



COMMITTED TO A
SUSTAINABLE
PENINSULA

Rye Recreational Boating Precinct Plan Background Reference Report



Final Report October 2013

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1. Draft Report - Public Submissions

The *Draft Rye Boating Precinct Plan* was placed on public exhibition for a six week period over June-July 2013 in order to provide opportunities for community review and feedback prior to finalisation of the master plan. The draft plan was also circulated to key stakeholders who were invited to provide comments or suggestions for improvement.

A total of 12 community submissions were received along with feedback from the following stakeholder groups:

- Southern Peninsula Angling Club (SPAC).
- Nepean Conservation Group Inc.
- Rye's Up Community and Traders Association.
- VRFish.

Common themes, issues and suggestions are summarised below, along with an indication of how each item has been addressed in the final precinct plan.

Feedback Themes & Key Comments	Impact on Final Precinct Plan
Funding to implement. <ul style="list-style-type: none"> • Concerned funding for the entire project may not be available and therefore limit capacity to implement all improvements. 	<ul style="list-style-type: none"> • Funding is dependent on Council's annual capital works budget process (i.e. having regard to competing demands and annual resource capacity). • Council will actively pursue external funding opportunities to support implementation. • Implementation will be undertaken in defined stages that maximise resource efficiencies and precinct outcomes.
Boat launching demand. <ul style="list-style-type: none"> • Limited to peak periods. • Consider alternative locations, e.g. Rosebud. 	<ul style="list-style-type: none"> • There is strong evidence of increasing demand for boat launching facilities, including outside traditional peak periods. • Development of Rye as a 'regional' launching site is consistent with the Boating Coastal Action Plan.
Car parking. <ul style="list-style-type: none"> • Primarily a peak period issue. • Demand for additional car parking. 	<ul style="list-style-type: none"> • Parking improvements have concentrated on maximising spatial efficiencies within similar footprints, rather than an increase in overall hard surface space. • The plan provides a balance between parking demand and ongoing community use of the foreshore (i.e. not all of the foreshore should be used for car parking).
Boat wash down. <ul style="list-style-type: none"> • Water sustainability. 	<ul style="list-style-type: none"> • Options for water harvesting and re-use should be considered in detailed designs.
Community event site. <ul style="list-style-type: none"> • Questioned rationale for relocation of the Carnival site. 	<ul style="list-style-type: none"> • Relocation of the carnival site to a more clearly defined community event space allows for more efficient use of the foreshore open space as well as providing opportunities for improved use of space for boating outcomes (e.g. overflow trailer parking, rigging area etc).
Rye Yacht Club. <ul style="list-style-type: none"> • Support for proposed changes. 	<ul style="list-style-type: none"> • No change.
Potential conflict between user groups. <ul style="list-style-type: none"> • PWC's, swimmers, boating etc 	<ul style="list-style-type: none"> • Precinct designs attempt to minimise opportunities for conflict, however it is acknowledge that the precinct is used by a variety of coastal activities and therefore ongoing management and behavioural education will be needed. • Establishment of a new PWC launching site to be assessed on a trial basis to monitor impacts on other users of the precinct.
Horse-shoe car park. <ul style="list-style-type: none"> • Improvements to the central car park to maximise efficient use of the space, create a better central link to the town centre and enhanced community event space are supported. 	<ul style="list-style-type: none"> • No change.
PWC's. <ul style="list-style-type: none"> • Suggestion that PWC's be directed to use other sites. 	<ul style="list-style-type: none"> • No change. The plan recognises that PWC's are a legitimate user of the coast.
Fish cleaning station. <ul style="list-style-type: none"> • Would like a fish cleaning station to be included. 	<ul style="list-style-type: none"> • Council's waste management services cannot support a fish cleaning station and therefore this has not been included.
Relocation of boat ramp. <ul style="list-style-type: none"> • Suggestion to relocate to eastern side of Lyon St groyne. 	<ul style="list-style-type: none"> • No change. Not supported by Coastal Process Study.

Feedback Themes & Key Comments	Impact on Final Precinct Plan
Boating needs within a regional context. <ul style="list-style-type: none"> Consider boating demands for the entire Peninsula coastline, not just Rye. 	<ul style="list-style-type: none"> Outside the scope of this study. This project has referenced and is consistent with the Boating Coastal Action Plan.
User pays system. <ul style="list-style-type: none"> Contribution to infrastructure development and maintenance. 	<ul style="list-style-type: none"> A review of the existing fees and charges is outside the scope of this project. Support for a user pays system is noted. Fees are currently charged for use of the boat ramp and selected car parking areas.
Boat ramp extension. <ul style="list-style-type: none"> Support for additional ramp lane and jetty. 	<ul style="list-style-type: none"> No change. Monitor use and management of the jetty (i.e. 'no tying-up' otherwise the ramp will become clogged).
Community benefits. <ul style="list-style-type: none"> Support for improvements to walking, cycling, landscape enhancements, public infrastructure (e.g. toilets). However ensure these are afforded appropriate priority (i.e. no just boating). 	<ul style="list-style-type: none"> No change (i.e. community benefits will be implemented as part of the staged construction program).
Over use impacts. <ul style="list-style-type: none"> Concerned that upgrading the boat ramp may lead to requirement for additional dredging, boating accidents and fuel spills etc. 	<ul style="list-style-type: none"> No change. Facility improvements are targeted at addressing high use issues which will improve overall safety and efficiency for boat launching and retrieval.
Coastal processes. <ul style="list-style-type: none"> Concerned that coastal processes will be negatively impacted on by additional boating infrastructure. 	<ul style="list-style-type: none"> No change. This is not supported by the Coastal Processes Study.
Addressing user demand. <ul style="list-style-type: none"> The plan recognises and responds to existing and forecast demand. Strong support expressed by VRFish. 	<ul style="list-style-type: none"> No change.

2. Summary of Initial Consultation Outcomes

The following section provides a snap-shot of the key themes to emerge from the consultation activities undertaken, including:

- Government agency workshop,
- Precinct stakeholder workshop,
- Boating users workshop,
- Rye community meeting,
- Public submissions, and
- Community survey results.

Theme numbers are not intended to reflect relative priority or order of importance.

Theme 1: Boat Ramp Area Enhancements

- Desire to increase capacity (1-2 additional lanes).
- Resolve / minimise ramp silting.
- Consider options for a break wall / wave retardation.
- Additional jetty and possible divider if width of ramp widened, including floating pontoons for short term mooring so that passengers can be dropped off and vehicles retrieved prior to collecting boats. Increase capacity of short-term mooring (15 minute limit).
- Better lighting of the jetty/ramp area.
- Reinstate wash down facilities.
- Establish fish cleaning station/s.
- Consider options for dedicated PWC/small craft (up to 4.5m) ramp/lane (possibly a separate ramp).
- Prefer more direct access to open/deep water.
- Improve alignment of vehicle reversing area with the ramp lanes.
- Upgrade/improve directional, safety and regulatory signage, including 15minute mooring limit at the jetty.
- Paint yellow lines to distinguish vehicle/boat lanes.
- Move ticket machine and signage to more appropriate location to improve effectiveness.

Theme 2: Traffic Management

- Establish a rigging lane/area before reaching the boat ramp.
- Better signage and access control, including boat retrieval.
- Review circulation to improve traffic flow, including possible link with the main car park area.
- Retain capacity for use of grassed areas for overflow car/trailer parking, improve/define parking areas and include roll over curb and defined pedestrian movement.
- Need an 'escape' option from the boat launch queue area.
- Better signage throughout the precinct directing users to specific areas, including boat preparation area before launching.
- Improve traffic management and car parking in Yacht Club area.
- Formalise gravel car parks (Lyons Street – Hunt Av and Yacht Club).

Theme 3: Foreshore Enhancements

- Improve park furniture and consistency.
- Improve path surfaces, including consistency in types.
- Review litter bin locations and increase capacity and frequency of collection, including recycling facilities.
- Minimise sand blow out over paths.
- Landscape and vegetation enhancements, including replacement of senescent exotic trees with indigenous species. Increase support for volunteer groups.
- Dog litter bags and bins.
- Improve defined access to Lime Kiln area (i.e. avoid 'capture' by campers in this area).
- Better management of impacts on foreshore from the carnival i.e. grass replacement.
- Install additional BBQ and picnic facilities, including at Lime Kiln area.
- Upgrade/replace public toilet and change room facilities.
- Components that scored the most 'poor' and very poor' ratings included:

- Public toilets/change rooms.
- Park furniture.
- Playground.
- Traffic access and circulation.
- Car parking areas.
- Standard of facilities and infrastructure.
- Physical access, and
- Litter/cleanliness.

Theme 4: User Safety

- Minimise potential conflicts with pedestrians, particularly in boat ramp area.
- Consider options to minimise conflicts with swimmers, particularly in the boating channel area.

