



Hastings Foreshore Precinct Plan

Draft | July 2017

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Prepared for



Cover image

Hastings Boat Ramp Jetty

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1 introduction

about the project

The Hastings foreshore has significant value in terms of community and visitor amenity, marine access, the natural environment, and cultural heritage. Protecting and enhancing these values is vital, and there is considerable opportunity for improving the precinct's amenity and function for locals and visitors. This is especially important due to the projected growth in local and regional populations and the likely associated increase in demand for recreation, particularly recreational boating.

The Mornington Peninsula Shire Council has accordingly commissioned Meinhardt, in collaboration with Group GSA, to prepare the Hastings Foreshore Precinct Plan (the 'Precinct Plan'). The project involves planning for public space and environmental enhancements, as well as functionality.

In essence, the project is about:

- Enhancing the foreshore for the community
- Welcoming visitors and creating an enjoyable experience
- Celebrating marine lifestyles
- Connecting spaces
- Guiding public works

background

Numerous strategies and studies have been prepared, which have informed this project. These include:

- The Hastings South Coastal Management Plan, Mornington Peninsula Shire Council 2015
- The Hastings Town Centre Structure Plan, Planisphere 2014
- The Hastings Activity Centre Laneway Strategy, Hansen 2015
- The High Street Streetscape Design Framework, Aspect Studios and Taylor Thomas Whitting 2015
- The Hastings Foreshore Integrated Transport Study, Taylor Thomas Whitting 2016
- The Skinner & Herring Streets Alternative Access Concept Plan, One Mile Grid 2016
- The Accessible Recreation All-Terrain Wheelchair Project, Travability 2016
- Your Peninsula 2021 (background information)
- Plan Melbourne, Victoria 2017
- Victoria's 30-Year Infrastructure Strategy, Infrastructure Victoria 2016
- Advice on Securing Victoria's Ports Capacity, Infrastructure Victoria 2017
- Second Container Port Advice – Evidence Base Discussion Paper, Infrastructure Victoria 2016
- Preparing Advice on Victoria's Future Ports Capacity – Workshop Summary Report, RPS 2016
- The Western Port Ramsar Site Management Plan, the Department of Environment, Land, Water and Planning 2017
- The Western Port Local Coastal Hazard Assessment, Water Technology 2014
- The Victorian Coastal Strategy, Victoria 2014

For brevity and simplicity of reading, the implications arising from these documents are discussed in appendix a.

process

The Draft Precinct Plan has been prepared in close discussion with Council officers from April 2017 onwards. Early stages of the project involved site analysis to identify the key issues, opportunities, spatial qualities, and general characteristics of the Foreshore Precinct.

Following analysis, the project team and Council officers engaged with key stakeholders and community members to ensure input is obtained early, as part of an inclusive and well-considered process. This engagement occurred in June 2017 and key stakeholders included:

- Hastings Yacht Club
- Western Port Angling Club
- Western Port Marina
- Western Port Festivals
- Representatives of the Boon-Wurrung and Bunurong people
- Representatives of the Foreshore Advisory Group
- A representative of the 'Fish Shed' Tourist Information Centre
- State government agencies

In addition, a community 'drop-in' session was held on 1 June 2017, which was attended by approximately 25 or more persons. Information sheets and images were displayed to stimulate discussion and submissions were invited. A survey was also launched from 18 May to 16 June 2017.

Feedback received has been considered in the preparation of this Draft Precinct Plan and further feedback is sought as part of the formal exhibition of the document.

Following exhibition, this document will be updated in accordance with feedback received, prior to Council adoption.

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2 context

location

The Foreshore Precinct (refer figure 1) is the primary waterfront access to Western Port Bay from the Mornington Peninsula. It is classified as a facility of Regional significance and is located within a State Marine Precinct, as per the Central Regional Coastal Plan (refer to figure 2). Other facilities on the eastern side of the Peninsula (namely Yaringa and Crib Point) are of a subordinate scale, being District level facilities. Alternative Regional level facilities are only available on the western part of the Peninsula, or across Western Port Bay at Cowes and San Remo, which do not have access to the same catchment as Hastings.

This provides the Precinct with a significant strategic advantage. It is able to cater for the regional catchments to the east and provides an alternative to the western marinas and facilities. As illustrated in figure 2, the landward catchment is significant and the waterside access is highly convenient for boating and fishing enthusiasts travelling across the Bay.

These factors underscore why the Hastings Boat Ramp is the second busiest within the Peninsula, as identified within the Hastings South Coastal Management Plan. They also create considerable impetus for enhancing the facilities within the Foreshore Precinct to cater for existing and future users.

patronage

The foreshore currently caters for residents and visitors from Hastings, other parts of the Peninsula, and users from the wider region. Patronage from these catchments may undergo change in two key ways. Firstly, assuming the town continues to develop at its current rate, the population will age and comprise a greater number of families with children. This will influence the nature and level of demand for recreation activities within the Precinct. Secondly, considerable growth is being experienced within the Casey and Cardinia municipal areas. Both these areas enjoy convenient access to Hastings, and growth therein is likely to increase the demand for facilities within the Foreshore Precinct.

activities

At the local scale, the foreshore is a highly-valued asset for the community and visitors. It caters for a broad range of activities, including:

- Boating, yachting, and fishing
- Dining, leisure, markets and festivals
- Indoor swimming
- Children's play and skate-boarding
- Bowls, tennis, basketball, bicycling, jogging, and walking
- Dog-walking and leash-free play

precinct characteristics

The study area for this project is illustrated in figure 1. The area is generally bound by the Hastings waterfront to the east, Babbington Park reserve to the north, Marine Parade and Skinner Street to the west, and Warringine Park reserve to the south.

The foreshore covers a large area, which brings both advantages and challenges. For instance, the spatial extent of the area renders it an exceptional community asset, providing waterfront access and ample room for leisure and recreation. However, the size of this area also creates challenges in terms of connectivity and consistent spatial design.

Within the precinct, there are scatterings of landscaping in sections - primarily north of the Precinct core, near the marina, and adjacent Warringine Park. However, there is no clear landscape strategy. This is a matter that is addressed within subsequent sections of this document.

other influences

Other key influences may arise from development within the State significant industrial area to the north of the Foreshore Precinct. In relation to this, it is noted that the State government has been advised that a second container port will not be needed in the immediate future and, when it is needed, the preferred location is Bay West. Despite this, the amount of land that has historically been reserved for the Port of Hastings development constitutes a key asset which may be developed in one form or another, depending on future decisions by Council and the State. In this respect, it is noted Infrastructure Victoria has suggested the relocation of some trades to Hastings and other ports, creating scope to clarify the nature and extent of relocation to the area. Should a level of development occur, this may influence the size of the settlement in the township, contributing to demand for recreation.

