

Draft Warneet Boating Precinct Plan

Community consultation took place online from Monday 20th September to Monday 18th October 2021

As part of the government's commitment to improving recreational boating, boaters and members of the wider community have had their say on plans for future upgrades of the Warneet boating precinct.

Better Boating Victoria (BBV) commissioned Thompson Berrill Landscape Design (TBLD) to develop a precinct plan for improvements to the jetties, boat ramp and pontoons, parking facilities, all abilities access and toilet facilities.

The plan has been developed in consultation with government agencies, recreational boaters and community members to improve functionality and capacity within the precinct.

The consultation has allowed BBV and government agencies to test the proposed precinct plan with the wider public for consideration prior to finalising.

What we proposed

The proposal includes improvements to the maritime infrastructure in the Warneet Boating Precinct such as the jetties, boat ramp and pontoons, parking facilities, all abilities, and toilet facilities.

People Reached



264 people responded to the online survey



Who we heard from:

Boat ramp user: **59**

Local fisher: **5**

Local resident: **70**

Local resident who uses the boat ramp: **59**

Local resident who doesn't use the ramp, but utilises other maritime facilities in the precinct: **25**

Visitor: **12**

Local boating/yachting group: **31**

Asset manager: **2**

Government agency: **1**



Questions asked during consultation

- Is there a dredging plan for the ramps around the jetties?
- Is there a timeline for when the works will start?
- Can there be upgrades made to the existing toilet facilities?
- Will the jetties be prioritised?



The majority of responders “liked” various aspects of the concept

We asked: Do you have any comments on the new layout of the parking bays?

You said:

- It looks like you’ve maximised the available space from what I can see.
- Layout looks good - car parking will always be a premium so the design must maximise numbers and use all available space.
- Exceptionally well thought out, needs to be at least 4 disabled parking bays.
- Congestion is frequent as there is no turn in lane. The distance between the arrival point and launching area is too short with traffic backing up while boats are launched or retrieved.

We asked: Do you agree with the proposed location, and what features would you like to see included as part of the toilet block?

You said:

- Baby change table and toddler toilet. Lots of families use the area.
- Yes, good location and maybe showers for the swimmers to wash off the sand afterwards.
- The right place as it's the safest place for families, children, older people using the park, as well as boaties.
- Disabled access, sufficient lighting around and hot showers.



We asked: What would you change to improve the design?

- Plan to control the erosion of the foreshore between the two jetties and some plan to stop the mangroves from overtaking the areas that are still clear.
- Some new green planting is implied but should be more emphasis on this and minimising adverse environmental impacts of new carpark due to stormwater and tidal flooding/recession erosion issues.
- Provide innovative signage on the nature walks, about indigenous culture, RAMSAR status, flora and fauna indigination. A map of Warneet and surrounds and the magnificent walking trails.



What we heard

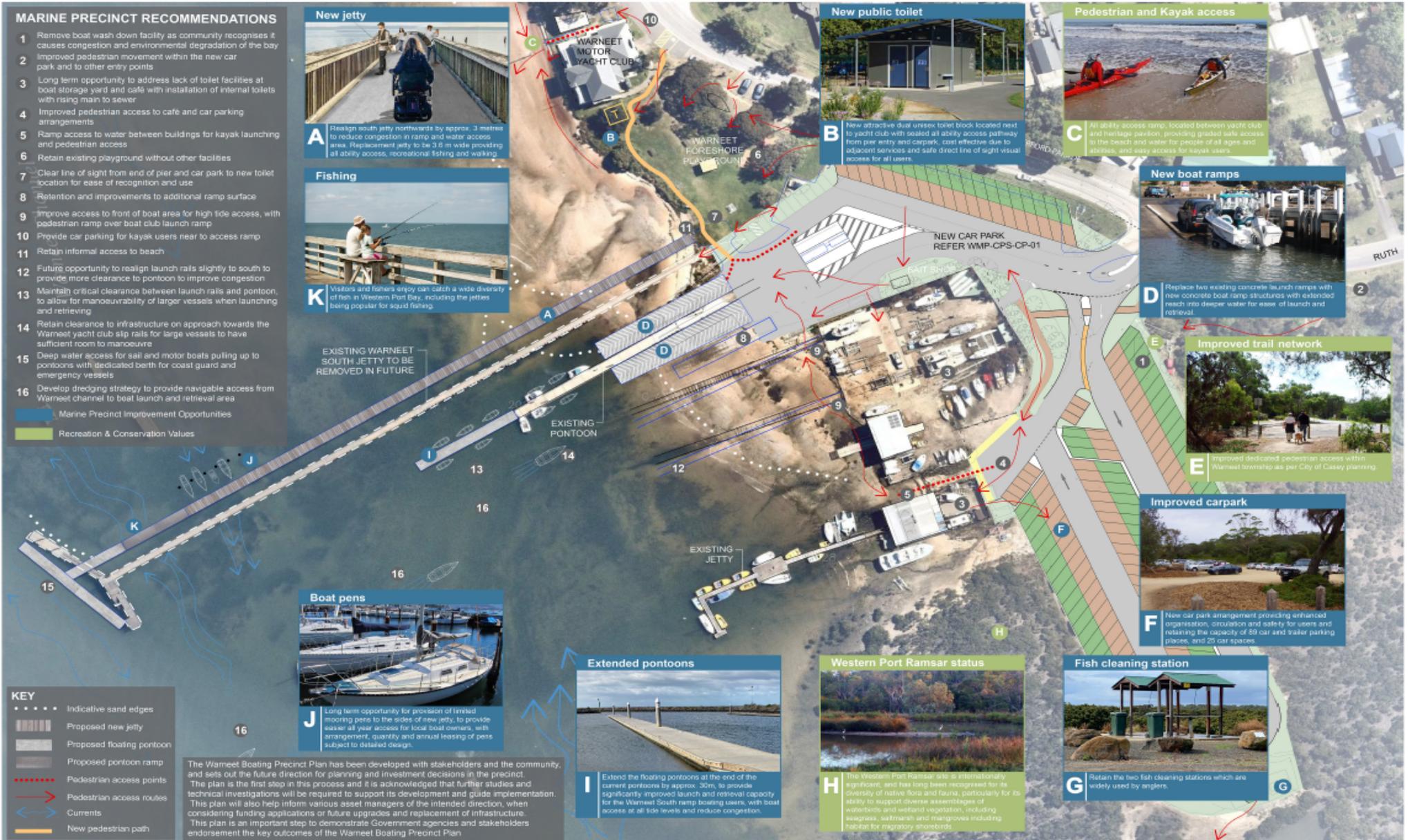
Through the online survey and community event, you said you were supportive of the boating facility upgrade including:

- Increased and formalised parking at the facility.
- Improving and redeveloping both the Warneet north and Warneet south jetties.
- Improved all abilities access.
- The proposed new location of the toilet block.
- The repairs to the walking trails.
- The overall increase in functionality of the facility.

Next Steps

We would like to thank everyone who provided feedback. All your feedback has been considered and used to inform the final plan. BBV will now progress a detailed design and work with Government agencies and relevant parties to obtain the necessary approvals to facilitate future construction works.

Final Design - Warneet South Precinct (post feedback)



MARINE PRECINCT RECOMMENDATIONS

- 1 Remove boat wash down facility as community recognises it causes congestion and environmental degradation of the bay
- 2 Improved pedestrian movement within the new car park and to other entry points
- 3 Long term opportunity to address lack of toilet facilities at boat storage yard and cafe with installation of internal toilets with rising main to sewer
- 4 Improved pedestrian access to cafe and car parking arrangements
- 5 Ramp access to water between buildings for kayak launching and pedestrian access
- 6 Retain existing playground without other facilities
- 7 Clear line of sight from end of pier and car park to new toilet location for ease of recognition and use
- 8 Retention and improvements to additional ramp surface
- 9 Improve access to front of boat area for high tide access, with pedestrian ramp over boat club launch ramp
- 10 Provide car parking for kayak users near to access ramp
- 11 Retain informal access to beach
- 12 Future opportunity to realign launch rails slightly to south to provide more clearance to pontoon to improve congestion
- 13 Maintain critical clearance between launch rails and pontoon, to allow for manoeuvrability of larger vessels when launching and retrieving
- 14 Retain clearance to infrastructure on approach towards the Warneet yacht club slip rails for large vessels to have sufficient room to manoeuvre
- 15 Deep water access for sail and motor boats pulling up to pontoons with dedicated berth for coast guard and emergency vessels
- 16 Develop dredging strategy to provide navigable access from Warneet channel to boat launch and retrieval area

- Blue line: Marine Precinct Improvement Opportunities
- Green line: Recreation & Conservation Values

- ### KEY
- Indicative sand edges
 - ▬▬▬▬ Proposed new jetty
 - ▬▬▬▬ Proposed floating pontoon
 - ▬▬▬▬ Proposed pontoon ramp
 - Pedestrian access points
 - ▬▬▬▬ Pedestrian access routes
 - ▬▬▬▬ Currents
 - ▬▬▬▬ New pedestrian path

The Warneet Boating Precinct Plan has been developed with stakeholders and the community, and sets out the future direction for planning and investment decisions in the precinct. The plan is the first step in this process and it is acknowledged that further studies and technical investigations will be required to support its development and guide implementation. This plan will also help inform various asset managers of the intended direction, when considering funding applications or future upgrades and replacement of infrastructure. This plan is an important step to demonstrate Government agencies and stakeholders endorsement the key outcomes of the Warneet Boating Precinct Plan.

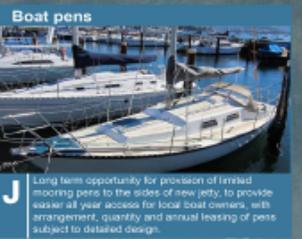


A Realign south jetty northwards by approx. 3 metres to reduce congestion in ramp and water access area. Replacement jetty to be 3.6 m wide providing all ability access, recreational fishing and walking



K Visitors and fishers enjoy can catch a wide diversity of fish in Western Port Bay, including the jetties being popular for squid fishing.