Theme 5: Other matters

- More realistic operational maintenance budgets are required which reflect the high cost of maintaining specialized coastal assets.
- Consider options for a seasonal Marshall/Ranger to assist traffic management and boat launching during peak periods.
- Do not reduce car parking capacity.
- Consider options for installation of electronic signage (at road entrance) advising of car park capacity and average launch times/waiting period – link to Sorrento and other facilities to improve distribution of traffic.
- Establish an electronic weather station / display in boat ramp area, including Bay readings.
- Resolve long-term future of the Sea Scouts building, in particular explore options for other community uses/needs (e.g. base for Rye Lions club).
- Review vegetation management, particularly in car park areas (i.e. pruning to prevent encroachment of parking spaces).
- Need greater consideration of impact on coastal processes from dredging and dumping of spoil.
- Improve pedestrian access through the site.
- Incorporate WSUD and ESD principles in any upgrades.
- Support improvements to meet relevant Austrian standards.

3. Consultation Workshops

The following section provides a record of key comments, issues and suggestions from a range of individual workshops with key stakeholders and precinct users.

3.1 Government Agency Workshop

A meeting was held on 2nd April 2012 with representatives from Parks Victoria and Council’s Foreshore Asset Maintenance Department. A summary of the key comments, issues and suggestions to arise from discussions are outlined below.

Summary of Key Comments, Issues or Suggestions	
<ul style="list-style-type: none"> • Common Issues: <ul style="list-style-type: none"> ○ Sand build up on the boat ramp (sand was formally removed by Council's contractor on 97 occasions in 2011, i.e. almost twice per week). ○ The boating channel to access deep water from the end of the boat ramp requires occasional dredging which is very expensive (e.g. the channel has been dredged by Council 3 times in the last 7 years. The last dredging cost Council \$250,000). Channel dredging can lead to increased sand deposits on the actual boat ramp. ○ Activities within the water are a Parks Victoria responsibility. The foreshore area, including boating channel is a "Shared Swimming/Boating Zone" which can lead to potential conflict between users, particularly as swimmers wish to access the off-shore sand bar. ○ Additional speed enforcement may be required, along with ongoing education for all parties. 	
<ul style="list-style-type: none"> • Other Comments: <ul style="list-style-type: none"> ○ It may not be impossible to cater for peak loads for access to the boat ramp. ○ The age of the ramp may need to be assessed to determine useful life expectancy. ○ The ramp is formally inspected twice per week, however an informal inspection is carried out daily by Council's contractor. ○ If the ramp size is to increase, additional car parking may be required. ○ Council's total annual maintenance budget for all ramps and jetties may be grossly inadequate (i.e. currently \$50,000 p.a., however one significant repair at a single venue can consume the entire annual budget). ○ The Carnival/event space is well used and is considered part of the social/historical fabric of the Rye Foreshore. ○ Need to clarify expectations and capacity to upgrade facilities to "Regional" boat ramp status as identified in the Central Boating Coastal Action Plan. ○ There is limited data available, specific to this site, to provide evidence of increasing demand. ○ Need to maintain capacity for maintenance vehicle access to the foreshore, including pier and jetty. 	
<ul style="list-style-type: none"> • Suggestions: <ul style="list-style-type: none"> ○ Consider design solutions to reduce silt / sand build up on the ramp. ○ More realistic Asset Management Planning for foreshore assets (i.e. ramps and jetties) may be required to ensure adequate long term capital investment and maintenance is capable of being provided. ○ Consideration could be given to establishment of a new ramp which provides more direct access to deep water thereby minimizing conflict with swimmers and minimizing requirements for channel dredging. ○ Need to improve consistency in park furniture styles and infrastructure requirements, including path surfaces. 	

3.2 Precinct Stakeholder Workshop

Only two people attended the precinct stakeholder workshop held on 2nd April 2012, however the two attendees collectively represented or were involved with:

- Rye Yacht Club
- Rye Foreshore Action Group
- Local residents
- Boating users

A summary of the key comments, issues and suggestions to arise from discussions are outlined below.

Summary of Key Comments, Issues or Suggestions	
<ul style="list-style-type: none"> • Common Issues: <ul style="list-style-type: none"> ○ Pedestrian, vehicle and bicycle routes in front of the Yacht club need to be better defined in order to avoid conflict and improve safety. ○ Sand build up over paths is an ongoing issue. ○ Dredging and sand deposition can block drainage outlets, particularly west of the pier, causing upstream flooding. ○ Additional boat storage space for the Yacht Club may be required. ○ Traffic travelling west are required to turn right across on-coming traffic to access the boating car park, the turning point and signage is poorly defined. A defined turning land may be required. 	
<ul style="list-style-type: none"> • Other Comments: <ul style="list-style-type: none"> ○ The previous 2008 Rye Foreshore Reserve Master Plan remains largely relevant for the site, however priorities may need to be reviewed. ○ Support development/reinforcement of the Bay Trail. ○ The area is subject to dynamic coastal processes, there is concern about long-term erosion impacts, particularly on existing infrastructure and Yacht club (i.e. east of the pier). ○ For over 90% of the year the existing car parking and boat ramp facilities are adequate. Need to retain current access to 127 car/trailer parks, however minimize further spatial impacts on the foreshore. ○ Support channel dredging and sand deposition east of the pier to increase the foreshore area and increase erosion control. ○ The carnival is good for the town and has nowhere else to go in Rye, however infrastructure to support it could be improved. ○ Rye needs better township entry signage which could be at either end of the foreshore reserve. 	
<ul style="list-style-type: none"> • Suggestions: <ul style="list-style-type: none"> ○ Consider options to minimize conflict between boating users and PWC launching and retrieval. ○ Review car parking and traffic circulation, including linking the main car park (i.e. loop) to improve traffic flow. ○ Support ongoing staged revegetation of the foreshore area with native species. There is frustration with a lack of progress to date and lack of support for volunteer efforts/initiatives. ○ Improve traffic management and car parking in front of the Yacht club. ○ Improve landscape treatment/design in the area opposite the Post Office. ○ Ensure all storm water drains have GPT's installed. ○ Consider options for off-site car parking for peak periods, including possible shuttle service and/or valet service for boat launching, or 'marshal' during peak periods to control launching and retrieval. ○ Consider options to reduce Beach Road to two lanes of traffic, not four. 	

3.3 Boating Users Workshop

Eleven people attended the boating users workshop held on 2nd April 2012. A summary of the key comments, issues and suggestions to arise from discussions are outlined below.

Summary of Key Comments, Issues or Suggestions
<ul style="list-style-type: none"> • Common Issues: <ul style="list-style-type: none"> ○ Conflict between swimmers and boating around the ramp and channel. Better regulation, signage, education and control may be needed. ○ The narrow boating channel can be difficult to negotiate, particularly if high traffic and west or north wind. ○ Sand deposition on the ramp is a major issue, particularly if launching without a 4wd.
<ul style="list-style-type: none"> • Other Comments: <ul style="list-style-type: none"> ○ 60-100 Jet Ski's launching in a day during peak periods is not uncommon. ○ Council should consider boating infrastructure needs across the entire Shire, not place by place. A more strategic approach is needed. ○ Waiting 1-2hours for launching and retrieval is not uncommon. ○ Consider different launching fees for residents and non-residents.
<ul style="list-style-type: none"> • Suggestions: <ul style="list-style-type: none"> ○ Consider options for a separate Jet Ski launching area in order to minimize conflict and free up capacity at the boat ramp. ○ Reinstate boat wash down facilities. ○ Establish fish cleaning station (will require daily maintenance / rubbish removal) ○ Consider installation of floating pontoons (which allow boats to drop off people to retrieve vehicles etc) and wave retardation wall. ○ Prefer to move the boat ramp to the west therefore allowing closer and straight access to deep water. ○ Do not reduce car parking capacity. ○ Marshall/ranger on duty during peak periods to manage ramp access etc. ○ Need to establish a rigging area before vehicles reach the boat ramp. ○ Need to improve alignment of the vehicle reversing area with the ramp. ○ Move pedestrian path away from the top of the ramp to avoid vehicle conflict. ○ Install tables and chairs at the boat ramp area. ○ Consider options for installation of electronic signage (at road entrance) advising of car park capacity and average launch times/waiting period – link to Sorrento and other facilities to improve distribution of traffic. ○ Consider options for off-site parking for peak periods. ○ Consider options for on-site overflow (on grass) car parking.

3.4 Community Workshop

Five people attended the community workshop held on 2nd April 2012. A summary of the key comments, issues and suggestions to arise from discussions are outlined below.

Summary of Key Comments, Issues or Suggestions
<ul style="list-style-type: none"> • Common Issues: <ul style="list-style-type: none"> ○ The narrow boating channel and adjacent sand bar can be a safety issue for boaters and swimmers. ○ There is limited car parking for beach users, not just boaters. ○ There is no car parking to service the Lime Kiln area.
<ul style="list-style-type: none"> • Other Comments: <ul style="list-style-type: none"> ○ Dredging may need to be undertaken earlier in the season, subject to weather conditions. ○ The area is unique/highly valued as it caters for a large variety of foreshore users and activities, including the Octopuses Garden Snorkel Trail. ○ Waiting 3-3.5 hours for boat launching and retrieval has been known. ○ If the ramp is widened, a central pontoon will be needed. ○ Need to ensure any new infrastructure does not have a negative impact on coastal processes. ○ Access to public toilets is often constrained i.e. closed during off-peak periods and/or only available to campers. ○ Sand cleaning off the ramp is not scheduled for low tide, which minimizes effectiveness.
<ul style="list-style-type: none"> • Suggestions: <ul style="list-style-type: none"> ○ Need an 'escape' option from the boat launch queue area. ○ Review car parking designs and layout to improve effectiveness and traffic flow. ○ Need boat wash down and fish cleaning areas. ○ Realign vehicle backing point with the ramp. ○ Improve lighting on the boat ramp and jetty. ○ Consider an electronic display with local weather and Bay readings. ○ Consider car parking and BBQ facilities to service the Lime Kiln area. ○ Need more BBQ and picnic facilities across the entire site. ○ Improve litter management and collection. More bins, including recycling may be needed. ○ Need to determine future use and management of the Rye Sea Scouts building, in particular explore options for other community uses/needs (e.g. base for Rye Lions club).