study area

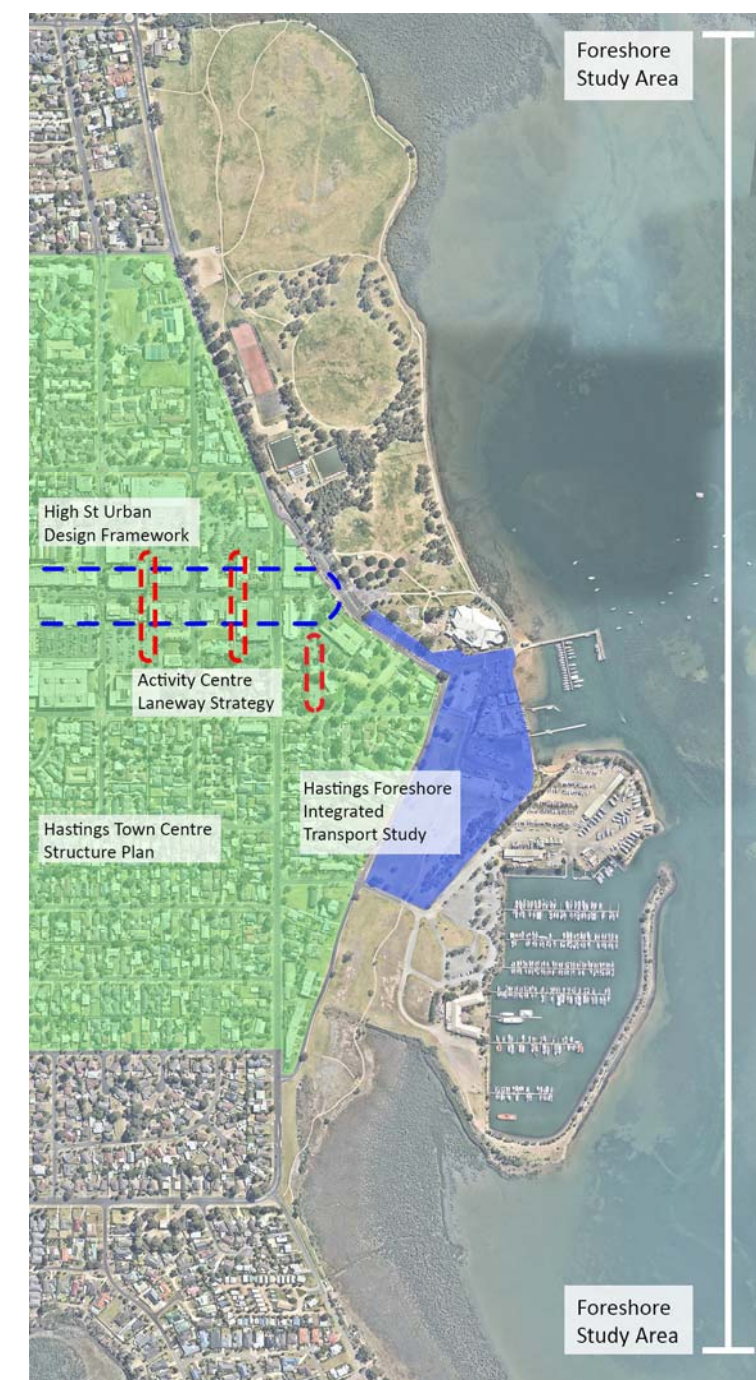


figure 1 | foreshore precinct plan study area

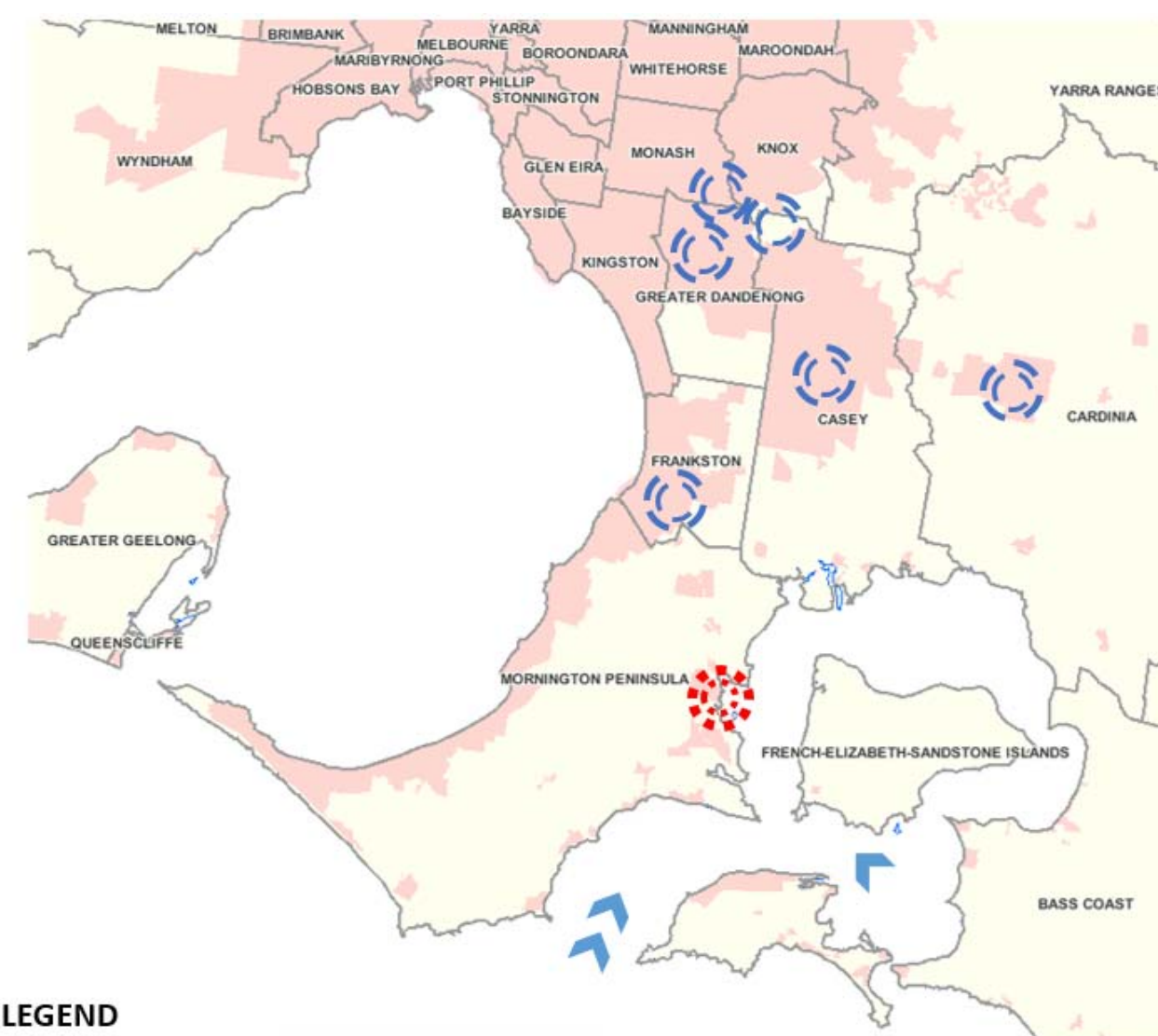
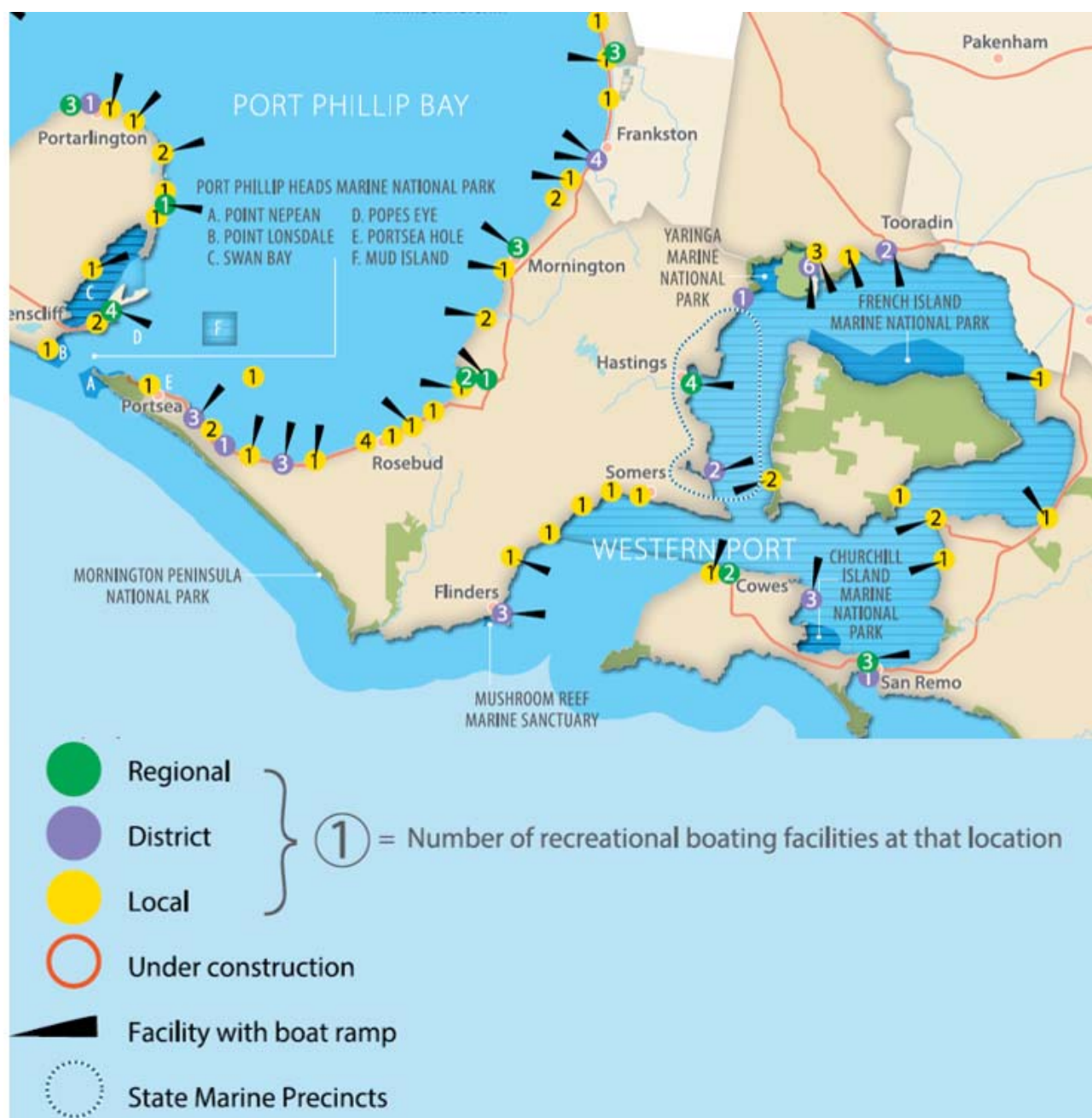


figure 2 | regional context

adapted from central regional coastal plan + planning maps online

3 site analysis






3.1 precinct context

The influences previously discussed culminate at the Foreshore Precinct in the manner depicted in figure 3. Landside access is achieved primarily from the identified roads, the Western Port Bay Trail (which runs north-south along the Foreshore), and the Hastings Railway Station (although access from the station is understood to be limited at present). Waterside access is conveniently achieved from across the Bay. Spatially, these points of access inform where there is (or should be) a pleasant sense of arrival.

In addition, the Precinct benefits from adjacency to the town centre. While relationships with land uses and development can be improved, the presence of this interface provides excellent opportunities for the foreshore and built environment to be connected in a considered manner.

Other essential cues for spatial connection and enhancement derive from the open space network surrounding the Precinct. Warringine Park and Babbington Park contain mangroves and coastal marsh that feature biodiversity and amenity values, which greatly contribute to the Precinct setting and its relationship to surrounding spaces. Likewise, the ovals and facilities in Hastings Park contribute to the wider open space network, although to a less discernible extent than the natural parks to the north and south of the Precinct.

precinct context | figure 3 legend

-  major road
-  western port bay trail
-  train line
-  open space + conservation
-  key external access routes
-  marine access routes

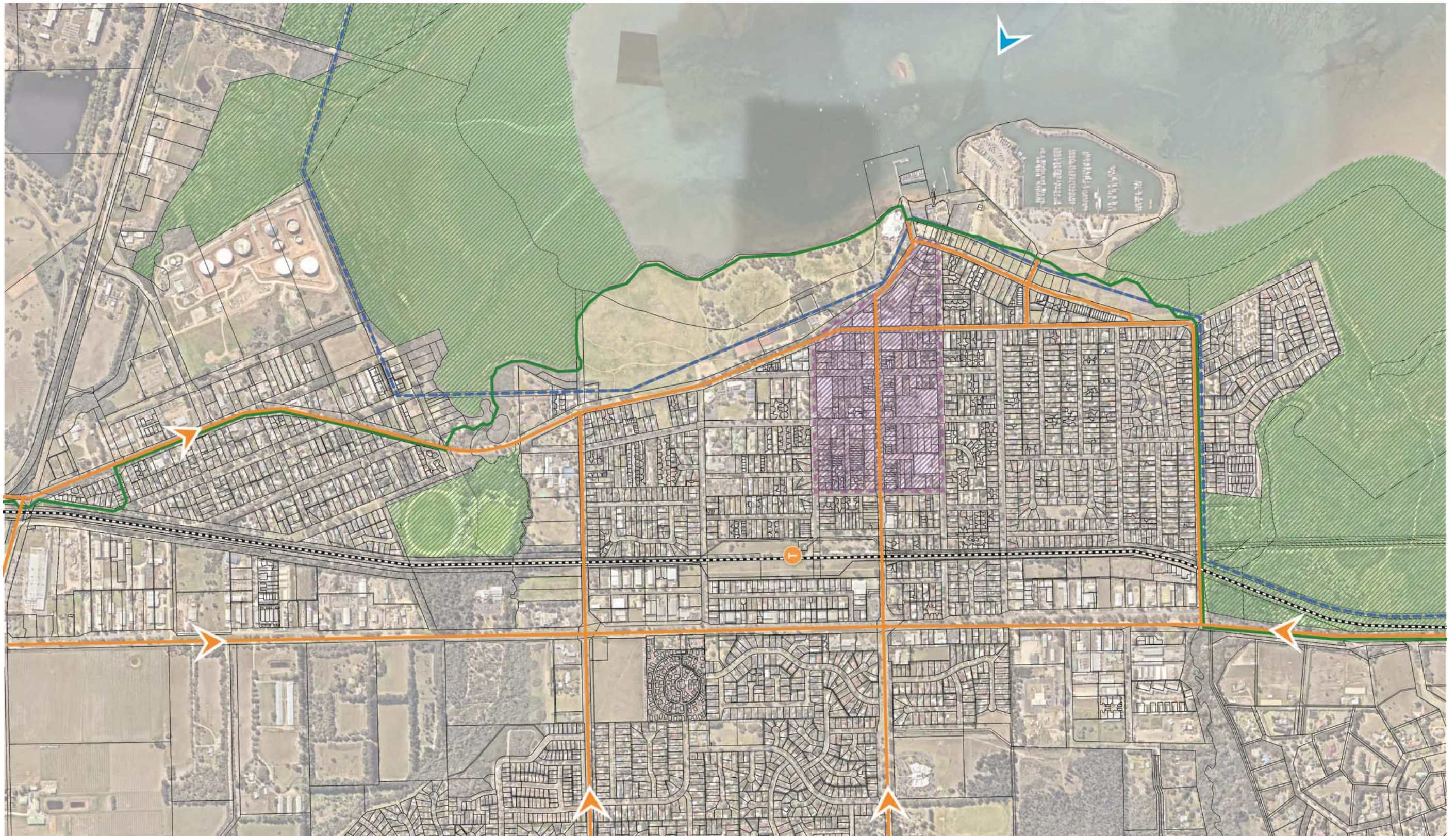


figure 3 | precinct context

3.2 existing land uses

overview

The Foreshore Precinct encompasses a large area and enjoys a diversity of land uses. Space for each of these uses is highly valued by individual user groups, and it is important to maintain all uses into the future. However, relationships between spaces and landscape features within spaces can be improved to provide a more coherent narrative across the Precinct.

All key land uses and activities are depicted in figure 4.

facilities

Key public-focused facilities within the Precinct include the historic jetty, the public boat ramp, the cenotaph forecourt, play space and skate park, off-leash dog area, picnic facilities, the Pelican Park Recreation Centre, and Western Port Bay Trail. Other spaces which play a public function include the Yacht Club and Angling Club facilities, which are utilised for community programs such as excursions and education for children with disabilities. Given the rich aboriginal history of the Mornington peninsula, there is also scope for native heritage to become a feature of community-focussed programs.

From an interest-group perspective, there are several facilities, with the dominant facilities being the Yacht Club and Western Port Marina. Other than the heavily-used public boat ramp, these facilities generate the majority of the user-demand within the Precinct core.

what’s missing

Although the Foreshore Precinct enjoys a high degree of usage and contains a desirable range of land uses, the following may be added or enhanced:

- Foreshore access - Presently, waterfront access is primarily available within the northern section of the Precinct. Due to the location of land uses, especially within the Precinct core, public access is limited.
- Toilet facilities - Toilets are available at the boat ramp car park, the Recreation Centre, the Yacht Club, the Marina, and the Bowling Club. With the exception of the toilets at the boat ramp car park, these primarily cater for user demand, as opposed to public demand. It is also noted that these are highly focussed on the central and southern sections of the Precinct, with the Bowling Club toilets being for patrons. Opportunity exists for additional facilities.
- Amenity + convenience - Picnic facilities within the Precinct core are a positive feature. However, these are limited in number in comparison to other public areas, and additional facilities can be provided. Additionally, it is noted that the northern section of the Precinct would benefit from the installation new drink fountains and bins.
- Shelter - This is especially important during summer time. Although there is a level of shade provided by trees in the northern section of the Precinct core, the planting of additional trees and the installation of shade structures in key locations should be pursued.
- Caravans - There is no specific location for caravans within the Precinct, albeit these can park within selected locations along the Foreshore. New facilities to encourage day visitation would provide a desirable new land use, which has the potential for contributing to the local economy through visitor expenditure.
- Sporting - The positive range of sporting uses within the northern section of the Precinct can be increased through increased use of the adjoining oval space. This space is suitable for sporting activities, but is presently not utilised for this purpose.

existing land uses | figure 4 legend

<div>1</div> <div>passive recreation use:</div> <div>- dog off leash area</div> <div>- public exercise equipment</div>	<div>8</div> <div>overflow car park:</div> <div>- adjacent to skimmers street</div> <div>- adjacent to angling club</div>
<div>2</div> <div>passive/active recreation use:</div> <div>- oval</div> <div>- bocce courts</div> <div>- tennis courts</div> <div>- bowling club</div> <div>- public exercise equipment</div>	<div>9</div> <div>interface terrestrial use:</div> <div>- landscape buffer between western port marina</div>
<div>3</div> <div>passive/community use:</div> <div>- rotary barbeque shelter</div> <div>- cenotaph</div> <div>- open space</div>	<div>10</div> <div>western port marina:</div> <div>- boating retail</div> <div>- marina bar/ bistro</div> <div>- private berthing</div>
<div>4</div> <div>activity hub:</div> <div>- skate park</div> <div>- playground</div> <div>- pelican park recreation park</div> <div>- table tennis / chess board</div>	<div>11</div> <div>passive recreation use:</div> <div>- open space</div> <div>- western port bay trail</div>
<div>5</div> <div>Hastings jetty:</div> <div>- angling</div> <div>- pier</div> <div>- private jetty moorings</div>	<div>12</div> <div>natural environment use:</div> <div>- mangroves</div> <div>- revegetation works</div> <div>- access to western port bay trail</div>
<div>6</div> <div>formal car park:</div> <div>- marine parade</div> <div>- pelican park</div> <div>- Hastings yacht club</div>	<div>13</div> <div>Hastings town centre:</div> <div>- community/civic use</div> <div>- commercial/ mixed use</div> <div>- access to western port bay trail</div>
<div>7</div> <div>club use:</div> <div>- Hastings yacht club</div> <div>- Westernport angling club</div> <div>- public/ private boat ramp</div> <div>- private berthing</div>	

exiting buildings

- 2A - Hastings tennis club
- 2B - Hastings bowling club
- 4A - Pelican Park recreation centre
- 5A - heritage jetty + ‘fish shed’ info centre
- 7A - Hastings yacht club

