost every day of the year. It is also recognised as the **ONLY "SAFE HARBOUR"** in Westernport Bay. A less disruptive Design as proposed by WPAC would have much less affect on Recreational Boating.
- There are some very good examples of boat ramp facilities designed with "Bay Trail" interaction. For example "Launching Way" Patterson River, Williamstown Public Boat Ramp & the new Boat Ramp facility at Portland. One example of a poor design is the Altona Boat Ramp which has pedestrian crossings across the Ramp Entry & Exits.
- 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. Current overflow parking on the grass areas must be maintained or increased, as there are days now when there are trailers parked right up to the Mullet St. entrance to the Marina. Safety Rails should be erected on top of the concrete walls on both sides of the Ramp where there are vertical drops of up to 1.5 metres onto the concrete ramps.
- 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** & causes 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. The Area to the south of this proposed platform could be backfilled and grassed to provide an extra picnic/ viewing area. The water to the North of this proposed platform could be dredged to 1.0 metre depth at low tide to allow boats to access both sides of the proposed 2nd pontoon.
- 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 resulting in a smelly mess on the foreshore. 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.

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



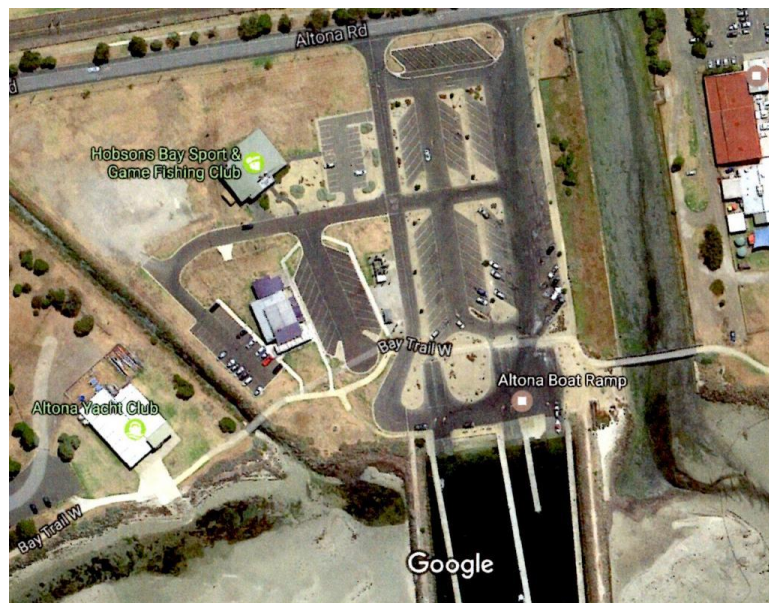
**PATTERSON RIVER LAUNCHING WAY** - Approx 146 Parking Bays - 9 Ramps  
 Note the "Dandenong Creek Trail" avoiding the Facility.



**WILLIAMSTOWN BOAT RAMP** -  
 Approx 57 Parking Bays - 2 Ramps  
 Note the "Bay Trail" avoiding the Facility.



**PORTLAND BOAT RAMP (NEW)** -  
 Approx 56 Parking Bays - 2 Ramps  
 Note the "Great South West Walk" Crossing.



**ALTONA BOAT RAMP** - Approx 79 Parking Bays - 6 Ramps  
 This is an example of poor design with the Pedestrian "Bay Trail"  
 Crossing the Facility at the top of the ramps.





**That's the Thing About Fishing (TTAF)** - Kids learning about Fishing use the existing Pontoon as a fishing Platform. This could cause conflict with Recreational Boating on a busy day. A purpose built "boardwalk" Platform would be much preferred.



**The Area adjacent to the existing Fish Cleaning Table** - This Area is currently a wasteland where fish carcasses are carelessly thrown. A purpose built "boardwalk" fishing Platform could be constructed around the existing Mangroves and the area backfilled & grassed to provide a family picnic venue.



**Example of a Boardwalk thru Mangroves** - Bittern Coastal Wetlands Boardwalk over Warringine Creek Hastings.



**Good example of a Fishing Platform** - Bemm River East Gippsland Victoria.