3.5 Submissions

The following 16 submissions were received as part of the initial consultation process.

Submission	Summary of Key Comments, Issues or Suggestions
Jeff Saunders	<p>Areas of concern / issues for resolution in the Master Plan included:</p> <ul style="list-style-type: none"> • Pedestrian safety and conflict, particularly at the top of the boat ramp area. • Consider introduction and enforcement of a time limit for boat parking at the Jetty (i.e. 15mins as at Sorrento). • Conflict with cars/boats entering the launch area from the car park (this is OK for boat retrieval but causes concern when boats jump the queue from this area). • Concerned about conflict with swimmers in the boating channel. • The number of Jet Skis and boats parking/anchoring on the beach is a concern, causes congestion and conflict with swimmers/beach users. • Suggest two more launch lanes/ramps are needs.
Shirley Kutin	<ul style="list-style-type: none"> • Poor ramp surface. • Limited space for boat mooring. • Long queuing periods. Difficult to gain access for boat retrieval when large queues. • Need more park seating, tables and improve public toilets.
David Vagg	<ul style="list-style-type: none"> • Need extra lanes in high season. • Ramp silting is an issue. • Consider installation of a break wall. • Need fish cleaning station. • Need lights on jetty. • Paint yellow lines to better define ramp lanes.
Robert Ricaldone	<ul style="list-style-type: none"> • Channel markers can be difficult to see, particularly when coming back to shore. This is likely to be an issue for visitors and those unfamiliar with the site.
Greg Sykes	<ul style="list-style-type: none"> • Provide dog litter bags and bins. • Need boat wash down area. • Peak season use requires better management. • Development of near-by facilities e.g. Tootgarook boat ramp would help cater for peak demand and spread usage pressures.
Allen Karlovic	<ul style="list-style-type: none"> • Need better signage throughout the precinct directing users to specific areas, including boat preparation area before launching. • Consider signage and enforcement of 15minute parking limit at the jetty. • Inspect trees in the car park area, some require pruning to allow better access for car in the parking area. • Improve/define provision for overflow car parking on the grassed areas, including roll over curb and defined pedestrian movement. • Consider an additional two ramps east of the current ramp, designated for small boats and jet skis (i.e. 4.5m limit). • Improve pedestrian safety and circulation, particularly in the ramp area.
Joe Mimmo (3 submissions)	<ul style="list-style-type: none"> • Concerns relate to conflict between boaters, jet skis and swimmers in the vicinity of the boat ramp (i.e. within the channel). Increasing boating popularity and population growth has exacerbated the situation. • Safety should be given highest priority. • Ramp silting is also an issue. • The boating facilities have not been upgraded in over 30 years and have not kept pace with the growing popularity of the area. • Provide additional ramp and lane. • Extend the jetty. • Ensure wheel chair access to the jetty.
Jon and Liz Ball	<ul style="list-style-type: none"> • Consider three floating jetties, one on end side of the ramp and one in the middle. • Additional ramp, with divider. • Straight access to open water from the ramp (across the channel). • Move / restrict jet skis from the area.
John Eddison	<ul style="list-style-type: none"> • The facilities do not adequately cater for peak period loads. • Space on the jetty for short term tie up is limited • Consider additional lanes (2) on the ramp, plus one additional backing lane. • Need to prevent carnival vehicles from blocking exit lanes (usually used for deliveries, however this adds to congestion in the area). • Need to cater for jet skis in another area as they don't require deep water access, this would alleviate usage pressures. • Increase the size of the jetty. • Reintroduce wash down facilities (maybe coin operated). • Improve signage in the precinct. • Need regular dredging of the channel. • Consider options for introduction of a swing mooring for boats and yachts.
Peter Atkinson	<ul style="list-style-type: none"> • Witnessed many safety issues over a long period of time, particularly associated with limited protection from northerly swell/winds. Development of a break wall (or similar) needs to be considered. • Concerned about impacts from recent channel dredging over the last two years, particularly sand/spoil being deposited in the wrong place (i.e. west, not east of the pier). This has had

Submission	Summary of Key Comments, Issues or Suggestions
	<p>several negative impacts including impact on sand quality, appearance and blocking storm water outlets. It has also contributed to sand-blow / spill over pedestrian paths.</p> <ul style="list-style-type: none"> • Continue to improve park furniture, landscaping and tree planting along the foreshore. • Ramp silting is also an issue, particularly for those with 2WD cars only.
Nicola Prior – Environmental Planner, DSE.	<ul style="list-style-type: none"> • The Central Coastal Board’s Boating Coastal Action Plan (2007) recommends Rye be upgraded from District to Regional facility, including improved provision to cater for peak loads. Improvements may include car parking, ramp design and associated services. • Development of the precinct must be consistent with Victorian Coastal Strategy principles, directions and recommendations. • Consider the needs of emerging users, e.g. Stand Up Paddle. • Improve pedestrian access through the site. • Incorporate WSUD and ESD principles in any upgrades. • Support improvements to meet relevant Austrian standards.
David Trunfull	<ul style="list-style-type: none"> • Suggested that detailed usage data is required to support future expansion of capacity or additional infrastructure spending. • The boat ramp is only one of many uses of the foreshore. • Rye is already the largest launching facility in the southern Peninsula (i.e. 18 more car parks than Sorrento). Supply only fails to meet demand on a limited number of days during the peak periods. • Use of grass areas for overflow parking can cause safety conflicts with pedestrians and cause damage to vegetation. • Encouraging/catering for additional PWC will negatively impact on use of the precinct by beach goers/swimmers. • Need to restrict vehicles/trailers entering the ramp launch area from the car park in peak periods. • Consider staffing (e.g. Marshall / Ranger / parking supervisor) during peak periods to better manage usage pressures. Such a role should be funded by user fees. • Consider Coastal Process impacts on any new infrastructure that interacts with the foreshore/water edge. • Concerned about safety conflicts between swimmers and boat users. • Dredging spoil has blocked storm water drains and contributed to sand drift over paths. <p>Suggested priorities include:</p> <ul style="list-style-type: none"> • Formalise gravel car parks (Lyons Street – Hunt Av and Yacht Club). • Planting program to replace senescent exotic tree with indigenous species. • Improve access to the Lime Kiln area (i.e. better defined access through the camping area). • Better management of impacts on foreshore from the carnival i.e. grass replacement.
Murray Homes	<ul style="list-style-type: none"> • The precinct is highly valued as a suitable sailing location, particularly for juniors and teaching. • The area could be enhanced as a training precinct with additional water based signage.
James Spanos	<ul style="list-style-type: none"> • Establish a Jet Ski only ramp/lane. • Better align the reversing lanes with the ramp. • Upgrade/new toilets and change facilities. • Consider options for a foreshore café facility. • Allow the Pier car park to be used by fishers after midnight (not currently permitted).
Nick Kikidopoulos	<ul style="list-style-type: none"> • Provide an additional boat lane and ramp. • Move ticket machine and signage to more appropriate location to improve effectiveness.