EXISTING WARNEET SOUTH JETTY TO BE REMOVED IN FUTURE



J Long term opportunity for provision of limited mooring pens to the sides of new jetty, to provide easier all year access for local boat owners, with arrangement, quality and annual leasing of pens subject to detailed design.



I Extend the floating pontoons at the end of the current pontoons by approx. 30m, to provide significantly improved launch and retrieval capacity for the Warneet South ramp boating users, with boat access at all tide levels and reduce congestion.



B New attractive dual unisex toilet block located next to yacht club with sealed all ability access pathway from pier entry and carpark, cost effective due to adjacent services and safe direct line of sight visual access for all users.



C All ability access ramp, located between yacht club and heritage pavilion, providing graded safe access to the beach and water for people of all ages and abilities, and easy access for kayak users.



D Replace two existing concrete launch ramps with new concrete boat ramp structures with extended reaches into deeper water for ease of launch and retrieval.



E Improved dedicated pedestrian access within Warneet township as per City of Casey planning.



F New car park arrangement providing orientated organisation, circulation and safety for users and retaining the capacity of 89 car and trailer parking places, and 25 car spaces.



H The Western Port Ramsar site is internationally significant, and has long been recognised for its diversity of native flora and fauna, particularly for its ability to support diverse assemblages of waterbirds and wetland vegetation, including seagrass, saltmarsh and mangroves including habitat for migratory shorebirds.



G Retain the two fish cleaning stations which are widely used by anglers.

Final Design - Warneet South Precinct Carpark (post feedback)

Back-in and drive-out parking arrangement is safer and easier

The carpark design features spaces that are back-in and drive-out spaces. The significant advantages of the back-in and drive-out arrangement (over drive-in and back-out) are:

- It is far safer, as drivers are able to exit the space in a forward direction with a full and safe vision of on-coming cars rather than trying to reverse "blindly" into the aisle from the BTU spaces without vision of oncoming vehicles or pedestrians.
- There is a clear intention for following cars that a driver is waiting for a space and will back into it.
- A vehicle waiting to back-in to a space can be virtually adjacent to a vehicle exiting a space, rather than having to wait 2-3 car lengths back to leave enough room for the vehicle to backout of the space. In busy carpark times the back-out arrangement can cause congestion as multiple vehicles in the lane will need to all reverse back 2-3 spaces to provide sufficient clearance.
- The area of the BTU space occupied by the trailer can be grass given that there is very little load on the trailer tyres. The grass area will significantly reduce pavement stormwater runoff, mitigate heat wave effects and maintain the natural character of the area.

Clockwise movement is better than Anti clockwise

- The one-way clockwise movement of vehicles is typical of the vast majority one-way car parks, as it is intuitive for most drivers to stay left and turn left into the first access point of the car park.
- To encourage and guide entry into the one-way clockwise movement a low mountable and painted central island is proposed along the western side of the car park entrance.
- The painted island will allow direct access to be maintained to the areas to the west (e.g., the Yacht Club and Boat Hire access), especially for long trailer access and for vehicles that have circulated around the western car park cell to re-enter the eastern cell.

22. Proposed public toilet location

21. Carparking including 2 disabled bays

20. Tie down bay on departure ramp

19. 3 launch waiting lanes for cars and trailers

18. Rigging bay on approach to ramp

17. Pedestrian access across carpark entry to the café

16. Pedestrian access paths throughout the carpark

15. Turnaround area

14. 5 car parking bays for café visitors

13. Western bays are accessible from the west road with grass trailer parking to reduce pavement stormwater runoff, mitigate heatwave effects and maintain the natural character of the area



1. Widened exit lane from the boat ramp allows for easy back-in parking to the bay to Rutherford Pde, and an easy turn to return to the ramp after exiting the bays. Drive in and back out would require a 'U'

2. The back-in bays along Rutherford Pde would have grass trailer parking, improving and softening the landscape values on the entry to the carpark

3. Entry from Rutherford Pde with simple signage to guide people to their destination

4. Simple 'T' intersection with over splitter island for large trailers

5. Pedestrian path network to provide improved safety for pedestrians moving within the carpark

6. Low mountable and painted central island along the western side of the car park entrance to guide entry vehicles

7. The first set of back-in bays would have grass trailer parking, improving infiltration to the ground to minimise surface runoff to the Ramsar area. The former wash-down bay would be removed as it would cause congestion and be detrimental to Warneet water quality

8. Three bays would be accessed from the east cell so as to not intrude on the road on the other side when manoeuvring

9. Central bays are accessible from the west road only with grass trailer parking to reduce pavement stormwater runoff, mitigate heat wave effects and maintain the natural character of the area. A kerb along the east lane will stop vehicles attempting to park from this lane

10. 2 BTU bays at the south of carpark

11. Informal access to the estuary

12. 3 car parking bays

Final Design - Warneet North Precinct (post feedback)