- 7B - Western Port angling club
- 10A - Western Port marina retail
- 10B - Western Port marina bar/bistro
- 10C - Western Port marina heliport
- 13A - Civic centre



figure 4 | existing land uses

3.3 sense of place

There are a number of elements within the Precinct that create the existing sense of place. Some of these elements make a positive contribution, whereas some elements are lack-lustre. Overall, the following characteristics are of note:

- The northern section of the precinct enjoys regular usage as a leash-free dog park, which creates a sense of ownership for the users of the space. The regularity of activity is a positive contributor to the Precinct. However, the overall feel of the space is expansive and would benefit from landscaping enhancement.
- There is a stark contrast between the natural environs within Babbington Park and the northern part of the Precinct, which is dominated by grassed areas.
- The section of the Precinct between the dog park and the Pelican Park Recreation centre contains spaces that enjoy higher quality landscaping. This area positively contributes to the overall amenity of the Precinct and provides adaptable spaces for events.
- The Precinct core contains a range of uses that help establish a sense of identity. Key elements include the historic jetty, the 'Fish Shed' tourist information centre, the cenotaph area, Recreation Centre, play spaces, etcetera. However, key activity spaces, such as the boat ramp and Yacht Club, are currently disconnected from other spaces. This disconnection is partly attributable to car-dominance, which impacts negatively on identity and amenity.
- Community consultation has identified that the historic jetty, Fish Shed, and birdlife (principally pelicans) are significant visitor draw cards. These are iconic components of the Precinct.
- Within the southern section of the Precinct, there is very limited amenity. Although the marina is a significant component of the overall area, this space is largely insular and has little connection to the remainder of the Precinct.
- Recent landscaping adjoining Warrangine Park provides a pleasant environment for visitors and walkers. This creates a positive relationship between the natural and modified environs.
- Other than the landscaped area adjoining Warrangine Park and minor elements, the southern part of the Precinct has a sense of barrenness, similar to the norther end of the Precinct.

The plan below and images that follow show key views, which provide insights into the qualities of various spaces within the Precinct. refer to figures 5a, 5b, and 5c.



figure 5a | views + sense of place



figure 5b | views + sense of place

10 FOREGROUND: HASTINGS JETTY INTERFACE
BACKGROUND: YACHT CLUB + WESTERN PORT MARINA



11 FOREGROUND: PELICAN PARK PLAYGROUND
BACKGROUND: SKATE PARK



12 FOREGROUND: HASTINGS JETTY PIER
BACKGROUND: HASTINGS JETTY HERITAGE FISH SHED



13 FOREGROUND: WESTERN PORT BAY TRIAL + CAR PARK
BACKGROUND: LOCAL ROAD TO PUBLIC BOAT RAMP



14 FOREGROUND: PUBLIC BOAT RAMP
BACKGROUND: WESTERN PORT ANGLING CLUB



15 FOREGROUND: OVERFLOW + YACHT CLUB CAR PARK
BACKGROUND: PELICAN PARK + HASTINGS YACHT CLUB



16 FOREGROUND: WESTERN PORT TRIAL + REVEGETATED AREA
BACKGROUND: SKINNER/ SALMON ST + WARRINGINE PARK



17 FOREGROUND: WARRINGINE PARK MANGROVE
BACKGROUND: SANDSTONE ISLAND



18 FOREGROUND: ENTRY PATH VIA HASTINGS JETTY
BACKGROUND: SKINNER/ SALMON ST INTERSECTION



figure 5c | views + sense of place

3.4 heritage and environment

aboriginal heritage

Hastings, along with surrounding areas and the wider Mornington Peninsula, contains rich and diverse aboriginal cultural heritage. The native peoples that inhabited the area are the Boon-Wurrung / Bunurong, both of which place value on the Foreshore as a culturally sensitive place.

Prior to settlement, clearing, and land reclamation, the Foreshore contained environs that featured rich ecology, habitat, food sources, and spaces for cultural activities. Aboriginal people utilised stone and wood tools to catch food from wetlands and their surrounds, and collect water from the creeks, rivers and springs. Berries, edible roots and like foods were also collected.

The artefacts scatter in Warringine Park is an example and evidence of native activities within the immediate area. During a recent fire in this location, artefacts were found to cover a greater area than documented (as per advice obtained from the Bunurong people). This underscores the fact that, although the landscape within the Precinct is heavily modified, the native significance of the space remains.

While this project does not specifically relate to aboriginal heritage, the history is acknowledged and proposed to be commemorated through landscape and design measures.

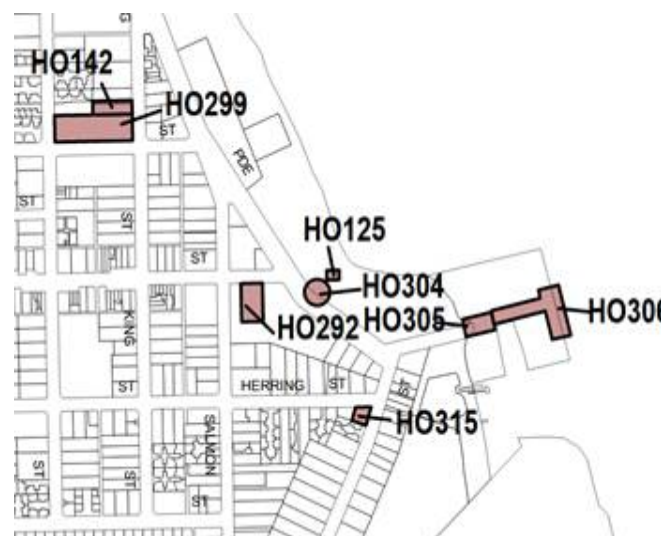
Input for this project provided by the Boon-Wurrung / Bunurong people is acknowledged and appreciated.

township heritage

As noted in the Hastings South Coastal Management Plan, the European heritage of the settlement dates to the mid-nineteenth century, with the following activities being documented:

- 1850s - camping in the area by fishermen
- Circa 1864 - construction of the now-historic pier and 'Fish Shed'
- 1865 - settlement of approximately 50 persons
- 1866 - township survey
- 1889 - formal creation of township through gazettal

As per Council's Planning Scheme, heritage protection is afforded to the features identified in figure 6. It is also noted that Hastings' heritage extends beyond the individual components within the identified Overlay areas.



HO125 - Hastings Soldiers Memorial (Marine Parade, Hastings)

HO304 - King Edward VII Coronation Tree (Marine Parade, Hastings)

HO305 - Hastings Fish Shed (Off Marine Parade, Hastings)

HO306 - Hastings Jetty (Off Marine Parade, Hastings)

figure 6 | heritage overlay mapping

environment

Being located within Western Port Bay, the Foreshore Precinct adjoins internationally significant RAMSAR wetlands. Surrounding ecological vegetation classes include Mangrove Scrubland (EVC 140) and Coastal Saltmarsh (EVC 9). There is considerable ecological value in the immediate vicinity of the Precinct. However, the Precinct itself is one of the few areas along the Westernport shoreline where there is a considerable break in the wetland vegetation. Historically, the foreshore has undergone extensive clearing, reclamation, and filling. The northern section of the Precinct was previously used as a landfill and is presently capped and filled to form part of the wider recreation area.

In addition to existing environmental considerations, it is noted that sea level rise and its effects on storm tide inundation are expected to affect the Precinct. The area is low lying and documentation such as the Western Port Ramsar Site Management and the State coastal vulnerability assessments suggest that parts of the Precinct will be inundated more frequently into the future. This has implications for the types of vegetation that can withstand or recover from periodic inundation, as well as asset protection.



figure 7 | wetland interface at southern precinct boundary

3.5 access + movement

external access

Vehicular access to the Foreshore Precinct is primarily via Marine Parade and Skinner Street. These main roads are fed by traffic from other main roads and local roads, as depicted in figure 8. Vehicular traffic is largely associated with the boat ramp, Yacht Club, Western Port Marina, Pelican Park Recreation Centre, sporting and leisure activities, Hastings Day festivities, events, and general visitation. The level of usage peaks in summer and during events, such as fishing competitions.

Pedestrian access is available from several parts of the township and cyclist access occurs via the Western Port Bay Trail. The latter is a significant asset that contributes to current Precinct usage and is likely to contribute greater patronage in the future.

internal movement | precinct north

The northern section of the Precinct (towards Babbington Park) generally experiences better movement patterns via constructed pathways than the southern section of the Precinct. The norther-most section is used as an off-leash dog walking and play area, where animals are able to freely run. The pathways in this location are generally appropriate, but can be added to, for the purpose of further enhancing walkability. The sporting sub-precinct abuts this area to the south. This is generally well-connected to surrounding scapes via pathways.

Parking in the area is limited, but appears commensurate with the level of activity generated by the land uses in this area. However, attention should be given to layout and design to ensure pedestrian access occurs safely and ensures visual amenity.

precinct core

The majority of issues associated with access and movement occur within the Precinct core. Upon entry into this area, the first matter that becomes evident is that pedestrian access occurs through car parking areas. This is acceptable in some case, but in other cases creates safety, convenience, and place-making issues. For example, pedestrians of all ages and abilities use the roads within the historic jetty car park for accessing their destinations. This area can be very busy and current access patterns are inappropriate.

Way-finding is another key issue within this space. The location of car parking to the north and south, as well as the siting of the Recreation Centre and play spaces create difficulty for being able to find one’s way. It is not easy to discern the connection between the north and south of the Precinct. Visual cues and signage are both lacking, and it is not readily evident how the Western Port Bay Trail is accessed. Additionally, there is very little sense of what land uses are located within the core and how these are to be reached.

‘Ramp rage’ has been raised as an issue within the public boat ramp area, due to long waiting periods and poor circulation. This matter is proposed to be addressed through parking improvements by Council, which are being taken into account in this project for concept planning.

precinct south

The southern section of the Precinct (towards Warringine Park) is used for overflow parking, access to the Marina, as part of the Bay Trail, and for general walking purposes. In comparison to the pathways within the northern section of the Precinct, those within the southern section are fewer in number and spatial quality.

In terms of parking, it is noted that over-flow functions to support peak usage are essential, as is access to the Marina car park. The spatial quality of the car parking is also noted. In the case of public areas, spaces are stark in appearance. In the case of the Marina area, the internal space is well-landscaped and more appealing. However, this space is insular in nature, in that it is entirely sperated from the remainder of the Foreshore Precinct.

movement analysis | figure 8 legend

- main road
- local road - one way
- local road
- western port bay trail
- public space pedestrian link
- existing pedestrian zebra crossing
- footpath
- footpath – pier
- pedestrian link through car park

existing buildings + facilities

- 1 - Hastings tennis club
- 2 - Hastings bowling club
- 3 - Pelican Park recreation centre
- 4 - Hastings heritage jetty fish shed / tourist info centre
- 5 - Hastings yacht club
- 6 - Western Port angling club
- 7 - Western Port marina retail
- 8 - Western Port marina bar/bistro
- 9 - Western Port marina heliport
- 10 - civic centre