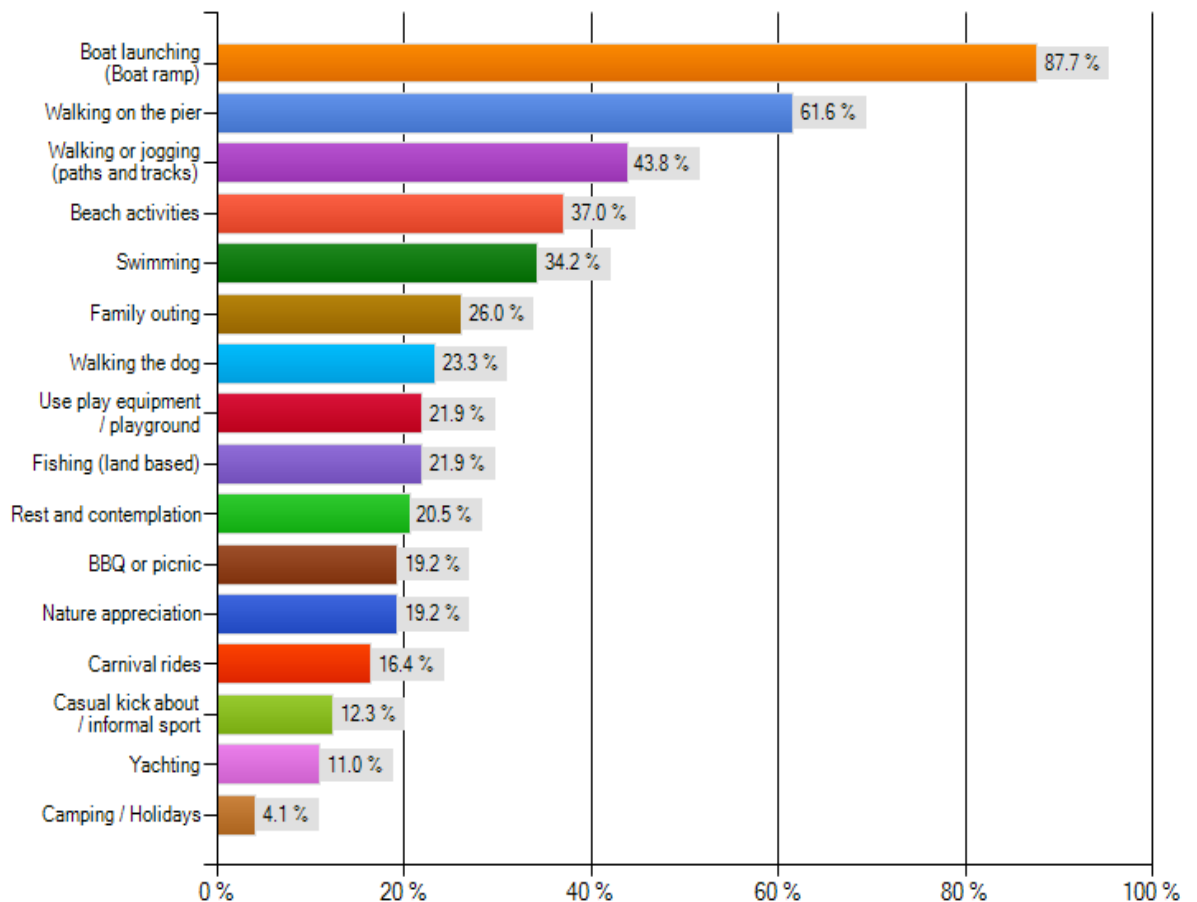
4. Community Survey Results

The following section provides a summary of the key results from the Community Survey administered as part of this project. The survey was available on Council's website between March – July 2012.

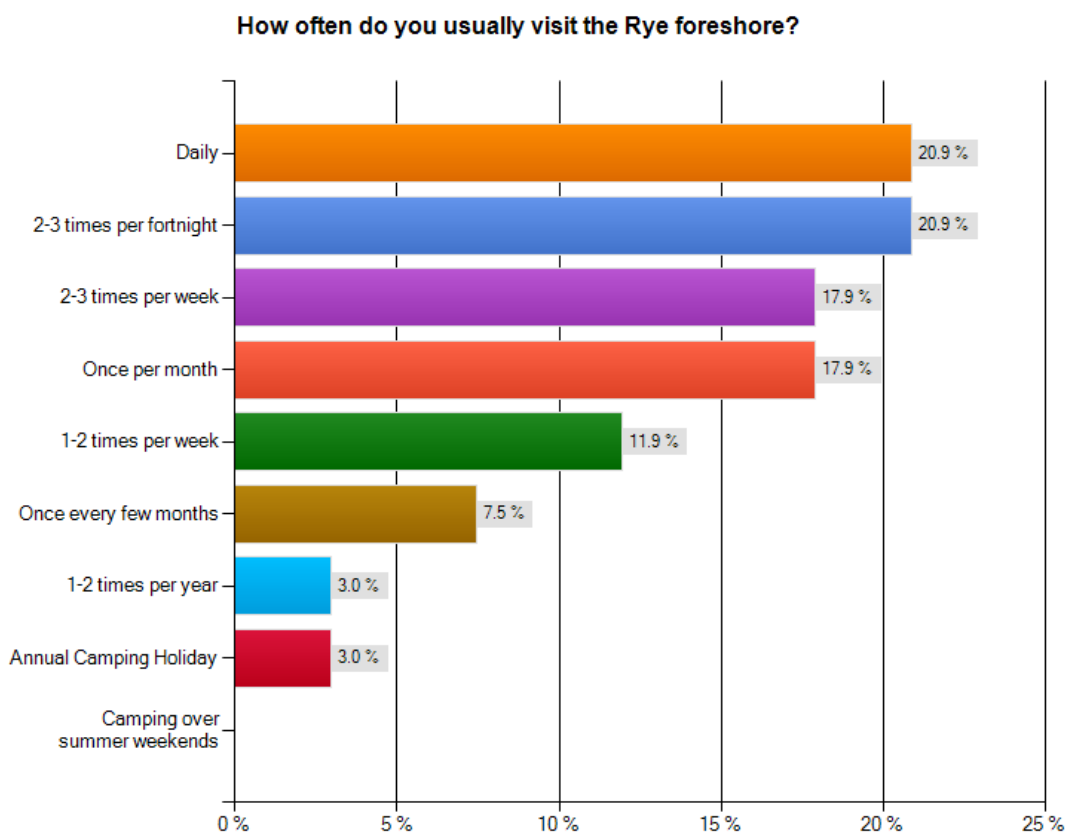
A total of 74 people started the survey, with 64 completing it (i.e. 86%).

Q1: Activities undertaken

What activities do you usually do when visiting the Rye foreshore? (Multiple responses are OK)



Q2: Frequency of use.



Q3: Like Most.

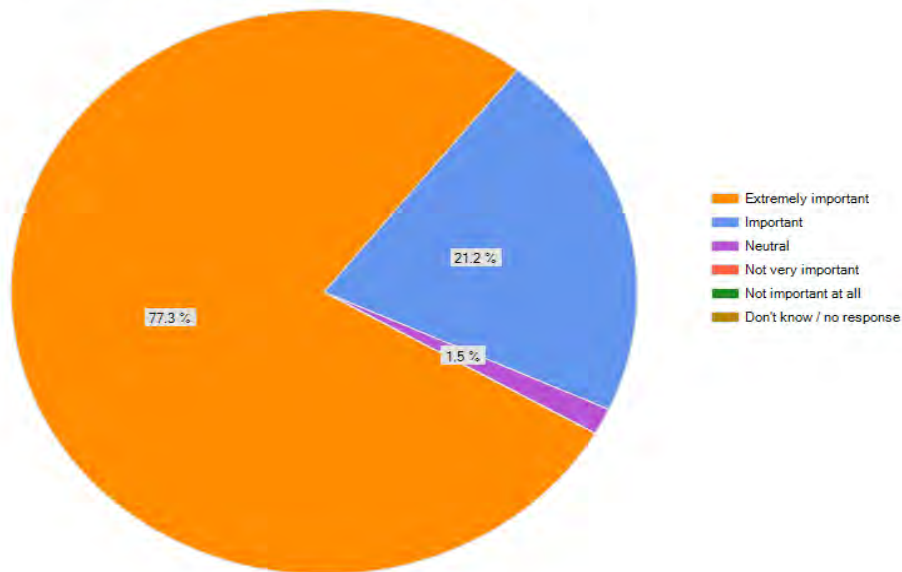
Common themes/words:	Approx % of total responses
• Beach	18%
• Clean	13%
• Boat ramp	10%
• Accessibility	10%
• Facilities	10%
• Walking	7%
• Fishing	7%
• Play	7%
• Shops	7%
• Canival	5%
• Launching	5%

Q4: Like Least (i.e. change or improve):

Common themes/words:	Approx % of total responses
• Boat launching	20%
• Boat ramp	15%
• Inadequate car parking	15%
• Poor quality facilities	15%
• Jet skis	10%
• Blocked storm water	10%
• Better signage	5%
• Access	5%
• Public toilets	5%

