



## **A PLAN TO INTERGRATE AND CONNECT RECREATIONAL BOATING WITH THE BATEMANS BAY BUSINESS PRECINCT (Proposal for Floating Pontoons in the CBD)**

### **References:**

Meeting between representatives from; the Batemans Bay Tourism & Industry Chamber President, David Maclachlan and Andrew Constance MP, Melinda Pavey MP, and State Officers. Discussions included Floating Pontoons in the CBD as infrastructure having high value impact for relative small cost. David Maclachlan agreed to forward proposal to RMS.

### **Preamble.**

The two major contributors to the Gross Regional Product of the Eurobodalla Shire are tourism and the aged care and allied industries. Our largest industry being Tourism has experienced steady decline in visitor spend and numbers for the past 8 years according to Tourism Research Australia data. Private and public tourism infrastructure has been identified by various studies as a solution to employment issues (RDA Skills Audit 2013), and increasing visitor spend (DNSW Eurobodalla LGA Assessment).

The Batemans Bay Business and Tourism Chamber have presented at NSW Ports Strategy Workshop, Eurobodalla Shire Council and Regional Development Australia a vision for integrated infrastructure at the coastal interface. The interface enhancement is important in attaining a critical mass of infrastructure to warrant being a significant coastal destination.

One central piece of infrastructure required at Batemans Bay are Floating Pontoons to enable Recreational Boats, PWCs, Seaplane, mobility limited persons and possibly cruise ship tenders to access our town centre and seaside boardwalk.

The need for Floating Pontoons has been identified by the Batemans Bay Business and Tourism Chamber, Batemans Bay Marina, Recreational Boating/Fishing groups and Bay Push (private organisation sponsoring inclusive infrastructure). Eurobodalla Shire Council is supportive of our request to RMS.

The proposed floating pontoons in Batemans Bay will have regional impact. Batemans Bay is the designated regional commercial hub with the CBD surrounded by waterways on three sides. Without floating pontoons there is no practical recreational boating access to the CBD. Batemans Bay Marina operators note that when recreational boats depart the Marina there are no other public jetties available.

The seaplane operators are now licenced to land on the water adjacent to the CBD, yet do not have pontoon access. The Seaplanes feature in Eurobodalla's and Tourism Australia's national and international marketing.

Commensurate with inclusive infrastructure being built in the Batemans Bay area there is a need for a lift on a floating pontoon in the CBD as proposed.

## **Current Amenities**

The boating public is serviced by a quality private marina which caters mainly for yachts and larger type motorised vessels and which is now occupied to its current capacity.

There is a first-rate council owned boat ramp facility at Hanging Rock (some two kilometres east of the Clyde River Bridge, in close proximity to the marina), consisting of two parallel floating docks and a three-vessel wide ramp. The Marine Rescue facility adjoins.

Two further minor public boat ramps are located immediately west of the bridge on either side of the river.

Finally, there is one public wharf available to boat owners on the west side of the river near to the CBD but of such height that it is largely unusable by recreational craft.

## **Pontoons**

Two sites adjacent to the Batemans Bay CBD have been identified. They incorporate existing underutilised riverside assets that can be readily adapted to the envisaged use.

For the purpose of this paper, the pontoons will be referred to as:

- A. *Multi-use Pontoon including inclusive lift for limited mobility boat users*
- B. *Multi-use Pontoon designed to accommodate Seaplanes*

Attached to this document are two schematics setting out suggested pontoon designs. These drawings are indicative only as our organisation does not have the expertise to enter formal designs for approval. Essential components are outlined in the section below.

### **Justification for 2 x 30 metre pontoons.**

The average length of boats in the Batemans Bay Marina approximately 10metres. The length of boats launched at ramps is less than 10metres. Therefore it is suggested that Pontoon A design accommodates the equivalent of 3 x 10m boats, Pontoon B accommodates th equivalent of 5 x 10m boats.

Marine Rescue, Hanging Rock, Batemans Bay recorded 794 "log-in's" for the month of January 2017. According to the officer-in-charge, only one in three skippers register on when launching. This then equates to 2382 boat journeys for the peak month or around 80 vessels per day.