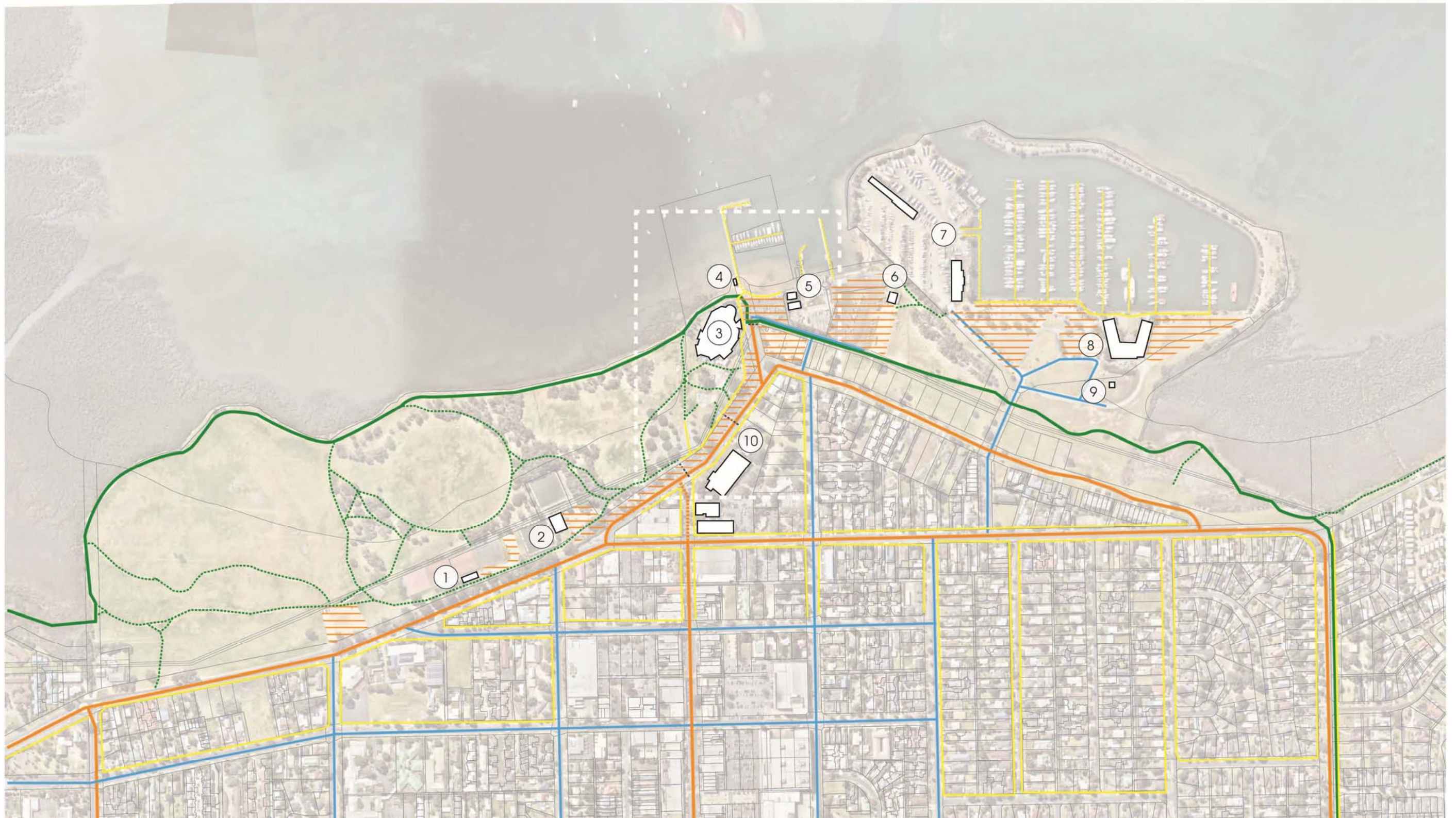


figure 8 | movement analysis

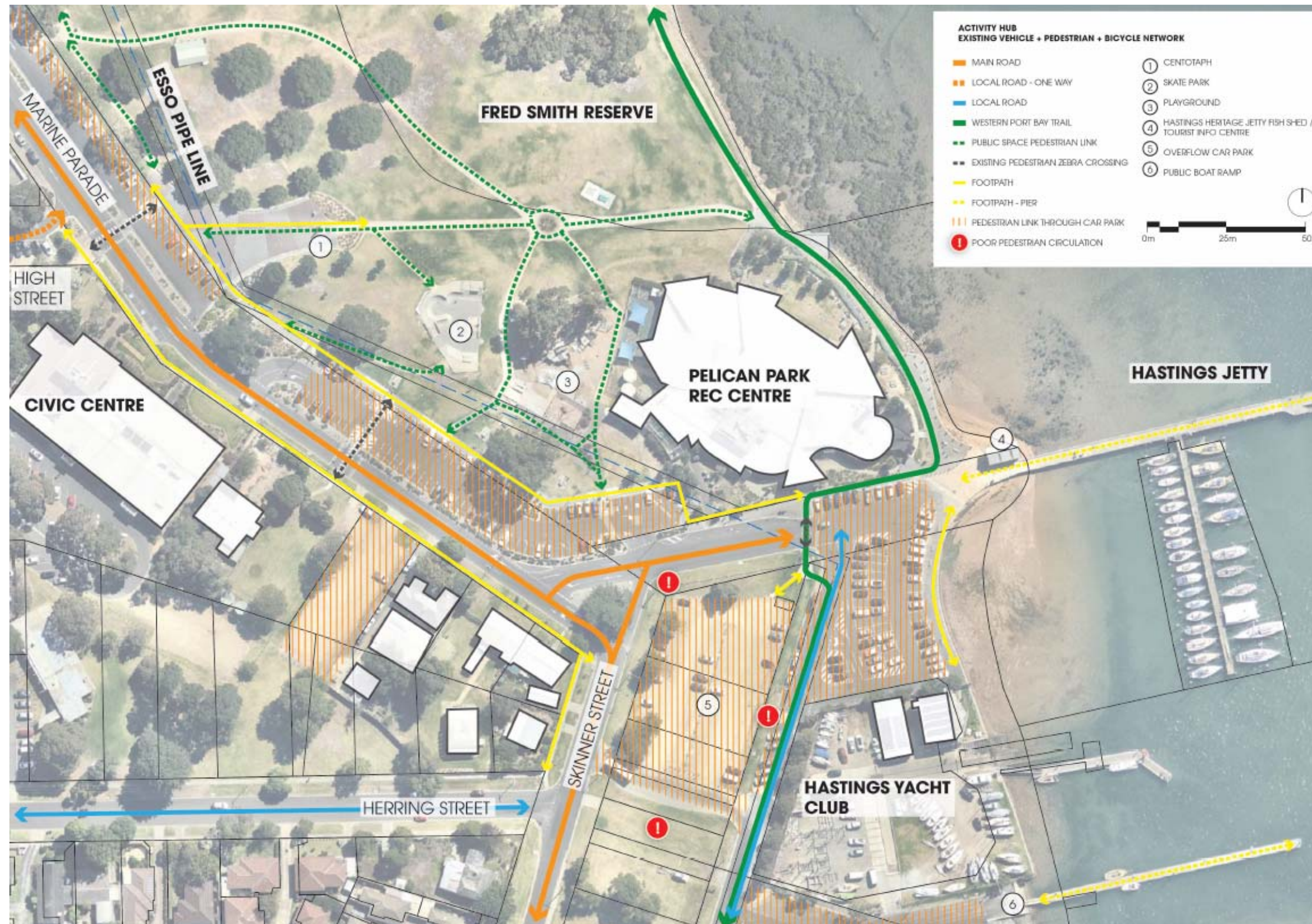


figure 9 | activity hub movement analysis

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4 key issues + opportunities

The issues and opportunities within the Precinct are intrinsically related, and are accordingly discussed together in this section. The details should be read alongside the corresponding notations in figure 9.

issues + opportunities analysis | figure 10 legend



I: The former landfill area lacks vegetation growth and spatial character.

O: Improve land rehabilitation to encourage plant establishment. Potential earth mounding feature(s).



I: The informal oval open space area is redundant and underutilised.

O: The oval area has potential to provide sporting amenities.



I: The coastal edge strip and Western Port Bay Trail is susceptible to storm surges and sea level rise created by climate change.

O: Improve existing coastal ecologies with adaptation strategies such as vegetation treatment and pathway construction.



I: Poor wayfinding and visual connectivity along the Hastings Foreshore paths.

O: Improve wayfinding and visual connectivity from north to the south of Hastings Foreshore to enhance the users understanding and experience of the space.



I: The intersection to Hastings Jetty pier and car park lacks visual and physical connectivity.

O: Improve pier intersection as an attractive node area. Potential upgrades to the public pier area and opportunity to highlight historic feature. See also figures 11 + 13.



I: Area 6 contains spaces with high pedestrian-vehicle conflict, and lacks north to south connection.

O: Improve the safety and amenities for pedestrians and improve traffic controls.



I: There are spatial separations between Pelican Park, the Yacht Club and Marina. Each has distinct, segregated spaces which detract from the wider identity of the Precinct.

O: Enhance the sense of arrival, identity and linkage with a themed landscape along the entire foreshore area and to provide passive surveillance where required.



I: Potential conflict with Marina precinct and local traffic intersection.

O: Improve traffic controls along Skinner Street and Mullet Street.



I: Views restrained by the existing vegetation along the Marina Precinct boundary and car park.

O: Retain established vegetation fringing car park.



I: Lack of physical connection to the Foreshore Activity Hub and the Civic Centre.

O: Improve link between Foreshore Activity Hub and Civic Centre.



I: Illegible connection to the Fred Smith Reserve, Hastings Bowling Club, and Hastings Tennis Club.

O: Improve path network along Marine Parade from Hastings Foreshore Reserve and Fred Smith Reserve.



I: The Esso underground pipe line will impact future design within the easement.

O: Provide pipe line design consideration and standards.



I: Unutilised play area in the Activity Hub.

O: Opportunity to provide a water park amenity.



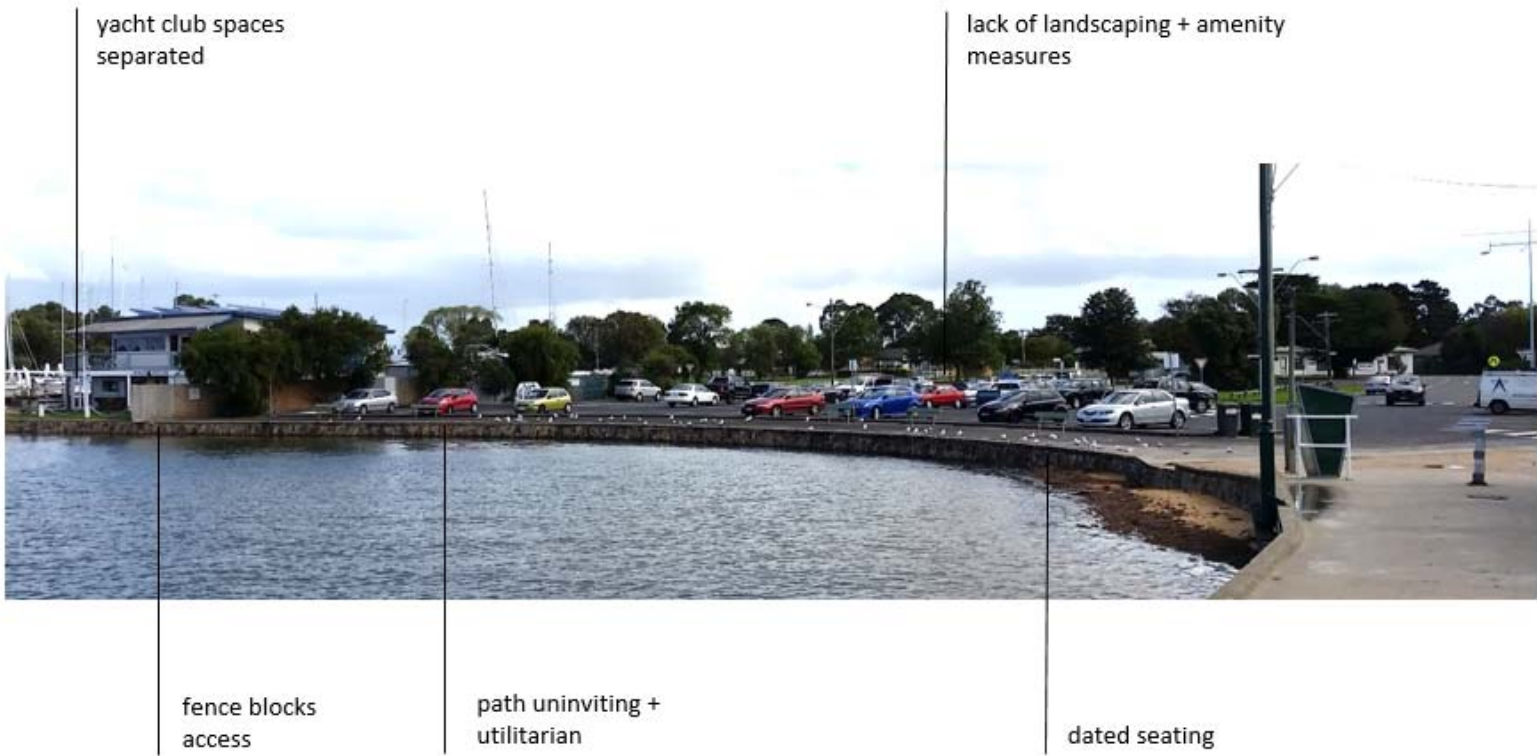
figure 10 | issues + opportunities analysis



waterfront looking south from fish shed | car orientated + inaccessible + uninviting



waterfront looking south from fish shed | public orientated + accessible + inviting



opportunity to improve seating + general space

figure 11 | waterfront qualities within precinct core



figure 12 | connectivity issues, with lack of physical + perceivable connections from north to south



historic jetty

opportunity to celebrate
historic jetty + shed

info centre -
historic fish shed

figure 13 | opportunity for celebrating historic forecourt

5 vision + key principles

vision

In establishing a vision, this Precinct Plan firstly acknowledges the vision contained in the Hastings South Coastal Management Plan:

“The Hastings Foreshore is a coastal recreation zone that attracts and welcomes visitors and residents to the Western Port region to enjoy a wide range of recreational opportunities involving coastal, marine, boating and eco-tourism experiences. It makes a crucial contribution to the sense of place of the Hastings community and is the gateway to Western Port.”