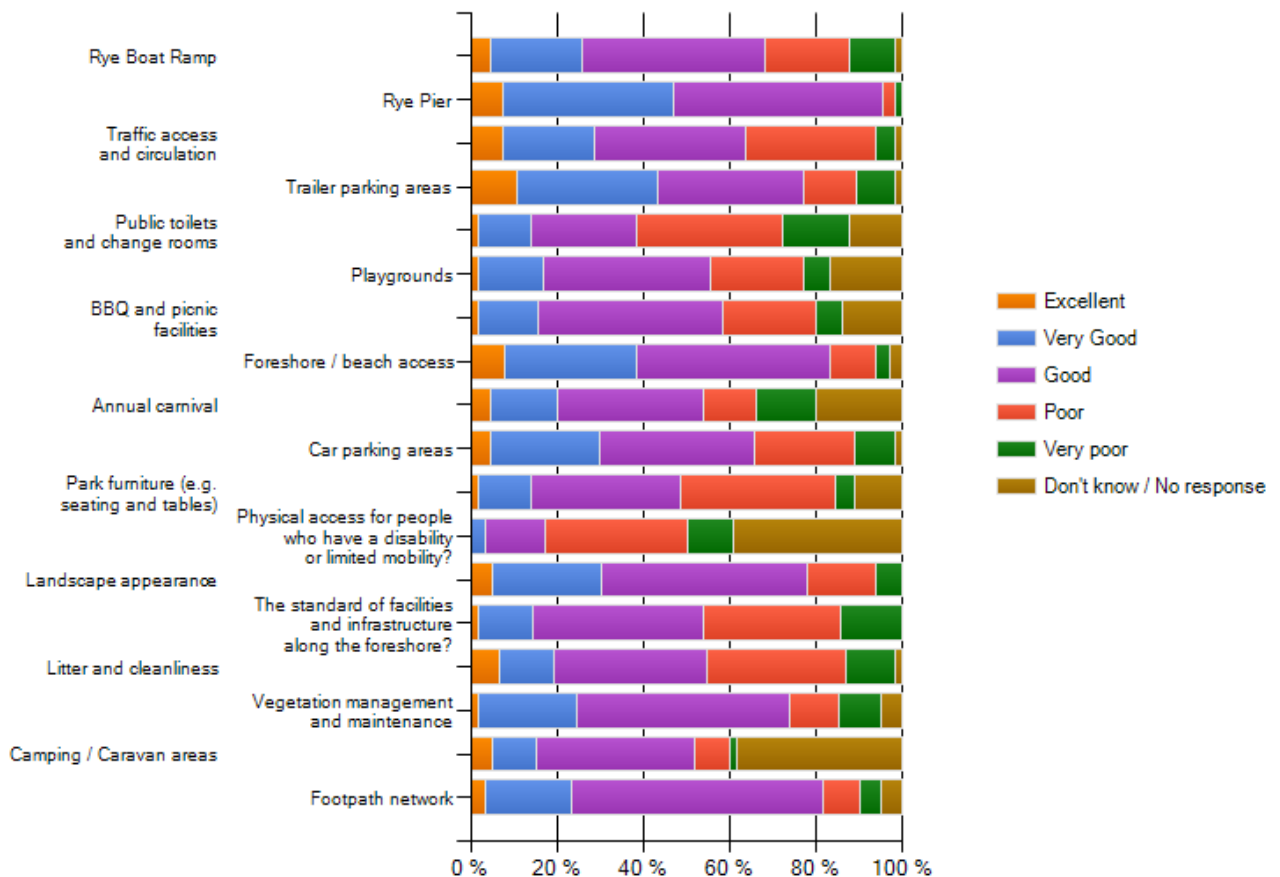
Q5: Importance rating of boat launching facilities.

Using the scale below, how important are the boat launching facilities to you? (Single response only)



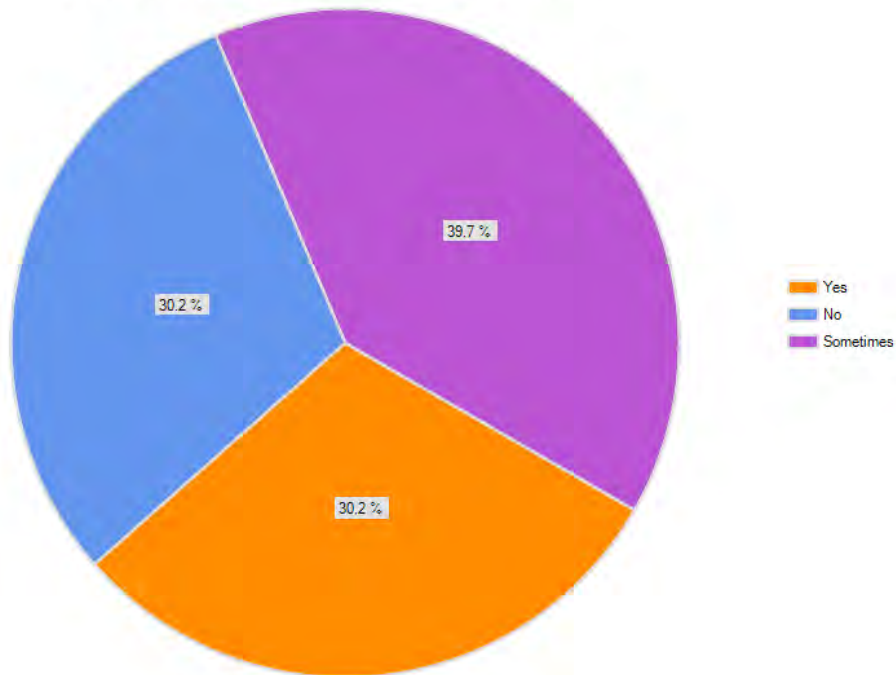
Q6: Rating of individual components / features.

Please rate the following items using the scale below... (Single response per item only)



Q7: Are your needs being met?

Overall are your needs being met at the Rye foreshore?



Key responses for “Sometimes”, included:	Approx. % of total responses:
• Poor quality facilities	23%
• Poor boat launching facilities	16%
• Pier	13%
• Sand build up	11%
• Water (congestion, access to deep water)	9%
• Trailer parking	6%

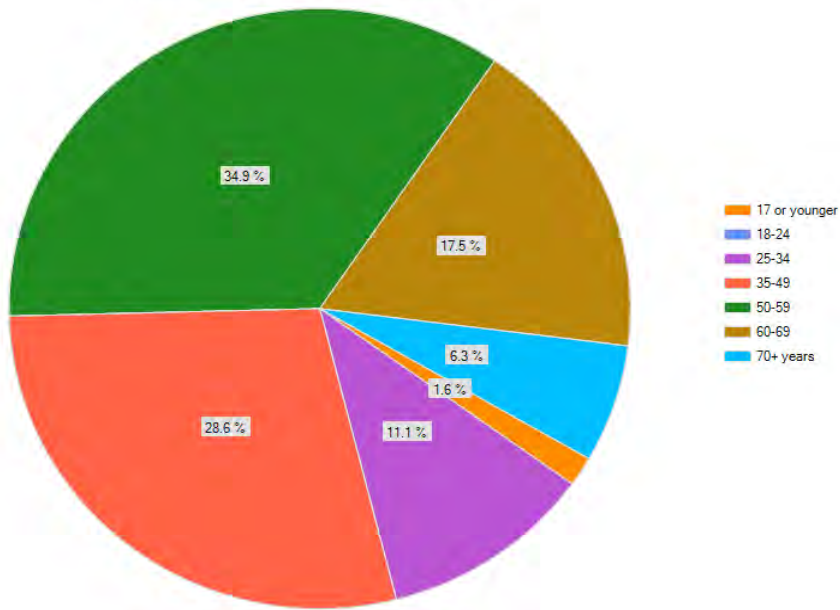
Q8: Priorities:

Summary of key themes in order to importance:

- Upgrade boat ramp and increase capacity.
- Improve car parking (traffic management and capacity).
- Improve general facilities (including wash down and fish cleaning station).
- Address issues associated with Jet Skis (e.g. separate launch facility, safety of beach users).
- Upgrade public toilets and change facilities.
- Upgrade/enhance vegetation.
- Improve signage.

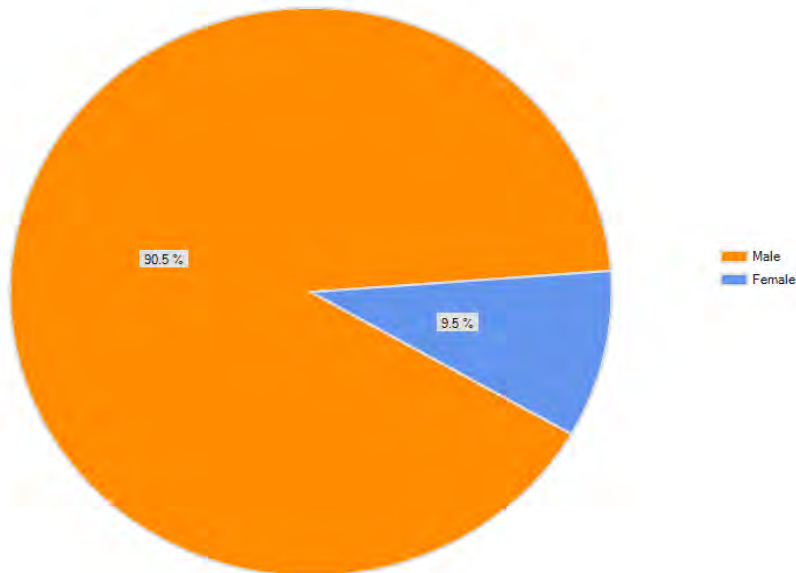
Q9: Age:

Which category below includes your age?



Q10: Gender:

Please select your gender?



Q11: Where do you live?

Most common responses:

- Rye 36%
- Tootgarook 16%
- Melbourne 11%
- Rosebud 10%
- Dromana, Blairgowrie, Fingal 3% each

5. Boat Launching Design Guidelines

The *Mornington Peninsula Boat Launching Review (2004)* prepared for Mornington Peninsula Shire by Beca Pty Ltd, identified the following desirable boat ramp characteristics:

- Protected wave environment;
- Safe access;
- All weather protection;
- Access to deep water at low tide;
- Car parking;
- Boat holding structure (jetty or pontoon) and lane dividers;
- Washdown and fish cleaning facilities.

