

Boating Western Australia Inc



BOATING WESTERN AUSTRALIA INC.

SUBMISSION TO

Perth Recreational Boating Facilities Study

Planning for Future Needs

Technical Report No. 444

May 2007

Department for Planning and Infrastructure

New Coastal Assets Branch

Marine House 1 Essex Street FREMANTLE WA 6160

29th July 2007



ABN 54 351 799 424

*P.O. BOX 1080
CLAREMONT 6910*

WESTERN AUSTRALIA

Fax & Voice Messages 9335 3296

E-mail secretary@BoatingWA.com.au

Website www.BoatingWA.com.au

CONTENTS

Page 2 Introducing BoatingWA

Page 3 Executive Summary

**Page 4 Observations on Perth Recreational Boating Facilities Study, Planning for
Future Needs, Technical Report No. 444
Short term (to 2012)
Medium term (to 2018)
Long term (to 2025)**

**Page 6 BoatingWA's responses to conclusions, recommendations and comments on
sections of the draft:**

Page 7 Appendix 1 - Brighton Beach 2500 pen marina in England

Introducing Boating Western Australia

Boating Western Australia Inc. (BoatingWA) is a community based association with a membership comprising recreational boaters and boat owners, many of whom are members of yachting and boating clubs across Western Australia. Membership of our association is open to people of all recreational boating interest; both sail and power, and does not commit the individual to the economic and social obligations of club membership.

Among other functions, the role of BoatingWA is to provide a platform of representation for all people with recreational boating interests, so that they have a collective voice with which to negotiate with government and other agencies.

BoatingWA depends on individual membership and has no commercial or political affiliations. BoatingWA is non aggressive in its aims and seeks better understanding through informed dialogue. We have a wish to be informative, influential and helpful in the furtherance of the interests of our members. We can positively assist government through community education and participation.

Most importantly, BoatingWA is the only group with broad representation of the total boating community. The mature, collective boating experience within BoatingWA is of great value. We can safely say that this pool of experience is greater than that within any government department. It follows then that this experience, if properly used, can be of great benefit to government in achieving workable policy with easy social cooperation and at minimal cost.

Through our office, magazine, website and extensive boating community contacts with clubs, and personal contact, we will continue to build upon the improving conscientious attitude of experienced skippers to promote appropriate 'messages' to the boating community. Recent local experience has shown that peer pressure is a more valuable and effective commodity for changing attitudes and improving socially and environmentally acceptable behaviour.

The boating community has traditionally maintained a respect for those with greater maritime experience.

Executive Summary

The Perth Recreational Boating Facilities Study examines the recreational boating facility needs of the Perth metropolitan area to 2025 and proposes a schedule of development options, to meet the growing demand.

Recreational boating facilities comprise formal structures such as boat ramps and associated infrastructure including car and trailer parking, swing moorings, boat storage and boat pens. This study proposes a development strategy that can meet the demand from now until 2025.

BoatingWA consider that there has been poor forward planning of the infrastructure of public facilities in the Perth metropolitan area; BoatingWA hopes this document will promote the Western Australian Planning Commission to be proactive in the planning for future areas where “marine infrastructure” is possible and not bandaid solutions to appease the recreational boaters.

The study seems to focus on areas where existing facilities exist and provides minimal examples of any further development potential, to the extent of stating “Swan River facilities are now at capacity and there is little potential for expansion”.

If the potential expansion of boat ownership becomes reality, not only will recreational boaters have nowhere to ‘house’ their boat, they will have to contend with extreme overcrowding when they go to existing weekend and holiday destinations. We believe that any facilities to domicile recreational boats should also have facilities for transit visitors to stop and enjoy.

BoatingWA also see a shift to a bigger average boat size in coming years.

The recreational Boating facilities Scheme is “responsive only” and has had little take up because local authorities have to fund 50% and accept the ongoing maintenance. We recommend this be opened up to other development, other than just councils. This may provide incentive to organisations to develop public facilities in private marinas.

With a predicted shortfall of 997 pens and moorings by 2025, something serious must be done. The shortage at the moment may be close to that, the status quo cannot continue. Monitors should be put in place to ensure the 188 pens/moorings are being supplied each year and to review this document on a five yearly basis.

We recommend Western Australian Planning Commission zones land for marina use as soon as land is opened for development.

We recommend more land be zoned for marina use on the Swan / Canning River.

Observations on Perth Recreational Boating Facilities Study, Planning for Future Needs, Technical Report No. 444

Short Term (to 2012)

Existing Public Sites:

Expansion of facilities at the Jervoise Bay (Woodman Point) recreational boating precinct.
The Recreational Boating Precinct in precinct 38 should be expanded to include the degraded area to the south. This would be an ideal location to provide a future marina.

Expansion of boat pens in the Hillarys Boat Harbour.

Expansion of boat moorings and storage at the Fremantle Fishing Boat Harbour.

Formalisation and expansion of the swing moorings in Mangles Bay.

Mangles bay swing mooring area is also a popular holiday destination for recreational boats and the two clubs there encourage visitors. Some insurance companies will not insure boats domiciled on a swing mooring in Mangles bay because of the exposure to the North Westerly winds. This would have to be addressed.

Expansion of swing moorings (within the existing mooring controlled areas) on the Swan and Canning Rivers and review of the levels of occupancy.

See our response to 'The Swan River Trust Draft proposal for a Boating management Strategy' and a summary of 6.3.1 on page 6.