Closely aligned with this vision, the Precinct Plan vision is:

“The Hastings Foreshore Precinct is a highly valued place for the community and visitors alike, building on the rich environmental qualities and heritage of the area. Spaces are well-connected and inclusive, catering for people of all ages and abilities. Activities within the Precinct are wide ranging, centred on marine lifestyles and the enjoyment of the environs and excellent waterfront access.”

principles

- 1 - Establish a consistent identity
 - Develop an overall narrative for the Precinct, so that individual spaces become part of a whole.
 - Create a sense of place that encourages visitors to explore and linger.
- 2 - Celebrate the environment
 - Orientate the Precinct core towards the water.
 - Draw inspiration from the natural environment to re-introduce biodiversity into the Precinct.
 - Create transitions between the Precinct and the adjoining wetlands for visitors, walkers and cyclists to enjoy.
- 3 - Celebrate heritage
 - Celebrate both indigenous and European heritage by introducing landscape, urban design, and artistic features which convey historic narratives.
- 4 - Create connections
 - Provide physical links, landscaping and visual cues to connect activity spaces within the Precinct.
- 5 - Support activity
 - Strengthen land uses within the Precinct by supporting their functional requirements.
 - Provide additional seating, structures, lighting, and other facilities to support existing and new activities.

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6 strategies

6.1 master plan

The measures described within the master plan seek to enhance the qualities and functions of the foreshore at a Precinct-wide scale. All strategies have been developed as a distillation of the principles outlined earlier in this document. Key measures are illustrated in figure 14.

master plan strategies | figure 14 legend

existing features

- 7

Hastings tennis club + bowling club
- 11

Hastings soldiers memorial
- 12

skate park
- 13





playground
- 14

Pelican Park recreation centre
- 20

public boat ramp
(all-tide upgrade undergoing Council design + evaluation)
- 23

Western Port marina
- 28

wetland interface planting

-  existing trees
-  existing buildings
-  existing car park
-  Western Port bay trail

proposed changes

- 1

shelters with barbecues
- 2

new street trees
- 3

new recreational vehicle (RV) facility
- 4

new footpaths
- 5

native planting, consistent with works abutting Warringine Park
- 6

enhanced tree plantings
- 8

formalised sports field
- 9

new sound shell, incorporating toilets + drink fountains
- 10

new water park
- 15

new waterfront promenade (see figure 15)
- 16

new waterfront deck (see figure 15)
- 16a

new waterfront viewing platform (see figure 15)
- 17

extended car parking
- 18

yacht club extension (investigation area)
- 19

yacht club ramp extension (investigation area, see fig. 15 + ch. 7)
- 21

modified boat ramp car park (designed by Council)
- 22



access to potential marina re-development (yet to be designed)
- 24


relocated overflow car park
- 25


green north-south linkage
- 26


Wester Port bay trail | improved alignment + legibility
- 27


potential public access to breakwater


-  existing trees to be removed for visual + spatial connections
(subject to potential marina re-development)
-  new tree plantings


 new garden beds

 new bus stop (details to be confirmed)

 proposed pedestrian crossing

 new + improved paths

 new signage

 new lighting


 new seating
- DRAFT HASTINGS FORESHORE PRECINCT PLAN | JULY 2017
- 23



figure 14 | master plan strategies





6.2 activity hub

As the focal point for the highest amount of user-demand in the Precinct, the Activity Hub is an essential component to target. Key measures are illustrated in figure 15.

activity hub strategies | figure 15 legend

existing features

- 1 Hastings soldiers memorial
- 2 existing skate park
- 3 existing playground
- 5 pelican recreation centre
- 6 Hastings heritage jetty fish shed / tourist info centre
- 16 marina facilities
- 19 Western Port bay trail

-  existing trees
-  existing buildings
-  existing car park
-  access gate

proposed changes

- 4 new water park
- 7 new waterfront promenade
- 8 new waterfront deck
- 8a new waterfront viewing platform
- 9 extended car parking
- 10 yacht club extension
- 11 yacht club boat ramp extension
- 12 public boat ramp
(all-tide upgrade undergoing Council design + evaluation)
- 13 boating precinct access to car parking
- 14 relocate western port anglings club + toilets (potential car park)
- 15 access to potential marina re-development (yet to be designed)
- 17 proposed overflow car park (potentially with relocated toilets)
- 18 green linkage
- 20 upgraded fish cleaning facilities (weighing facility retained)












-  existing trees to be removed for visual + spatial connections (subject to potential marina re-development)
-  new tree plantings
-  new garden beds inspired by mannagum leaves (representing community in the Bunurong culture)
-  new bus stop (details to be confirmed)
-  proposed pedestrian crossing
-  new signage
-  new lighting
-  new seating
-  removable bollard(s)
-  enhanced north-south links | pedestrian + cyclist
-  pedestrian links to town



figure 15 | activity hub strategies

7 ancillary considerations

overview

This chapter provides information regarding matters that need to be considered further for selected strategies contained in this Precinct Plan. It focusses on aspects of the plan which need to be resolved as part of detailed design and implementation, and is not intended to comprise a comprehensive action plan for all strategies contained in this document.

environment

As previously discussed, Babbington and Warringine Parks (to the north and south respectively) contain ecological vegetation and habitats which form part of the Ramsar system within Western Port Bay. These provide considerable value to the Precinct, but are generally treated as an edge, with limited substantive relationships being developed to these areas. The planting works undertaken by Council abutting Warringine Park are a positive exception. The Precinct Plan recommends extending this planting to further areas in the southern section of the Precinct, and applying it anew to areas in the north. This landscaping will complement the natural landscapes and provide effective transitions between spaces.

A key matter to note in implementing the new planting is that soil conditions make it difficult for vegetation to establish. To date, Council has only experienced substantive success through specialised re-vegetation measures. These should be applied into the future.

Species selected for re-vegetation in the south should be consistent with existing plantings, and generally be of a low height to retain existing views. Some exceptions may be appropriate.

Re-vegetation within the northern section of the Precinct will require additional consideration due to the area being a former land fill (refer landfill section).

aboriginal heritage

The garden beds along the pathway in the southern section of the Precinct have been inspired by Mannagum leaves, which represent community as per Bunurong culture. In addition to this theme, it is recommended that further cultural references be incorporated as part of detailed design. Measures should include appropriately chosen and designed landscaping for story telling purposes. ‘Bush tucker’ species, as well as other indigenous flora could be planted. This would contribute to a subtle form of storytelling and would be conducive to cultural bus tours and talks, as well as general interest for unguided visitors. It may also encourage birds and other fauna to inhabit the area to a greater extent. To remove any doubt, it is also noted that indigenous landscaping does not need to be confined to the garden bed areas. It can also be

incorporated into the ecological plantings abutting Babbington and Warringine Parks, or along the Westernport Bay Trail. Culturally aware landscaped spaces can also be provided in proximity to the oval. In essence, it is considered advantageous to create a narrative for walking/touring purposes along the length of the foreshore.

Other measures such as paving, interpretive signage, recognition plates, engraved wood, and art could also be incorporated.

It is recommended that Council engage with the Bunurong Land Council and Boon Wurrung Foundation to develop the detailed responses.

european heritage

The Hastings Jetty and historic ‘fish shed,’ along with the bird life, are key attractions for visitors. At present, these are not celebrated to the extent possible. The Precinct Plan accordingly recommends that a forecourt be created to acknowledge these features and create a greater sense of arrival. For this to be implemented, it will be necessary to maintain access to the jetty by Parks Vitoria and the tourist information centre. Removable bollards are recommended as the preferred means of achieving this.

The Hastings Soldiers Memorial and the King Edward VII Coronation Tree contribute positively to the Precinct without any further works adjoining these features.

landfill implications

As a key matter to note, information regarding the former land fill is currently limited. Council has undertaken sampling of groundwater bore conditions, but may need to undertake further soil sampling and verify the effectiveness of any capping that may have been provided for containment purposes. This will affect:

- the depth of any excavation and re-vegetation works
- the installation of footings for the sound shell
- the creation of the water play area

It is recommended that existing conditions be clarified as a priority.

new land uses + facilities

A new RV parking area is recommended within or adjoining the northernmost gravel car park. This can be established as a day-visitation area, with a dump-point and ancillary facilities. RVs are highly popular throughout Australia and travellers are known to look for scenic locations with accessible facilities. Should the day-visitation model prove successful, the facilities can be scaled up to overnight accommodation. Alternatively, Council may wish to provide overnight facilities from the outset, noting that a lack of accommodation options has been identified through the course of initial consultation. Overnight facilities could be provided by Council if it chooses to operate the caravan park, or Council can form a public-private partnership to establish (and fund) the construction. Whatever model is chosen, Council will also need to make the necessary arrangements if it is subject to leasing limitations as committee of management for the crown land.

Shelters with barbecues are proposed to be located in proximity to the future RV area in the north, and between the marina and the residential area in the south. These are intended to provide enhanced convenience for residents and visitors, encouraging them to visit the Precinct more frequently and linger in the area.

yacht club expansion

The Yacht Club is presently at capacity and requires expansion. The Precinct Plan acknowledges this and nominates an area to the west of the existing footprint for investigation. In this area, part of the Council managed Precinct could be provided as an area leased to the Yacht Club. This matter requires investigation alongside the Department of Environment, Land, Water and Planning.

yacht club ramp modifications

The Precinct Plan prioritises the enhancement of waterfront access, along with pedestrian connectivity. However, this is challenging to achieve due to the location of the Hastings Yacht Club, and its requirements to maintain a safe environment when slipping boats in and out of the water, using high tension cables. Additionally, it is difficult to access outwards due to the Yacht Club ramp being indented into the foreshore. This indentation effectively cuts off pedestrian access in a north-south direction.

To resolve these issues, the ramp could be extended further out towards the water, to create a flat area in front of the Yacht Club (refer figure 16). To support this, a bollard system could be installed to enable the Yacht Club to block access when vessels are being slipped, to ensure pedestrian safety. This matter can be dealt with operationally. Although dedicated and exclusive access to the waterfront is desirable for busy yacht clubs, it is not an absolute necessity, as pedestrian conflict and safety can be addressed through operational and traffic management plans. This occurs, for instance, at the Mornington Yacht Club. In the case of the Hastings foreshore, such arrangements are considered justifiable due to the overwhelming importance of regaining waterfront access for the public. In this respect, it is also noted that the Yacht Club has evidently exceeded its approved lease area.

Further investigation and discussions with relevant stakeholders are recommended as a priority measure, as waterfront access is considered a key measure for improving the spatial experience of the precinct core.

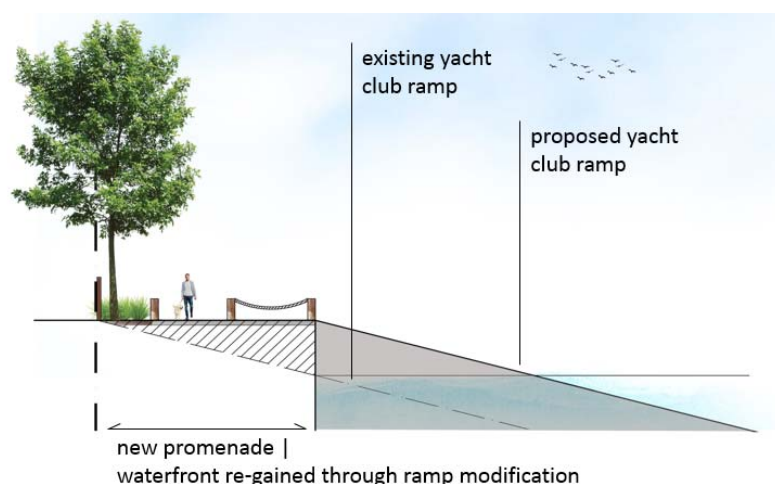


figure 16 | yacht club ramp modifications

facility consolidation

As two pertinent principles, the *Victorian Coastal Strategy 2014* states that facilities should be consolidated and assets located on coastal Crown land should be coastal-dependent. Within Hastings, these principles may be applied to the Angling Club (which currently has a small stand-alone facility), and the Dolphin Research Institute (which has expressed an interest in locating within the Precinct).

The Angling Club's current facility is located in an area where Council intends to construct enhanced parking facilities for the public boat ramp. Were the Angling Club to be retained in its present location, the preferred design would require the facility (along with the adjoining toilets) to be located within a traffic island within a car park. This would be an inappropriate outcome and the question arises as to where the club should be located.

The club organises 2-3 fishing events per month on average and 3-4 in peak season. Separate to these events, the Bass Strait Fishing Club sub-leases the facility and organises additional events. Competitions involve fishing through all hours of the day and night and 24-hour access to facilities for fish cleaning and weighing is needed. In terms of numbers, the club advises that the Whiting Competition alone attracts 300 competitors and approximately the same number of visitors. Outside of core fishing activities, Angling Club events involve gathering on the grassed area in front of their current premises for barbecues and socialisation. These activities contribute positively to the Precinct and should continue.

However, it is pertinent to note that the fishing events and associated barbecues are not a direct result of where the Angling Club is located. These events are driven by the boating access to Western Port Bay. The Angling Club's facility, although a convenient venue, is used primarily for gathering and small-scale storage. Gatherings can occur regardless of this facility due to convenient open space access, and storage is not a key requirement in this location. This is an inefficiency which can be better addressed.

