



13th February 2019

Dear Black Point Property Owner

Further to our advice to you in November last year I would like to bring you up to date with the latest developments regarding the boat ramp and beach erosion.

1. In December we carried out a trial sand cart to look at the quality and logistics of the beach replenishment project and to meet the requirements of the Department of Environment and Water. 1100mt was delivered and successfully met all the tests and we are now preparing to carry out a further sand cart of 4000mt in March to cover the exposed clay and bedrocks. This should stabilise the beach and provide some protection over the coming winter months.
2. The replacement ramp has been redesigned and we have submitted a development application to Council to get the approval process underway and to ensure there are no delays when we are ready to rebuild.
3. We have corresponded with SABFAC, Council and the Government regarding funding for the sand carting and ramp rebuild. Its too early to comment on any progress at this stage but we will keep you informed, hopefully at our AGM on Easter Saturday.
4. The main purpose of this update is to show you what the rebuilt ramp will look like and how it will be built. I have attached three drawings to show the changes to the existing ramp but unfortunately they are engineering drawings and may be somewhat complicated to interpret if you are not familiar with reading plans.

The major objective is to remove the groyne effect that is affecting sand movement by returning the ramp to the same height as the old ramp which was demolished in 2014. The new ramp will hit the beach at the same level as the old ramp, follow the beach level and be the same length as the current ramp. As we are dealing with natural events, we cannot guarantee a return to a pristine beach but we will be no worse off than before the current ramp was built.

The main points are:

- The top of the ramp will be lowered by 45 cm by making the approach steeper from the curve in the current down ramp and sloping the reversing bay from the end retaining wall. (see Drawing 1 & 2)
- The ramp will be 137 cm lower than the current ramp at the point where the original ramp was level with the sand. (see Drawing 1 & 2)
- The ramp will be at beach level and longer than the original ramp. (see Drawing 1)
- The rock walls along the side of the ramp will be reduced. (see Drawing 1)

However, to achieve the desired result the proposed new and safer ramp will not be as user friendly as the current ramp. The main differences between the proposed ramp and our existing ramp are:

- The initial down ramp will be steeper as there is no alternative to get to the lower levels we require. The surface will be deeply grooved and high enough not be continually underwater so we hope algae growth and slipping hazards will be minimal.
- Depending on your car and trailer configuration, low trailers may drop out of view as they pass over the crest of the ramp when reversing down empty. The crest at the top and the trough at the bottom of the slope will be shaped for a smooth transition between grade changes.
- The long flat section of the ramp at beach level will be a shallower slope and hence require the towing vehicle to be in deeper water than is currently the case. (see Drawing No 3)
- You will be able to anchor your boat on the beach and then walk it onto your trailer.
- The rocks at the side of the current ramp will be substantially reduced and be a lesser hazard than the current situation.

Overall, the ramp will require a greater focus on tides and timing than we have become accustomed to over the last 4 years, however we will still be in a better position than we have been for the previous 30 years. The ramp slope is outside the recommended range for boat ramps but we do have a location specific problem we are trying to address and this will be the main compromise.

We would appreciate any positive or negative feedback you may have regarding the proposed changes to the ramp. We do want to get this right from the start and as users of the ramp we want to hear what you have to say.

Please feel free to contact us by email vhw@bigpond.com or call John Gray (0429 374 124), Toby Hill (0408 888 609) or myself (0411 554 827) if you have any questions.

Kind regards

A handwritten signature in black ink, appearing to read 'Bill Gill', with a stylized flourish at the end.

Bill Gill

Chairman

Black Point Progress Association