Provision of these elements (where possible) is consistent with VRFish recommendations for boat launching facilities, however it is acknowledged that not all sites will be able to provide all of the facility characteristics noted above.

The WA Department of Transport released guidelines for development of boat launching facilities in November 2009 (*Guidelines for the Design of Boat Launching Facilities in Western Australia below the 25th Parallel*), key extracts relevant to the Rye facility include:

- Boat ramps and associated structures shall be designed in accordance with the recommendations of AS 3962, and for service and durability in accordance with AS 4997.
- Parking and manoeuvring areas for boat trailers must be of the appropriate dimensions to allow for a standard-sized car towing a 6.5m trailer with boat and motor.
- Providing the site has adequate shelter, the following are desirable characteristics of a boat launching facility.
 - Ramps shall be designed to AS 3962.
 - Be constructed of concrete, graded at a 1:8 slope, with a toe at a minimum of 0.6m (1 to 1.5m is preferable) below Lowest Astronomic Tide (LAT).
 - Have a 'waffle pattern' surface, comprising intersecting grooves of at least 25mm depth, angled at 45° to the main axis. As the main function of these macro-grooves is to provide a sound footing to people handling the boat, on or off the trailer, they should be of a scale suited to that purpose and have smoothed upper edges. A 'broomed finish' surface is also beneficial for vehicle traction.
 - Be 4m (wide) between kerbs, which should comprise substantial barrier kerbs on each ramp edge.
 - Preferably have an intercepting drain across the top of the 1:8 ramp to divert drainage from the approach pavements into a gross pollutants trap or infiltration basin.
- Any associated boat holding jetty should:
 - Be of a sufficient length for at least three boats to lie in line at each ramp lane.
 - Have a deck at least 1200mm wide between kerbs or chafers (whichever are the narrower).
 - Have a deck level at about 0.5m above Mean Higher High Water (MHHW).
 - Have chafers every 2m along each lane face, extending from 0.3m above LAT to 1m above MHHW, and ladders every third chafer each side extending from LAT to deck level.
- The associated approach roads and parking area should:
 - Be at least 500mm above Highest Astronomic Tide (HAT).
 - Approach the ramp with a suitable vertical curve as prescribed in AS 3962.
 - Have a marked approach 'slot' for each ramp lane, where a backing trailer can be aligned before reversing. Ideally this will be 30m long, with painted lines to guide the reversing driver.
 - Have at least the trailer parking capacity nominated in AS 3962, with at least 50 per cent paved.
- In addition, it is recommended that:
 - Stormwater is captured and pollutant traps are used to limit runoff back into adjacent waterways.
 - Approach and exit lanes incorporate lay-by parking for rigging and de-rigging boats on trailers.
 - An overflow trailer parking area is identified to accommodate peak, or future increases in, demand.

- Unsealed or overflow trailer parking areas are landscaped to guide orderly parking in busy periods.
- The addition of future ramp lanes is considered in the design. Note that double ramps can be built at a relatively minor additional cost compared to another single ramp at a later date.

These guidelines are relevant to the Rye Boating Precinct and will be considered into the overall site Master Plan, however more specific consideration will need to be given at detailed design and construction stages.

6. Demographic Characteristics and Population Projections

The following section provides an overview of selected population characteristics and projections for Mornington Shire and Area 14: Rye – Toorkarook – St Andrews Beach. The section concludes with a summary of potential implications for the Rye Boating Precinct Plan.

The main sources of information/extracts include:

- Mornington Shire Community Profile.
(<http://profile.id.com.au/Default.aspx?id=118&pg=260&gid=10&type=enum>)
- Mornington Shire Population Estimates.
(<http://forecast2.id.com.au/Default.aspx?id=118&pg=5000>)

6.1 Population and Growth:

The current (2012) estimated population of the Shire is 152,859 people. This is expected to reach 188,642 by 2031, representing an annual growth rate of around 1.11%, resulting in a 23.38% increase in population from 2012 to 2031.

Areas in the south of the Shire are more focused as locations for retirement, with many areas notably Sorrento, Rosebud and Rye having a significant share of their stock as holiday homes. This variety of function and role of the small areas in Mornington Peninsula means that population outcomes differ significantly across the municipality.

There are also significant differences in the supply of residential property within the Shire which will also have a major influence in structuring different population and household futures within Mornington Peninsula over the next five to fifteen years. Although much of the 'greenfield' opportunities within the Shire have now been developed, there remain large residual parcels which will provide new residential opportunities within Mornington, Mount Martha, Bitttern, and Hastings.

There is the continuing development of Martha Cove, which will provide a significant number of dwellings within Safety Beach over the next 10 years. There also remain substantial new residential opportunities across the municipality through the development of vacant lots and the subdivision of larger lots for the construction of units and medium density housing.

This has been a large source of additional dwellings between 2006-2011 within established urban areas of the Shire such as Hastings, Mornington, Dromana and Rosebud. Areas such as Crib Point, Mount Martha and Rye also have a number of larger lots, which are increasingly being redeveloped to provide medium density dwellings.

The establishment of activity centres within Rosebud, Hastings and Mornington will also encourage more higher and medium density housing forms, and mixed-use developments (with apartments over the top of commercial premises) in the future.

The southern areas of Mornington Peninsula Shire can also expect a significant number of new households as a result of conversion of holiday homes to permanent settlement. This pattern is likely to be uneven with areas along the Port Phillip coast more affected by this trend than those along the southern coastal strip (Somers, Point Leo, Flinders etc.).

In 2006, the total population of Rye - Tootgarook - St Andrews Beach was estimated at 11,801 people. It is expected to experience an increase of over 1,400 people to 13,220 by 2021, at an average annual growth rate of 0.76% per annum over 15 years. This is based on an increase of over 830 households during the period, with the average number of persons per household falling from 2.24 to 2.17 by 2021.

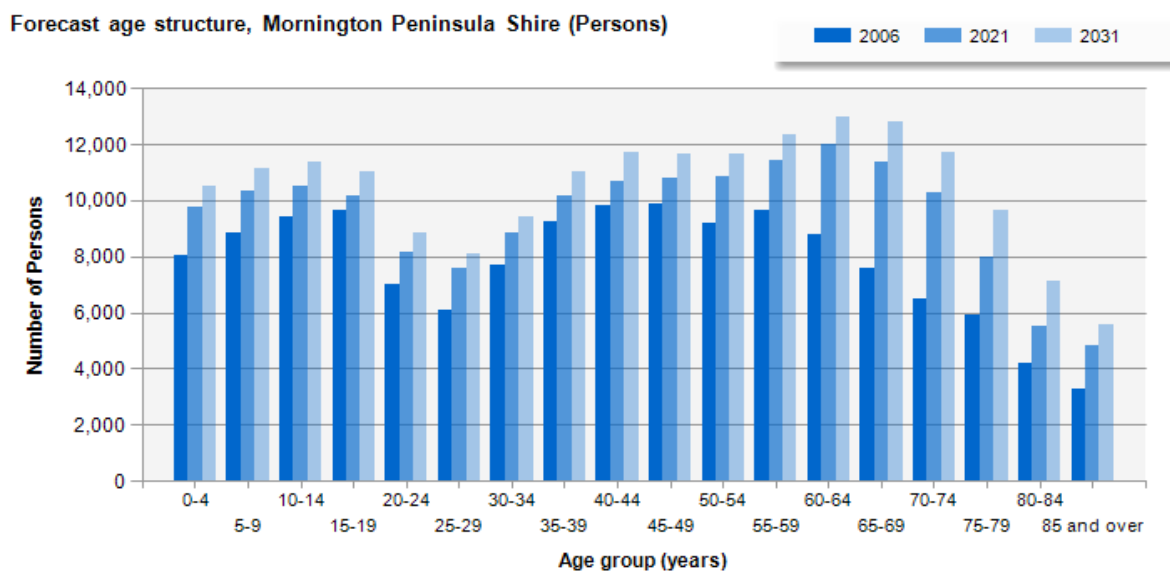
6.2 Age Structure

In 2006, the most populous age group in Mornington Peninsula Shire was 45-49 year olds, with 9,901 persons. In 2021 the most populous forecast age group will be 60-64 year olds, with 11,983 persons.

The number of people aged under 15 is forecast to increase by 4,340 (16.5%), representing a rise in the proportion of the population to 17.9%. The number of people aged over 65 is expected to increase by 12,614 (46.0%), and represent 23.4% of the population by 2021.

The age group which is forecast to have the largest proportional increase (relative to its population size) by 2021 is 70-74 year olds, who are forecast to increase by 59.0% to 10,307 persons.