The ideal scenario from a coastal planning and management perspective would involve consolidating the Angling Club within the Yacht Club facilities, which already cater for other users. Should this be unviable due to conflicts with club events, logistics, security, or other factors, an alternative option may be to relocate the Angling Club outside of the Precinct, ideally alongside or within another social-use facility. This option is a valid consideration, as the club's location is not strictly coastal-dependant, with the facility being used primarily for gathering and small-scale storage.

Whatever option is chosen, it is recommended that fishing competitions and events be maintained within the Precinct. Although the current building has limited strategic benefit, these activities are highly desirable

within the Precinct, with these also being a valuable economic development opportunity.

With respect to the Dolphin Research Institute, the interest expressed by the group is preliminary in nature. While this could potentially make a positive contribution in terms of adding an environmental education activity and attraction, further clarity is needed regarding the area, operational requirements, and extent of public focus. Public focus should be a key element for any further consideration. Should this criterion be met, the facility could potentially be located within the Yacht Club area, depending on area, functional needs, and stakeholder willingness. Alternatively, facilities could be combined with a relocated Angling Club facility, subject to the ultimate choice of where the club is relocated.

potential coast guard facilities

The Coast Guard is seeking a 20 x 8 x 4.8 metre shed for storing its secondary response vessel and enabling a quick launch for emergencies. From an amenity perspective, this raises some issues, as the potential sites within the Precinct are highly visible and it is undesirable to have a bulky shed.

Should a site be chosen within the foreshore, care will need to be exercised with respect to design and landscaping, and co-location may need to be considered. Further discussions and consideration are required to advance this matter.

As with the facility consolidation discussed above, any new Coast Guard facility should be co-located with other facilities if practicable

broader public works

Council is currently planning to implement streetscape enhancement works within High Street, implement laneway beautification, and construct an improved boat ramp car park. This work is proposed to occur pursuant to previous projects and studies. This work is acknowledged by the Precinct Plan and it is recommended that individual work packages be designed in manner that is conscious of broader strategies/works.

In terms of future works outside the Precinct, the proposed enhancement/re-development of the 'civic triangle' is encouraged, in accordance with the Hastings Town Centre Structure Plan. This would enhance the relationship between the town and the foreshore. In addition, it may be prudent to investigate whether selected land uses can be relocated outside the civic triangle (especially those contained within entry-level building stock).

potential sea level rise impacts

Various documents and analyses suggest that the Precinct will be affected by the impacts of sea level rise, principally through storm tide inundation in low lying sections. These impacts are expected over time and do not constitute a major threat within the life of this document.

One key implication may be that the increased extent and frequency of inundation may impact both current and future vegetation/landscaping species. Accordingly, species selection will need to account for varieties that can withstand the inundation and salt water conditions, and recover appropriately. This represents an opportunity at detailed design stage for best-practice plantings, taking into account coastal conditions and potential climate change impacts.

Another implication from the increased frequency of inundation is that it may damage existing assets or spaces. For instance, the Westernport Bay Trail may undergo erosion. In the shorter term, it is likely that it would be most cost effective for Council to repair the erosion impacts by restoring the trail to its present state. In the longer term, if damage becomes more frequent a re-alignment of the trail may be appropriate.

It is broadly noted that asset protection/adaptation may require consideration in time. This is generally expected beyond the life of this document, which is in the order of 10-15 years. However, the issue should be monitored over time.

sequencing

A sequencing strategy should be developed which addresses priority matters and differentiates between 'quick wins,' medium to long term priorities, etcetera. Funding opportunities should also be monitored, as these may influence the sequencing of works. A preliminary list of key considerations is provided as follows:

- Priority should be given to works within the Precinct core to achieve the greatest impact.
- The proposed extension of the Yacht Club boat ramp would need to be undertaken during an off-peak period to minimise impacts on the club's operations.
- As previously mentioned, soil sampling will play an important role in clarifying the manner in which works need to be undertaken in the northern section of the Precinct, which formerly contained a landfill. This will also influence the timing of the works.
- Planting endeavours in the southern section of the Precinct are likely to be readily achievable, based on previous success. However, further works should not be undertaken until the extent of culturally aware planting have been decided.

other matters

The Western Port Oberon Association has expressed a strong interest in establishing a maritime centre next to the marina breakwater. This is a major undertaking that brings considerable expense, environmental and other approval requirements, and range of further work. Given the current status and extent of work required, it has not been included as a recommended measure within this document. Should a sufficient level of commitment be obtained from State/federal government, and should the necessary approvals be pursued, this is a matter that can be considered outside the scope of this Precinct Plan. It is also noted that the area nominated for this proposal is outside the project study area.

8 conclusion

This Precinct Plan has been prepared to guide Council’s decision making with respect to its public works for enhancing both the appearance and function of the Foreshore Precinct. A cohesive identity, environment, heritage, connections, and activity have been the key themes for the project. These have informed all strategies, and it is anticipated that the recommendations will result in a highly positive impact on the foreshore.

To provide a sound foundation, the Precinct Plan has taken into account other projects by Council, the feedback received for key projects, and feedback received specifically as part of this project. All contributions are gratefully acknowledged.

As an end outcome, it is intended that the Precinct Plan be formally adopted by Council, leading to further detailed design and implementation.

appendix a | background studies

overview

To ensure the analysis and recommendations for this project are appropriately considered, the following projects and documents have been taken into account:

- The Hastings South Coastal Management Plan, Mornington Peninsula Shire Council 2015
- The Hastings Town Centre Structure Plan, Planisphere 2014
- The Hastings Activity Centre Laneway Strategy, Hansen 2015
- The High Street Streetscape Design Framework, Aspect Studios and Taylor Thomas Whitting 2015
- The Hastings Foreshore Integrated Transport Study, Taylor Thomas Whitting 2016
- The Skinner & Herring Streets Alternative Access Concept Plan, One Mile Grid 2016
- The Accessible Recreation All-Terrain Wheelchair Project, Travability 2016
- Your Peninsula 2021 (background information)
- Plan Melbourne, Victoria 2017
- Advice on Securing Victoria's Ports Capacity, Infrastructure Victoria 2017
- Victoria's 30-Year Infrastructure Strategy, Infrastructure Victoria 2016
- Second Container Port Advice – Evidence Base Discussion Paper, Infrastructure Victoria 2016
- Preparing Advice on Victoria's Future Ports Capacity – Workshop Summary Report, RPS 2016
- The Western Port Ramsar Site Management Plan, the Department of Environment, Land, Water and Planning 2017
- The Western Port Local Coastal Hazard Assessment, Water Technology 2014
- The Victorian Coastal Strategy, Victoria 2014

Salient matters which have relevance to the Hastings Foreshore Precinct Plan are discussed in this section.

the Hastings south coastal management plan

The Hastings South Coastal Management Plan (the 'HSCMP') has been prepared by Council under Division 3 of the Coastal Management Act 1995. The document establishes the following vision for the Hastings Foreshore:

“The Hastings Foreshore is a coastal recreation zone that attracts and welcomes visitors and residents to the Western Port region to enjoy a wide range of recreational opportunities involving coastal, marine, boating and eco-tourism experiences. It makes a crucial contribution to the sense of place of the Hastings community and is the gateway to Western Port.”

This vision informs the preparation of the Foreshore Precinct Plan, which seeks to deliver the same outcomes, albeit through more detailed design responses.

Consistent with legislated costal planning requirements, the HSCMP also delineates an Activity Node, a Recreation Node and an Interface Area (to the extents shown in the document). Each of the identified nodes has distinct qualities, which will need to be enhanced or protected in a considered manner to maximise the potential of these spaces. These spaces will also need to be linked to similar spaces to the north, which were excluded from the HSCMP due to its limited geographical application. The nodal themes are a fundamental consideration and will be developed in future for the northern section of the Foreshore Precinct, beyond the HSCMP area. This future work will be informed by the this project.

Additionally, the HSCMP outlines several objectives and strategies for boating, recreation, natural systems, safe access, infrastructure, cultural heritage, etcetera. For brevity, these details are not discussed within this report. Instead, key themes will be reflected in the proposed design responses.

the Hastings town centre structure plan

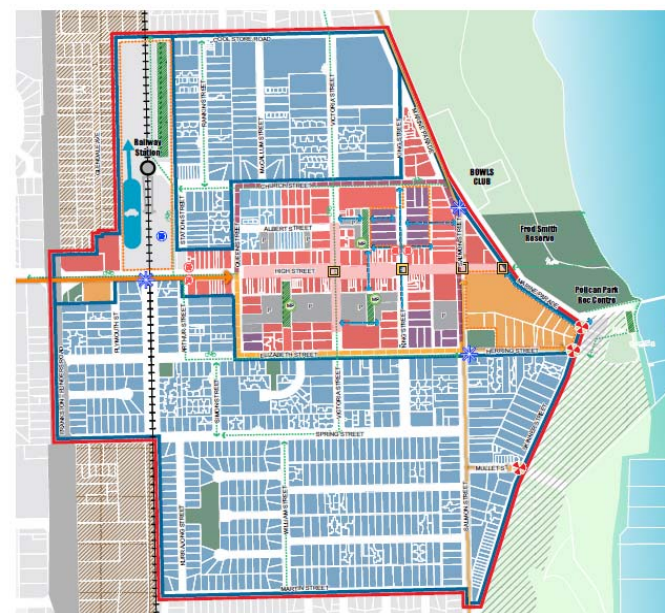
The Hastings Town Centre Structure Plan is a broad strategic document that provides a framework for a range of land use, development, urban design, movement, and other key initiatives for the town centre. In doing so, it establishes a multifaceted vision that embraces the town's status as the gateway to Western Port and a key community hub. It also builds on themes of place character, growth, regional boating status, accessibility, and sustainability. These matters are relevant to the project at hand, as the foreshore is a key piece of the canvas due to its strong relationship to the activity centre.

The following are key Structure Plan recommendations that this project should have regard for:

- High Street Enhancements - Strategies for enhancing the visual appeal of the streetscape are an important part of improving the spatial qualities of the town centre, as well as the corresponding visitor experience. The High Street visualisation shows thematic landscaping and tree planting from the King Street intersection westwards. This is a sound strategy for enhancing the appeal of the streetscape and should be continued east, towards the foreshore. This is relevant to the project at hand, to the extent that it provides an opportunity for improving the relationship of the Activity Centre with the foreshore. The design responses for this project will embrace this spatial connection.
- Foreshore-town centre interface – The Structure Plan recommends the promotion of links to the foreshore, combined with measures to broaden the mix of land uses fronting Marine Parade. This strategy has merit and directly supports to the enhancement measures that will be recommended in the Foreshore Precinct Plan.
- Development at gateway points – New development/re-development is supported at identified gateway locations. One of these locations is the corner of Salmon Street and Marine Parade, which interfaces with the Foreshore Precinct. This relationship is noted for the purposes of this project.

the hastings town centre structure plan | continued

- Movement:
 - o High Street will continue to be the main point of access into the township. However, the east-west movement roles of Hodgins Rd, Cool Store Road, and Reid Road are proposed to be increased to provide a ring road formation and alleviate pressure on High Street. These desired movement patterns are noted for foreshore access purposes.
 - o For vehicular traffic flows, the document promotes Marine Parade, Elizabeth Street/ Herring Street and Mullet Street as the preferred links to the foreshore. This strategy is appropriate for giving primacy to pedestrian connections to the foreshore via High Street.
- Built form:
 - o The Structure Plan encourages taller buildings (up to 3 storeys) along Marine Parade to create an edge and establish visual links with the foreshore. This supports foreshore enhancement endeavours through an improved sense of scale and spatial relationships. It also improves safety through opportunities for passive surveillance.
 - o Redevelopment of the civic triangle is encouraged as a key urban design initiative. This is a substantive measure for strengthening the relationship between the town centre and the foreshore. In the short to medium term, it may be possible to reconfigure the uses and parking layout in the south-eastern corner of the Civic Triangle. There are several buildings in this corner that front Marine Parade and Skinner Street, but do not require foreshore access, hinder higher order development, and are readily relocatable. This area, along with the broader Civic Triangle, will likely to become more important if and when the Port of Hastings develops.

**boating demand and capacity survey**

In January 2014, Council conducted a survey to identify the extent of boat ramp usage. The data gathered demonstrated that there is a very high demand for boating during peak holiday periods. On Australia Day, for instance, 239 boats were launched and 228 boats were retrieved. This demand is likely to increase into the future considering the size of the catchment served by Hastings, particularly having regard for ongoing growth in the Casey and Cardinia growth areas.

This project notes the broad expectations and plans for a high degree of boat ramp usage, queuing on land and water, and the implications of movement patterns for spatial solutions within the Foreshore Precinct.

integrated transport study + alternative access concept plans

The Hastings Foreshore Integrated Transport Study analyses traffic data, as well potential development at the marina and various influences identified in background studies commissioned by Council. The key recommendations of the report include:

- An upgrade in the classification of Marine Parade (between Salmon Street and Skinner Street) to collector status.
- Various changes to road classifications.
- Potential road upgrades.
- Round about construction and changes to parking and movement areas on the foreshore to improve movement patterns and safety.
- Improvements to the pedestrian crossing at the intersection of High Street and Marine Parade
- Improved pedestrian connections between Pelican Park, the Boat Ramp and a future Western Port Marina Development.