Existing Private Facilities:

Expansion of boat pens at the Mindarie Marina.

Expansion to the ramp at the Two Rocks Boat Harbour.

Proposed Sites:

Development of private marina pens at Port Coogee.

Development of a coastal public boat launching facility in the Fremantle area (Stage 1).

The site should be selected early in this period, opening ramps on the north side of Fremantle may see extra congestion on the roads on weekends, but will ease river traffic through the harbour.

Medium Term (to 2018)

Existing Private Facilities:

Expansion to the mooring capacity of Yacht Clubs.

Recently, two clubs on the river have asked for their water lease to be expanded and been refused. Expansion of yacht clubs, either of their water lease or inside their lease boundary should get a sympathetic hearing while there is an extreme shortage of pens.

This item should be in short term and listed as ongoing.

Yacht clubs should also be considered in the development of new coastal facilities. Presently, only one has an annex, others may be interested in a similar scheme, if river facilities cannot be expanded.

Expansion of moorings in Two Rocks boat harbour.

Apparently there are 40 boats on the wait list to get pens. There is plenty of room inside the marina and it just needs approval to go ahead.

Proposed Public Facilities:

Development of marina in Mangles Bay (Stage 1).

We recommend that the Mangles Bay marina be shifted to Short Term, this proposal has been planned for years and it should be fast tracked to alleviate an immediate shortage. The opening of this facility will see an easing on the river through a shift, by some, to house their boats safely there, as no facility exists for safe storage in this area.

Coastal public boat launching facility in the Fremantle area (Stage 2).

Development of the Port Kennedy public ramps.

The southern corridor is a fast growing area and a demand for facilities will expand. A marina should be planned in this area.

Proposed Private Facilities:

Development of the Eglinton Marina including ramps and pens.

New Initiatives Proposed:

Development of a new public harbour near Alkimos on the northern Metropolitan coast (Stage 1).

Long Term (to 2025)

Existing Public Facilities:

Expansion of the ramps at the Cape Peron Boat launching harbour.

With the realignment of the Garden island causeway this can proceed without the fear of silting.

Proposed Public Facilities:

Marina in Mangles Bay (Stage 2).

This should also consider the management of some facilities by the existing clubs in the area (Cruising Yacht Club and Mangles bay Fishing Club)

New Public Initiatives Proposed:

Development of a new harbour incorporating the existing Ocean Reef boat launching facility.

A study is being undertaken at the moment, this development should be able to proceed as soon as the feasibility study is finalised.

Development of a new harbour near Alkimos on the northern Metropolitan coast (Stage2).

Development of stage 1 of a new harbour at a site to be selected on the central Metropolitan coast (or an expansion to existing harbour/s).

The site should be selected well before this.

BoatingWA's responses to conclusions, recommendations and comments on sections of the draft:

We agree that boating numbers will grow at a faster rate than the general population. Planning for boating facilities must be put in place at the same time as Western Australian Planning Commission zones land. The explosion of growth up and down the coast sees new town centres being planned, but minimal marine recreation facilities to suit current demand.

6.3.1 Swan and Canning river formal swing moorings.

The sheltered waters of the Swan River System are an ideal area for recreational usage. The current mooring system should be overhauled. The reason moorings are under utilised is 60% of these are not 'home' for any vessel, but used as a weekend or holiday destination. Allowing casual use of these would free up more area for permanent moorings. We recommend a three tiered system, (instead of the existing two)

1. Permanent Occupancy moorings (existing)
2. Casual moorings (existing)
3. Recreational moorings. Identify mooring owners who do not domicile on their mooring(s) and give the authority the ability to add 'authorised users' to it as well as allowing casual use, similar to casual moorings. We recommend a colour code for maximum size boats.

See DPI document: "Requirements and Conditions for Installing, Moving or Selling a Mooring on the Swan and Canning Rivers".

We have noticed there is no sign of a proposed site between Hillary's and Fremantle (precinct 21 to 33). This is surely an oversight. There should be proposals on the horizon, even to start people talking about it. We were told the Rous Head facility (precinct 33) is out of the question. It is common knowledge that any proposal, anywhere along the coast, will create outrage from some parts of our society, even a mention of a marina at Leighton beach (precinct 32) created letters to the editor with reasons why it should not be there and would not work. A facility should be pencilled in either at Leighton or Swanbourne or both. If a facility is needed it must be put in.

We also recommend a public marina be attached to the proposed Fremantle Ports' new outer harbour container facilities at Kwinana. An island design about one kilometre offshore and linked by an open spanned bridge to an extension of Rowley Road, north of the Alcoa refinery; and a partially land-backed facility located just south of Alcoa that would include reclamation of the foreshore and an island component with a freight link via Anketell Road.

As the user base increases, the shortage of places to visit will also be in demand, many places where visitors could go (e.g. Old Perth Port Jetty) are sub leased to one licensee and the boat occupants must buy products from that specific lessee. This stops visitors from enjoying other facilities in the area.

There should be short term facilities up and down the coast at every existing and new marina, for hourly and overnight visitors.

There is no mention of extra moorings to be available in Mounts Bay, all proposals of the Mounts Bay redevelopment show moorings or pens outside the board walk between Barrack St and the Narrows Bridge.

The example in *appendix 1* is from Brighton Beach in England, the authorities put a 2500 pen marina out from the white cliffs amid outrage from the locals, After 10 years it is now accepted and has become part of the tourist attractions in the area.

Appendix 1.



Brighton Marina