To this must be added those boats launched from the other two boat ramps and journeys from up river at Nelligen, for which there is no record maintained.

The Manager at Batemans Bay Marina calculates 20 boat movements per day for January. These are typically larger vessels.

There is no mooring point at which the boating public may get a coffee, groceries or fishing bait/tackle.

Pontoon A will ideally be used for the transfer of the disabled to vessels, temporary mooring of recreational boats and PWC's. The second pontoon should be available for larger vessels and for longer periods; lunch, for example.

Pontoon B will ideally be used for temporary mooring of Seaplanes, recreational boats and PWC's. This pontoon should be available for larger vessels and for longer periods; lunch, for example. This area is already devoid of moorings which allows for convenient seaplane navigation.

## PONTOONS PROPOSED LOCATIONS



### Pontoon A

The pontoon shall comprise:

1. Seagrass friendly pontoon – 30M x 2.5M with 600mm freeboard.
2. Wheelchair accessible, requiring a 28 metre x 2.00 metre gantry with a 1:14 gradient.
  - a. See attached calculations for tidal extremes.
3. Disability Hoist, similar to 'Hereford Hoist' (picture attached).
4. Entrance to wharf to be protected with child proof pool fence and gate.
5. Main pontoon mounted parallel to shore to minimise tidal drag.
6. Consideration to be given to the use of, or a combination of; telescopic pylons, standard pylons, and/or mooring blocks with very heavy chain links.

N.B. schematic annexed

Location is as indicated (A) above and approximately, 70 metres East of North Street, providing access to the Stockland Shopping Mall and arcade shops.

At this site, there is an underutilised public wharf, utilised as a viewing platform and which is one of five similar structures along the shared coastal pathway.



Multi-use Pontoon (A) Site. Wharf in foreground.

### **Pontoon B**

This pontoon shall comprise:

1. Pontoon – 30M x 2.5M
  2. Separate seaplane docking pontoon – 300/400 deck above water surface.
    - a. Pontoon – 8M x 2.5M
    - b. Must have 7.00M in length, clear above pontoon deck to accommodate wings turning circle.
  3. Possibly moored off wharf to allow mooring on both sides of pontoon.
  4. Mounted parallel to shore to minimise tidal drag.
- N.B. schematic annexed

Location is indicated (B) in main photograph above and approximately 180 metres West of North Street. It provides ready access to main street strip shops and 'Bridge Plaza' shopping centre.

At this site, there is a part demolished wharf which is decorative, rather than functional.



Boat Pontoon (B) Site.

This area is free of seagrass and requires no consideration in this regard.

## **Inclusive Tourism (Disability Friendly)**

The Bay Push Inc. is an organisation responsible for the establishment of the Corrigans Reserve Inclusive Playground. The Bay Push who has a mission to make Batemans Bay an inclusive holiday destination. Inclusive tourism accounts for \$8.5B pa of the Australian holiday market. Recreational boating and fishing are activities encouraged for tourists with a disability.

It is intended to install a wheelchair hoist on the proposed pontoon (A) and at the Hanging Rock boat ramp.

The access ramp to the pontoon will need to be designed to accommodate wheelchairs.

Access to the Hanging Rock boat ramp is wheelchair enabled and it is recommended that the hoist be installed at the far-right hand end (pictured) of the finger pontoon.



East side boat pontoon at Hanging Rock Boat Ramp

## **Seaplane Usage**

Discussions have been held with South Coast Seaplanes of Moruya, who have floating pontoon docks at both Moruya and Narooma.

It has been their desire to have a presence at Batemans Bay, but an absence of a suitable docking facility here, has so far prevented their participation. The company has approval to land on the northern side of the Clyde River, east of the bridge and from there it is a short taxi to the proposed pontoon.

If a suitable pontoon eventuates, this may lead to services via a 10-seat craft to and from Moruya, Narooma, Canberra, Sydney and other charter destinations.

Further general considerations for pontoons:

1. Time limits for boat mooring.
2. Seaplane exclusive mooring area.
3. Fishing area at one end of pontoon to be set aside for children..

Enclosures:

- 1) Schematic – Pontoon (A)
- 2) Schematic – Pontoon (B)
- 3) Hoist