The report proposed a recommended design for addressing the above, as well as other recommendations. This design was later refined through the Alternative Access Concept Plan for Skinner & Herring Streets.

For this project, the design details should inform recommendations for foreshore enhancement. Should any key changes be identified for the improvement of the proposed traffic and movement details, these should be nominated for investigation as part of the Foreshore Precinct Plan.

plan melbourne + victoria's 30-year infrastructure strategy

For the purposes of this project, the key relevance of Plan Melbourne and Victoria's 30-Year Infrastructure Strategy ('IV-30') relate to the Port of Hastings. Other details pertaining to Hastings generally are relatively less significant and do not need to be canvassed in this report.

The Port of Hastings project has been nominated as a key opportunity for the State for decades, and provisions have been in place for a possible expansion since the 1970s (Infrastructure Victoria 2016). Plan Melbourne continues to earmark the possibility of this development through several parts of the Strategy. Principally:

- The Port of Hastings is identified as a State-significant Industrial Precinct, and a Transport Gateway.
- A Rail Link between Hastings and Dandenong/Lyndhurst has been identified as a potential transport infrastructure project.
- Policy 1.1.5 supports major transport gateways, while also protecting these from incompatible land uses.
- Policy 1.1.6 protects State-significant Industrial Land from incompatible uses. In practice, this requires little action for Hastings, as the necessary land is protected within 3,500 hectares of Special Use Zone land.
- Several parts of the document flag the Port of Hastings as a potential government investment. However, as would be expected due to the broad nature of this Strategy, there is no specific commitment to developing the Port within the document.

Delving to a more detailed level, Infrastructure Victoria ('IV') has undertaken a raft of background work to examine the possibility of a second Victorian port. The Hastings option competes with the 'Bay West' option in Werribee, and the Port of Melbourne expansion option. Salient factors pertaining to these options were discussed in IV's Second Container Port Advice – Evidence Base Discussion Paper (the 'Second Port Discussion Paper') as follows:

- All options have pros and cons, and involve considerable investment by the State government.
- Key themes/considerations for decision making will be ship size, future demand, environmental impacts, movement and supply chains (e.g. strategic warehousing locations), and economic benefit.

- Of all options, the Port of Hastings has access to the deepest channels and is best-placed to accommodate large ships (although this comes at environmental cost).
- Port development will need to be supported by a rail link. However, the rail corridor to Dandenong/Lyndhurst is heavily constrained and a potential need for undergrounding selected services/stations has been raised.

Importantly, in addition to the Second Port Discussion Paper, IV-30 cautioned against a rushed decision for developing a new port. Specifically, it stated:

"The decision to proceed with a second container port is unlikely to be required for some time, and it will be important for government to understand the triggers and lead times associated with developing a second port. Keeping options open for longer can incur some costs, but there are also big costs and many risks associated with making the decision prematurely. Making a decision on incomplete information risks getting the decision wrong, which would have significant negative consequences for Victoria's economy, environment and society."

advice on securing victoria's ports capacity

IV issued a detailed advisory report to the State government in May 2017, discussing various factors pertaining to the choice and timing of a second container port option. The essence of the advice contained in the document is that:

- "Capacity at Victoria's existing commercial ports should be optimised... before any investment in a second major container port. The Port of Melbourne should be developed to a capacity of approximately 8 million TEU [Twenty-foot Equivalent Units], with some trades relocated to Victoria's other commercial ports at Hastings, Portland and Geelong."
- "A second major container port will not be required until the Port of Melbourne reaches approximately 8 million TEU capacity which is likely to be around 2055. Detailed development planning... needs to begin approximately 15 years prior to the port being required."
- "Bay West is the preferred location for a second major container port."

The first key implication for Hastings is that the immediate prospects and pressure of a container port development are removed. The second key implication relates to what happens with the land that has historically been reserved for the Port of Hastings development. This constitutes a key asset which may be developed in one form or another, depending on future decisions by Council and the State. It is noted that the relocation of some trades into the area has been flagged, creating scope for discussions with the State in relation to the nature and extent of relocation to Hastings (in comparison to other ports). Should a level of development occur, this may influence the size of the settlement in the area, contributing to demand for recreation.

Consequently, the project focusses on opportunities as they exist today, with the ability to 'scale-up' the design and landscaping solutions when the need arises. This essentially means not investing resources into over-enhancement of public spaces, but preserving the ability for strategic enhancement if the need arises into the future.

western port ramsar site management plan

The Western Port Ramsar Site Management Plan is a detailed document, which addressed a raft of considerations for the planning and management of the internationally significant wetlands and marine habitats in Western Port Bay. The relevance of this document to this project derives from the need to plan for environmental changes along the foreshore, principally in the Babington Park area, the Warringine Park area, and locations where landward migration of coastal vegetation and habitats may occur. The Management Plan explains:

“Landward migration of saltmarsh and mangroves has long been identified as a potential mitigation strategy. That is, as the level of the sea and waves increase, saltmarsh and mangroves could gradually move inland to areas that match their inundation requirements. There are, of course, a number of factors that could prevent this, both natural (steep cliffs along the shoreline) and human induced (built barriers such as roads, levees and buildings).”

Without detailing the specific strategies in the document, it is noted that this project will need to consider key locations where landward migration may occur, and outline community volunteering and education measures for planting and maintenance endeavours arising from the Foreshore Precinct Plan.

western port local coastal hazard assessment

In 2013, the Victorian Government commissioned the preparation of the Western Port Local Coastal Hazard Assessment as part of the government’s Future Coasts Program. This report involved in-depth consideration of the potential implications of sea level rise and storm tide impacts, and recommended further work to develop a more detailed understanding at the local level. It is not the place of this project to comment on the findings of this report in any great detail, or recommend any further work with respect to strategic planning dealing with sea level rise. Rather, the implications to note relate to identifying areas that may be frequently inundated, may be subject to erosion, and may be required for landward migration of coastal vegetation. Species selection and choices between soft and hard design responses will need to be made on this basis, noting the uncertainty in the precise nature of changes that will be experienced in the long term.

mornington peninsula shire planning scheme |

local planning policy framework

The Local Planning Policy Framework contains several policy and strategy statements in relation to Hastings. Relevant sections include Clauses 21.06 (Strategic Framework and The Peninsula's Settlement Pattern), 21.07 (Guiding Future Township Development), and Clause 21.08 (Foreshores and Coastal Areas). Among other things, Clause 21.06 states the following with respect to development within major centres (including Hastings):

“It is important to strengthen these major centres by consolidating future population growth within their defined growth boundaries. This will provide increased population to support a wider range of services and facilities and provide a focus for economic activity, both in the short term through construction activity and in the longer term, based on the development of community services, commercial activity, retailing and service industry.”

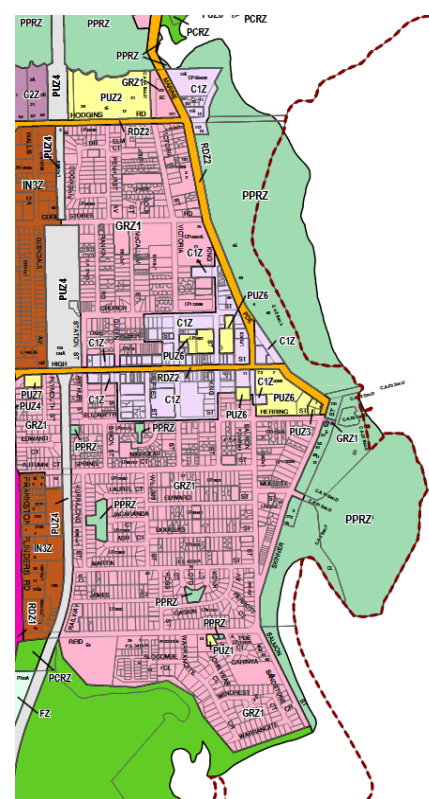
This project aligns with the above strategic direction through the provision of improved public spaces that support growth and development.

key zones and overlays

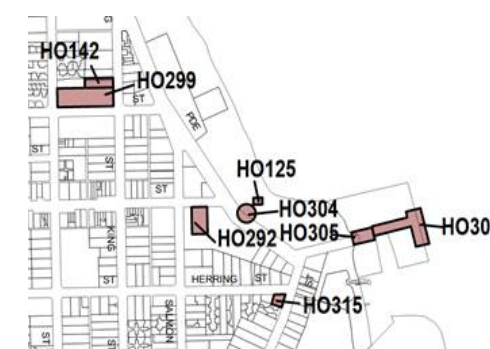
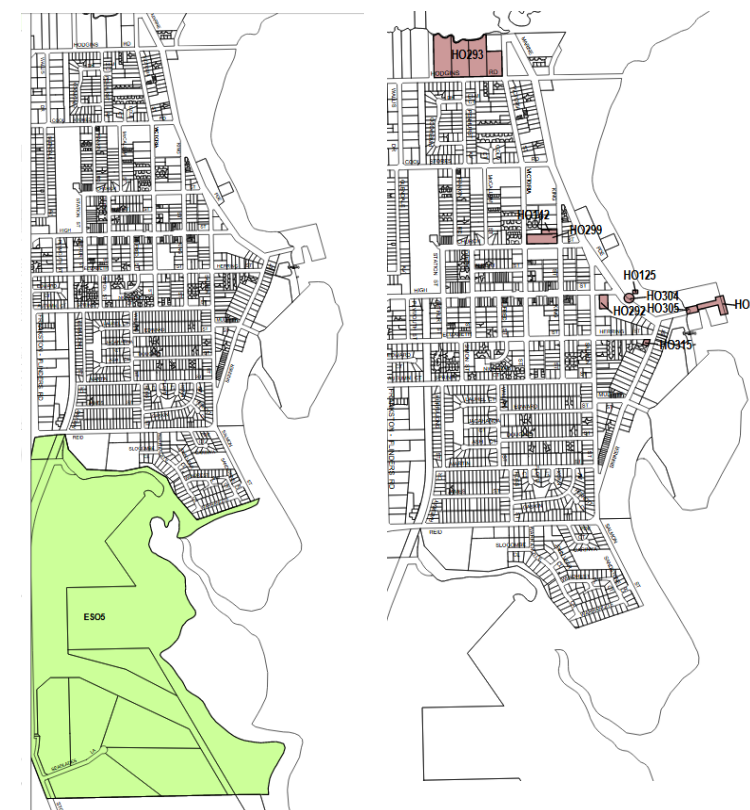
Almost the entirety of the Foreshore Precinct is located within the Public Parks and Recreation Zone (PPRZ), which is an appropriate zone for existing and future landside activities. This zone was applied to the marine component of the Western Port Marina through Amendment C184 (Part 1) in 2015, correcting an anomaly that existed prior. Natural environs to the north and south are within the Public Conservation and Resource Zone (PCRZ). To the east, the abutting town centre area is primarily assigned the Commercial 1 Zone (C1Z), with some areas being within the Public Use Zone (PUZ). The C1Z and PUZ appropriately reflect the nature of land uses that should be catered for within these spaces. Other areas abutting the Foreshore Precinct are within the General Residential Zone (GRZ).

The relationship of the Foreshore Precinct to abutting C1Z, PUZ, and PCRZ areas has been discussed with reference to other background studies, and is not re-visited in this section. Respecting GRZ areas, it is noted that these currently present a low intensity coastal feel, which is consistent with coastal residential areas in towns of this scale.

The spatial relationships thus created are expected to continue, with incremental change over time, and with higher density development being focussed in key locations abutting the town centre. Foreshore design should be cognisant of this, and should feature strategies which are proportionate to the expected interface(s).



Key Overlays affecting the Foreshore Precinct include the Environmental Significance Overlay (ESO3) that applies to Warringine Park and the Heritage Overlays (HOs), which apply to key features along the foreshore. The significance of the ESO3 derives from the relationship of the vegetation and habitats to adjoining parts of the foreshore, and potentially from the ability to build on natural themes as part of design responses. The HOs are located in key areas of the Foreshore Precinct and will be appropriately accommodated within design responses.



HO125 - Hastings Soldiers Memorial (Marine Parade, Hastings)

HO292 - Former Hastings Mechanics Institute (3 High Street, Hastings)

HO304 - King Edward VII Coronation Tree (Marine Parade, Hastings) (Includes the tree and land within 5m of its canopy or root ball perimeter whichever is the greater)

HO305 - Hastings Fish Shed (Off Marine Parade, Hastings) (Includes the building and 5m from its perimeter)

HO306 - Hastings Jetty (Off Marine Parade, Hastings) (Includes the jetty and nominally 5m from its perimeter)

appendix b | stakeholder and community input prior to preparation of draft precinct plan

overarching comments

In June 2017, the project team engaged in early consultation activities during Stage 2 of the project, dealing with the key issues and opportunities that need to be addressed. The purpose of this consultation was to share imagery and early analysis with key stakeholders and the community to elicit the input. This was intended to inform the project direction from the outset.

Stakeholders engaged included:

- The Hastings Yacht Club
- The Westernport Angling Club
- The Westernport Marina
- Westernport Festivals
- Representatives of the Boon-Wurrung and Bunurong people
- Representatives of the Foreshore Advisory Group
- A representative of the 'Fish Shed' Tourist Information Centre
- State agencies

Additionally, a 2-hour community 'drop-in' session was held on 1 June 2017. Overall, the feedback received regarding the analysis undertaken until that time was positive, confirming that the emerging directions were sound. However, concerns were also expressed in relation to potential threats to stakeholder interests.