These results are reflected in the following graph:



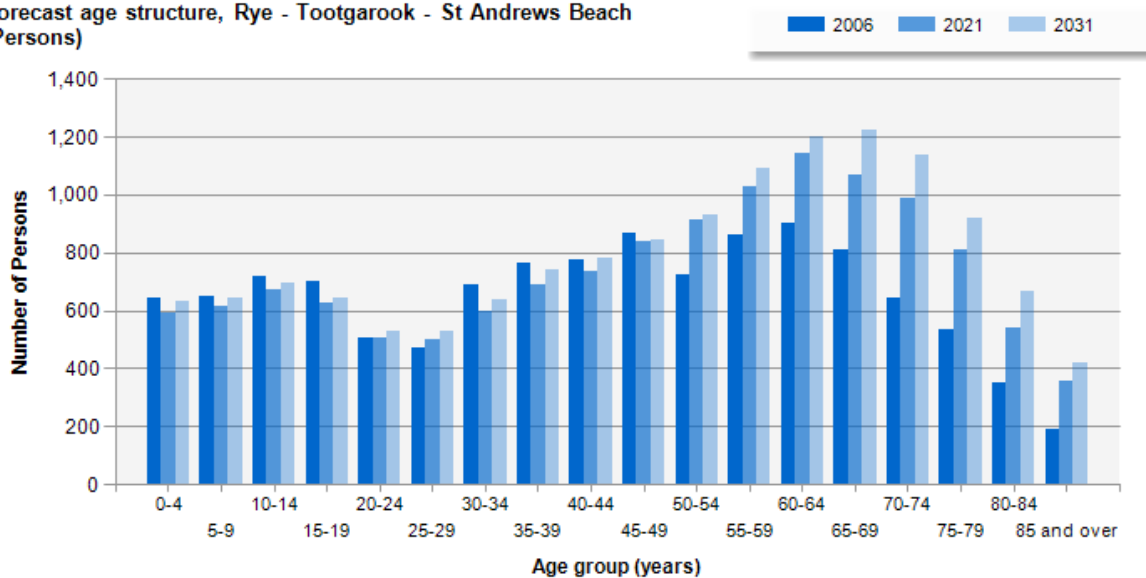
The ageing profile of the community will be even more pronounced in the Rye - Tootgarook - St Andrews Beach area.

In 2006, the most populous age group in Rye - Tootgarook - St Andrews Beach was 60-64 year olds, with 901 persons. In 2021 the most populous forecast age group will continue to be 60-64 year olds, with 1,143 persons.

However, unlike the Shire as a whole, the number of people aged under 15 is forecast to decrease by 130 (-6.5%), representing a decline in the proportion of the population to 14.2%, which will be lower than the Shire average of 17.9%. The number of people aged over 65 is expected to increase by 1,231 (48.7%), and represent 28.4% of the population by 2021.

The age group which is forecast to have the largest proportional increase (relative to its population size) by 2021 is 85 and over year olds, who are forecast to increase by 87.4% to 356 persons.

Forecast age structure, Rye - Tootgarook - St Andrews Beach (Persons)



6.3 SEIFA Index

The Index of Relative Socio-Economic Disadvantage (SEIFA) is derived from attributes such as low income, low educational attainment, high unemployment, jobs in relatively unskilled occupations and variables that reflect disadvantage rather than measure specific aspects of disadvantage (e.g., Indigenous and Separated/Divorced).

High scores on the Index of Relative Socio-Economic Disadvantage occur when the area has few families of low income and few people with little training and in unskilled occupations. Low scores on the index occur when the area has many low income families and people with little training and in unskilled occupations. It is important to understand that a high score here reflects lack of disadvantage rather than high advantage, a subtly different concept.

The Rye - Tootgarook - St Andrews Beach area has higher levels of disadvantage than the Shire average (i.e. SEIFA Scores of 982.4 compared to 1,026.2 respectively).

This is reflected in weekly household income data for the Rye - Tootgarook - St Andrews Beach area compared to the Melbourne Statistical Division, specifically the household income levels in Rye - Tootgarook - St Andrews Beach in 2006 shows that there was a smaller proportion of high income households (those earning \$1,700 per week or more) but a larger proportion of low income households (those earning less than \$500 per week). Overall, 9.1% of the households earned a high income, and 28.8% were low income households, compared with 24.7% and 17.9% respectively for the Melbourne Statistical Division.

6.4 Planning Implications:

The following planning implications can be drawn from the demographic and population analysis for the Rye Boating Precinct Plan.

1. Shire wide population growth, including within Rye - Tootgarook - St Andrews Beach, will increase demand for access to the Rye Boating Precinct and foreshore facilities.
2. Whilst Victorian data is not available, Tasmanian research indicated the average boat owner is male, aged over 40 years¹. The high proportion of adults aged 40+ in Rye, and the Shire as a whole, will contribute to increasing demand for access to boat launching facilities.
3. Infrastructure planning and development should consider the needs of an ageing community, including accessibility, safety and support amenities (e.g. seating, lighting, amenities etc).

¹ Marine and Safety Tasmania, *Recreational Boating Safety Review, April 2000, page 5.*

4. The high proportion of low income households and relatively high levels of disadvantage in the Rye - Tootgarook - St Andrews Beach area, will ensure affordability for access to launching facilities and car parking remains a key consideration.
5. In a broader sense, enhancements to foreshore facilities and infrastructure that support informal recreation, leisure and casual use (at no cost) are likely to be highly valued by the community.

7. Demand Assessment

The *Mornington Peninsula Boat Launching Review*, undertaken for Mornington Shire by BECA Pty Ltd (Sept. 2004) suggested that the following factors influence demand for boat ramp facilities:

- Population trends
- Boat ownership trends
- Major road projects
- Weather conditions
- Boat trip destinations

The report identified that the Rye Boat Ramp is suited for medium sized boats of between 4 and 7 metres, which coincides with the most popular boat size according to survey results conducted as part of the review (i.e. most popular craft are between 4 and 6 metres).

The report concluded that:

- The Rye Boat Ramp is an easily accessible facility with good quality parking for both cars and trailers.
- It is listed as a *Regional Boat Ramp* within the Victorian Coastal Strategy, which means that it is site accommodating a significant amount of recreational boating in appropriate conditions.
- The ramp has the potential to address future demand, and is able to accommodate further expansion and demand for parking facilities.
- The number of boats in the Mornington Peninsula is likely to increase significantly over the next 20 years in line with population growth.

In relation to trends in boat ownership, a recent report by NSW Maritime titled *NSW Boat Ownership and Storage: Growth Forecasts to 2026 (July 2010)*, noted that:

In general terms, growth in boat ownership in NSW has mirrored population growth. Moreover, there is little evidence on the effects of economic crises on boat ownership in Australia. While financial downturns have a lag effect on vessel ownership, there has been little suggestion that the Global Financial Crisis – even in its mild Australian form – has had any impact.

The report went on to note that ownership of recreational vessels across NSW has grown consistently over the 10 years to mid 2009 with an annual growth rate of 2.9%. This is similar to findings identified in the BECA report which identified a steady increase in the number of boat registrations at around 3% per annum (1998-2002).

The *Maritime Safety Incident and Demographic Report (January 2012)* by Transport Safety Victoria, identified that there were 359,736 Recreational Boat Operator Licenses issued in 2012, which is an increase of 40,272 licenses from 2009.

An exact percentage of the Victorian population that own boats was not available. However we can extrapolate from the Transport Safety Victoria figures as follows:

- Based on the estimated residential population in Victoria as at September 2011 (i.e. 5,640,000 people) this represents approximately 6.5% of all Victorian's have a Recreation Boat Operators License. It is assumed that license holders also own recreational boats.
- Therefore, based on the Mornington Peninsula Shire population, we can estimate that in 2012 there are approximately 9,936 recreational boat operators in the Shire (i.e. 152,859 people x 6.5% = 9,936). However, by 2031 this can be expected to increase to 12,262 recreational boat operators in MPS alone (i.e. 188,642 people x 6.5% = 12,262).
- This represents an increase in recreational boat operator licenses (i.e. recreational boat ownership) within the Shire of almost 24% from current levels
(NB: this reflects the anticipated overall population growth in the Shire i.e. 23.38% increase from 2012-2031).

It is acknowledged that these are broad estimates only, however, the figures support anecdotal evidence that demand for access to boat launching facilities in Rye is increasing and will continue to

increase as the population grows (i.e. in the order of 24% increase in demand from current levels by 2031, generated from within the Shire alone).

When combined with increasing demand generated from population growth outside the Shire, improving road infrastructure (therefore better access to Rye facilities), the popularity of the Rye ramp in terms of its location in the Bay and limited supply/capacity of other boat launching facilities, it can be conservatively expected that demand for access to the Rye facilities is likely to increase by as much as 25% over existing levels within the next 15-20 years.

8. Background Report Review

Planning Context:

The following section provides extracts and key information from a selection of existing documents that may influence development of the Rye Foreshore and Boating Precinct.

(NB: The order of document listing is not intended to reflect relative priority or importance).