Further, a survey was launched from 18 May to 16 June 2017. The findings of this survey are discussed later in this section.

This section summarises the input received. The matters outlined represent the views of those that provided, and do not translate directly or comprehensively into the recommendations of this Precinct Plan. Rather, the Precinct Plan takes these matters into account for developing design solutions.

yacht club facilities

- The Yacht Club's key objective for this project is to be able to expand the area it occupies, as it's patronage has outgrown the space it currently has. New members cannot be accepted without expansion, due to a need for additional cradles and trailer parking areas.
- Yachts of up to 30 tonnes are accommodated in the yard. The largest yacht is approximately 60 feet and the average length is 20-25 feet.
- The club has a strong community mindset, encouraging town centre patronage. In addition, the club hosts the 'Sail-ability' program, providing recreation and education for 45 disabled children at no charge. The disabled boat ramp was constructed by the Yacht Club using its own monies.
- The Sail-ability bus movements are challenging due to the need to get on and off the bus in an appropriate location, while being able to exit without manoeuvring difficulty.
- There are several user-groups that utilise the yacht club facilities for meetings and events.
- Pull-in berths were raised as an option for the waterfront adjoining the yacht club.
- It was pointed out that the pelicans and the historic jetty are the key attractions for visitors; people come from afar to see these
- Crime is a series issue for the Yacht Club, and security needs to be carefully considered.
- The Yacht Club does is concerned about allowing public access to the waterfront, due to safety concerns. Vessels are launched and hauled out of the water using a thick metal cable under high tension, which can be highly dangerous in the event it snaps. Risk is highest during peak season, when the frequency of vessel launching/retrieval is higher.

marina

- The marina is a major draw-card for tourists and patrons, and would like to retain the potential for expansion and enhancement of its facilities.
- Access towards the yacht club area and beyond should be facilitated to encourage people to move between spaces and stay.
- Should the Oberon project prove viable, arrangements with the marina need to be examined.

angling club facilities

- The Angling Club wishes to retain its building at the foreshore, which has ready access to the boat ramp and fish cleaning facilities.
- The current functions of the club involve hosting fishing events and gathering for social meetings.
- The club organises 2-3 fishing events per month on average and 3-4 in peak season. Separate to these events, the Bass Strait Fishing Club sub-leases the facility and organises additional events. Competitions involve fishing through all hours of the day and night and 24-hour access to the club facility is needed. In terms of numbers, the Whiting Competition for instance attracts 300 competitors and approximately the same number of visitors.
- Outside of core fishing activities, the events involve gathering on the grassed area in front of the Angling Club premises for barbecues and socialisation.
- There is no substantive economic development initiative that builds on fishing events.
- The club hosts teaching days for impaired children.
- The fish cleaning facility would benefit from having a roof and this should be provided.

festivals

- The Western Port Festivals team are responsible for organising Hastings Day events and have a keen interest in the foreshore.
- The group suggested a recreational vehicle (RV) park at the car park between the sporting precinct and the leash-free dog park. A pump out point and toilet facilities are desirable.
- The group considered plantings north of the oval space to be sparse and in need of intensification for canopy cover.
- Lighting improvements along the foreshore walk in the northern section of the precinct are desirable.
- A sound shell should be considered immediately south of the oval area or north of the picnic facilities where the markets are convened.
- Barbecue facilities should be upgraded.
- The overflow car park in the southern section of the precinct is important and should be maintained.
- The group also provided a written submission, which discusses lighting, bins, water, mains power, seating, shade, footpaths, sports, shelters, and car parking.

foreshore spaces

- Spaces are disconnected and finding one's way is an issue.
- The connection between the Warringine wetland and the foreshore walkway is fairly basic.
- The link between High Street and the foreshore should be a very high priority.
- Movements within the Precinct are very activity based – boaters go straight to the jetty for boat launching, to the yacht club for yachting, and so on. There is little flow between spaces. For example, people find it difficult to get to the marina from the 'Fish Shed' information centre.
- People don't follow signs; they need visual cues.
- Improved lighting is important for safety and amenity.
- The project should look at informative signage, interpretative signage, and visual links.
- Embedded/subtle/creative signage could be provided to show the location of various spaces, such as Long Island, French Island, and the Red Bird Ship Wreck.

- Lack of tourist accommodation was identified as an issue. The caravan park in town, for instance, only has 8 sites and 4 of these are used for permanent/semi-permanent accommodation.
- Developing a caravan park for 24-48 hour stop-overs was raised as an idea for capturing more tourists.
- A sound shell, which has been advocated for by the Foreshore Advisory Group, would be a desirable asset.
- Picnic facilities should be distributed across the foreshore. A key location for this would be the precinct core - 8 or so car parks could be removed from the central area for installing the facilities.
- Free wi-fi should be installed for people to be able to access tourism information (e.g. tides and fishing hot-spot information).
- For festivals and events, more trees are needed to provide shade, especially during the summer peak season.
- Boardwalks should be provided alongside the piers for public access to the waterfront.

aboriginal heritage

- The area has enjoyed rich heritage. It is likely that, if excavation is undertaken to a sufficient depth, culturally significant artefacts would be found. The area was attractive to native people due to its setting between two significant wetland (1 to the north and 1 to the south). It is also part of a likely north-south walking track that would historically have been used by native people.
- To illustrate the likelihood of finding artefacts, the Warringine wetland serves as an example. During a fire, the artefact scatter was found to cover a larger area than documented in the site card.
- Design responses can comprise appropriately chosen and designed landscaping for story telling purposes. 'Bush tucker' species, as well as the original flora could be planted. This would be a subtler form of storytelling and would be conducive to cultural bus tours and talks, as well as general interest for unguided visitors. It would also encourage birds and other fauna to inhabit the spaces.
- Other measures such as reflection spaces, paving, interpretive signage, recognition plates, engraved wood, totems, and art could also be incorporated.
- Storytelling through landscape responses is desirable.
- Aboriginal art, such as paintings and sculptures are desirable, as they create immediate interest and provide a memorable experience.

other matters

- Spaces should be assigned for the Coast Guard, Westernport Oberon Association, and Dolphin Research Institute.

NB – While the detailed comments are not discussed in this section, the Precinct Plan addresses the matters raised in Chapter 7.

input from previous work

This project has also been informed by submissions for other recent projects. Salient matters raised in the 'Your Peninsula' survey are noted:

- | | |
|------------------|--|
| overview | <ul style="list-style-type: none"> - 2,431 survey respondents Shire wide - 3rd highest response - 228 Hastings submissions |
| likes | <ul style="list-style-type: none"> - Friendly people, sense of community, shopping + dining options, recreation/leisure + foreshore, natural environment, services and amenities - Peninsula-wide: 46.7% like built + natural environment, 30.7% like health + wellbeing, 16.8% like economy - Hastings is "welcoming and friendly" - 11-year-old respondent - "Libraries are fantastic, amazed at how Hastings has improved over time and people are very helpful" - 70-84-year-old respondent |
| challenges | <ul style="list-style-type: none"> - Feeling unsafe at night, anti-social + criminal behaviour (drugs, hoon driving, disrespect, graffiti, vandalism), public transport deficiencies, need for leisure/recreation facilities, stigma around "Hastings," youth unemployment + boredom |
| desired outcomes | <p>Top 4 responses for community satisfaction criteria:</p> <ul style="list-style-type: none"> - Infrastructure and services to move around such as roads, public transport and paths (14.6%) - Improved + new facilities and spaces (14.4%) - A clean and beautiful environment (11.5%) - Friendly, connected communities with events (10.7%) <p>Main themes for the <i>Peninsula I want to Live In</i>:</p> <ul style="list-style-type: none"> - Sense of personal safety, peaceful and happy - Friendly, respectful and inclusive community - Have a good life, health, wellbeing, a sense of pride - Promote the Peninsula and develop tourism - Enhance leisure and recreation facilities and spaces |

survey | hastings foreshore precinct plan

A survey was advertised and made available to community members from 18 May to 16 June 2017. 20 responses were received online, and a further 7 responses were received in hard copy format. Questions and responses are summarised as follows:

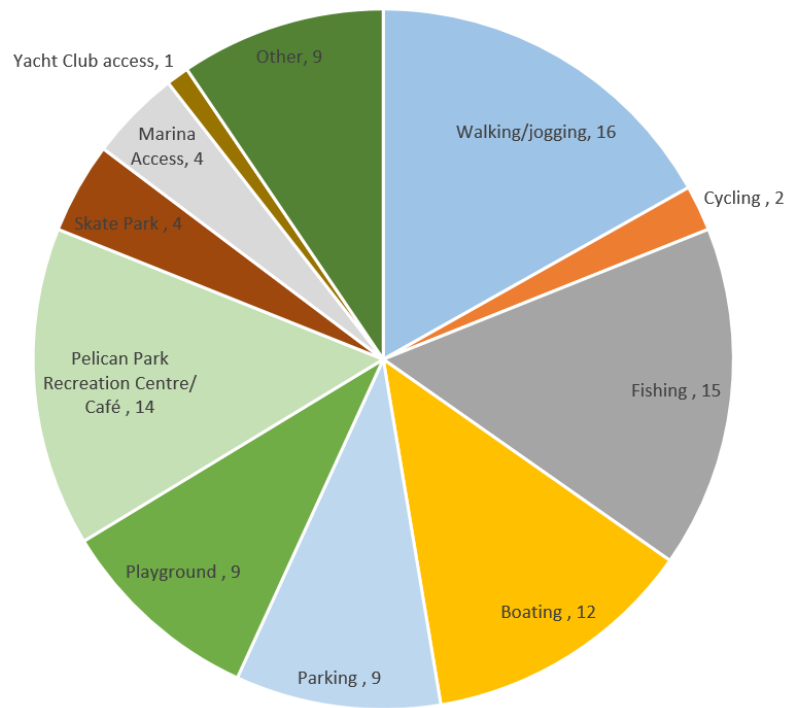
1. What do you like and dislike about Hastings Foreshore?

The majority of survey participants stated they liked the large open spaces offered at Hastings Foreshore and how this space can be utilised for a variety of different recreation activities. Survey respondents also said they like how the area looks across the beautiful water.

With respect to what community members disliked, the majority drew attention to litter and dog waste in the area, as well as raising issues associated with safety such as lack of lighting and a dangerous collision of pathways between pedestrians, cyclists, the boat ramp and car parking.

2. Which purpose do you mainly use the foreshore for?

Pre-defined choices were listed, along with an ‘other’ option. The pie chart below illustrates the responses, showing that respondents mainly used for walking/jogging and fishing. The least recorded use was ‘access to the yacht club, likely due to a low response rate from club members.



3. What are the 3 most pressing issues that the Hastings Foreshore Precinct Plan should address?

The top 3 responses from survey participants included the following:

- The poor state of the dog area – fencing is needed along Marina Parade, the ground is uneven, there’s a lack of doggy bags to dispose of dog waste.
- The boat ramp and access – it needs to be separate from pedestrians and cyclists and the ramp needs to be upgraded.
- General amenities need to be improved, such as better quality public toilets, more seating and bins across the foreshore.

4. At busy times, are there any conflicts between pedestrian, cars and trailers in the Pelican Park, Yacht Club and Marina area? Please describe.

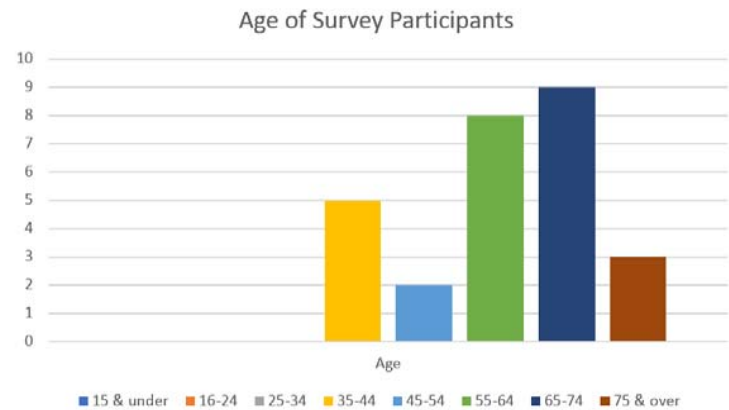
The majority of respondents indicated, yes, there are conflicts. They described a lack of car parking making some areas crowded and dangerous. This is particularly the case where the pedestrian and cyclist path crosses, and where boats are reversed down the boat ramp.

5. What are your key aspirations for the Foreshore?

Responses to this questions varied. However, the most common responses were that the boating area should be improved, including parking and the ramp. This was considered important, as Hastings is one of the main water access points in the area. Another key aspiration highlighted across the surveys was for improved rubbish (bin) facilities and seating for people.

6. What is your age?

Most survey respondents were aged between 65-74 years of age. No respondents were aged below 35.



7. For enhancing the Hastings Foreshore, are there any other comments you would like to make?

Participants generally commented on matters already voiced in other parts of the survey, such as the safety of the boat ramp area and improving the quality and access to amenities such as bins and public toilets. Most respondents expressed a desire for the foreshore to be maintained as a pleasant open space area to go for a walk or cycling.