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications for Rye Boating Precinct Plan
1	Changes on the Coastline of Port Phillip Bay, Office of the Environmental Monitor.	2011	<ul style="list-style-type: none"> The document is largely technical and historical in nature. It identifies and tracks coastal processes changes and influences on Port Phillip Bay. In relation to Rye, the report notes “Longshore drift alternates, but is roughly balanced over the year; there is a slight net westward drift at McCrae, and a slight net eastward drift at Rye Pier, where the beach on the western side is usually set forward”. 	<ul style="list-style-type: none"> A separate detailed Coastal Processes study for the Rye Foreshore area has been commissioned by Council. The Boating Precinct Plan will consider directions and recommendations as appropriate.
2	Mornington Shire Council Community Plan - Summary	2008	<ul style="list-style-type: none"> The community plan identifies five key pillars (or themes) for action, these are listed below along steps/actions relevant to this project: <ol style="list-style-type: none"> Nurturing our local character and sense of place: <ul style="list-style-type: none"> e.g. Ensuring that new developments and public places recognise and enhance local character. Protecting our environment and tackling climate change: <ul style="list-style-type: none"> e.g. Managing and protecting coastal areas for our community and future generations. Creating safe, healthy and engaged communities: <ul style="list-style-type: none"> e.g. Planning, developing and maintaining community assets. Supporting a sustainable Peninsula economy: <ul style="list-style-type: none"> e.g. Maintaining the Peninsula as a place to live, work and recreate. e.g. Focusing on year-round activities to support the local tourism industry. Being responsive, accountable and forward looking: <ul style="list-style-type: none"> e.g. Regularly engaging the community in diverse and innovative ways. e.g. Persistently and effectively advocating on issues of community importance. e.g. Ensuring we do everything we do, the best way it can be done. 	<ul style="list-style-type: none"> Development of a strategic plan to guide the future use, management and development of the Rye Boating Precinct is consistent with Council’s core objectives outlined in the Community Plan.
3	Mt Eliza to Point Nepean Coastal Action Plan: 2021	2003	<ul style="list-style-type: none"> The report highlights that the Port Phillip Bay section of coast will be subject to: <ul style="list-style-type: none"> Significant increases in visitation. Significant increases in recreational use (e.g. boating). It is important to note that the direction of Melbourne’s metropolitan open space strategy is to direct 	<ul style="list-style-type: none"> The Boating Precinct Plan will consider the key planning principles outlined in the CAP and plan for improved boating infrastructure to accommodate increasing

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications for Rye Boating Precinct Plan
			<p>demand from the Westernport Coast to the Port Phillip Bay Coast.</p> <ul style="list-style-type: none"> ○ Significant increases in permanent residential and commercial development as a result of the Melbourne 2030 strategy amongst other things. ○ Significant reductions in travel times for visitors (e.g. Scoresby Integrated Transport corridor). <ul style="list-style-type: none"> • The report notes the heritage listing of a shipwreck at Rye Pier (Eivon, 1918). • Given that the Peninsula accommodates a high percentage of recreational boaters from the Melbourne Metropolitan area, and given the decision to proceed with the Scoresby Integrated Transport Corridor the Peninsula could be subject to a significant increase in boating demand. The CAP suggested two scenarios for possible increases in registered boats in Mornington Shire, ranging from an increase of 300-900+ boats between 1998-2010. • The Township assessment for Rye noted: <ul style="list-style-type: none"> <i>“High visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity and water quality values and Medium ecological significance and rare and threatened species values.”</i> • Key planning principles for the CAP include: <ul style="list-style-type: none"> ○ Sustainability, ○ Biodiversity, ○ Access and equity, and ○ Sensitive design. 	recreational boating demand.
4	Rye Foreshore Reserve Landscape Master Plan Report	August 2008	<ul style="list-style-type: none"> • The study area for the Rye Foreshore Master Plan is the approximately 2km linear stretch of crown land reserve between White Cliffs and Government Road. • A number of issues are addressed relating to the over mature vegetation, sand drift and erosion, pedestrian safety, dated and worn furniture and the general visual presentation of the Foreshore Reserve. • Over 40 recommendations were made, with an estimated capital cost of in excess of \$3million, plus \$12,000 in annual recurrent costs. 	<ul style="list-style-type: none"> • The issues, directions and recommendations remained largely relevant and will be reflected in this project.
5	Rye Beach Coastal Erosion Report	1996/97.	<ul style="list-style-type: none"> • The report traces the history of asset development and coastal erosion being experienced along the Rye Foreshore. • The report recommends construction of a new groyne east of the existing pier in order to protect existing assets from ongoing erosion and to establish a wide sand beach. 	<ul style="list-style-type: none"> • The report recommendations do not appear to have been implemented. • The report is being superseded by the recent Coastal Processes Study commissioned by Council coinciding with this Boating Precinct Plan. • The historical nature of the information is noted, however there are no direct implications for this project.
6	Victorian Coastal	2008	<ul style="list-style-type: none"> • The report presents a number of general principles and functional design guidelines for 	<ul style="list-style-type: none"> • The VCC Siting and Design Guidelines will

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications for Rye Boating Precinct Plan
	Strategy; and Siting and Design Guidelines for Structures on the Victorian Coast		<p>development of infrastructure on the Victorian coast.</p> <ul style="list-style-type: none"> • General Principles for Coastal and Marine Management and Design, include: <ul style="list-style-type: none"> ○ Sustain ○ Protect ○ Direct ○ Develop • Functional design guidelines include: <ul style="list-style-type: none"> ○ Functional Guidelines ○ Cultural and Aesthetic Guidelines ○ Ecological Guidelines 	be considered when developing the Boating Precinct Plan.
7	User Expectations and Improvements for Public Boat Ramps in Westernport and Port Phillip Bays	Final Report 2010	<ul style="list-style-type: none"> • The report was developed by VRFish (Victorian Recreational Fishing Peak Body) on behalf of its members and the fishing community. • The report's focus is on lower cost and shorter term improvements that can be implemented and that will make public boating facilities easier to use and less frustrating for owners and operators of recreational trailer boats. • VRFish Observations of the Rye facility include:: <ul style="list-style-type: none"> ○ This facility has very high potential for expansion. It has a very large area for trailer parking. If the car park was redesigned, the parking capacity would be substantially increased. There is far too much landscaping. ○ This site is suitable for a facility handling considerably more boat traffic than as is at present. A sea wall is also needed as part of this redevelopment. ○ The channel to deeper water does not follow existing channel markers. When the channel turns to the north, it is on the wrong side of the red marker post. This is a serious issue. When boats first enter the channel from the bay, boats were touching the bottom at the lowest tide for the month. ○ The channel at the jetty/ramp is too narrow for manoeuvring boats at busy and rough times. The channel needs to be dredged which is a substantial project, given the long length of the channel. ○ The end of the ramp has been excavated with a substantial drop off from the ramp. • Specific recommendations for the Rye Boat Ramp include: <ul style="list-style-type: none"> ○ Install webcams which provide real-time usage information and launching times (VRFish Priority No. 1). ○ Dredge channel to align with channel markers ○ Install wheel stops at end of ramp and wheel stop advice signs/markers ○ Review the need for the installation of an angled grooved surface on existing ramp lanes – given a medium priority when inspected 	<ul style="list-style-type: none"> • Opportunities to implement the VR Fish recommendations will be considered in the Boating Precinct Plan.

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications for Rye Boating Precinct Plan
			<ul style="list-style-type: none"> ○ Paint reversing lines ○ Install fish cleaning table with shade roof ○ Install second ticket machine with coin and credit card payments. 	
8	<p>Mornington Peninsula Boat Launching Review Prepared for Mornington Peninsula Shire By Beca Pty Ltd</p>	<p>Sept. 2004</p>	<ul style="list-style-type: none"> • The aim of this study was to provide a strategic framework for asset management of the Mornington Peninsula Shire's boat launching facilities and to determine the current condition of these boating resources. • Desirable ramp characteristics identified from consultation and background information include: <ul style="list-style-type: none"> ○ protected wave environment; ○ safe access; ○ all weather protection; ○ access to deep water at low tide; ○ car parking; ○ boat holding structure (jetty or pontoon) and lane dividers; ○ washdown and fish cleaning facilities. • A combination of increasing population with escalating boat registrations as well as road projects such as the Mitcham-Frankston freeway all influence the number of people frequenting boat ramps along the Mornington Peninsula. • Findings specific to Rye include: <ul style="list-style-type: none"> ○ The Rye Boat Ramp is an easily accessible facility with good quality parking for both cars and trailers. It is listed as a Regional Boat Ramp within the Victorian Coastal Strategy, which means that it is site accommodating a significant amount of recreational boating in appropriate conditions. ○ In order to sustain the ramp's capacity the following maintenance needs to be implemented urgently of within the next one to five years: <ul style="list-style-type: none"> ▪ Nails need to be hammered in. ▪ Lane barriers need to be replaced. ○ Medium term and routine maintenance required includes: <ul style="list-style-type: none"> ▪ Minor cracking in the concrete dividers ▪ 17 lane barriers need replacing ▪ there is evidence of surface rust on the steel rebar. ○ Longer term development: <ul style="list-style-type: none"> ▪ This ramp has the potential to address future demand, and is able to accommodate further expansion and demand for parking facilities. ▪ Suggestions have also been to extend the jetty to meet with excessive demand and provide wash down and fish cleaning facilities. 	<ul style="list-style-type: none"> • Ongoing demand for access to the Rye Boat Ramp is expected to grow. • Consider opportunities to increase the capacity of the car/trailer parking area (i.e. maximise efficiencies within the existing footprint). • Consider options to improve facilities to increase the capacity of the ramp, including support infrastructure (e.g. wash down, fish cleaning etc). <p><i>NB: It is assumed Council has addressed the routine maintenance issues identified in the 2004 report.</i></p>

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